



**SafeRoadsMD**

**PLEASE SUPPORT HB 55**  
**“Vehicle Laws – Dangerous Driver**  
**Abatement Program – Establishment”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.**  
**URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 55**

February 3, 2026

TO:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

**Re: Request for a Favorable Review (with proposed amendments) of HB 55 – Vehicle Laws – Dangerous Driver Abatement Program – Establishment**

Dear Chair Korman, Vice Chair Guyton and Members of the Maryland House Environment and Transportation Committee:

On behalf of SafeRoadsMD (Maryland Coalition for Roadway Safety, Inc.), a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths and serious injuries, we respectfully submit this letter in support of House Bill 8, the Dangerous Driver Accountability Act, sponsored by Delegate Stewart, with proposed amendments.



Maryland continues to experience unacceptable levels of roadway violence driven disproportionately by a relatively small group of repeat dangerous driving offenders. These are not isolated mistakes; they are patterns of behavior repeatedly captured by automated enforcement systems for high-risk violations such as excessive speeding, red-light running, and school bus and stop-sign violations.

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***Maryland Coalition for Roadway Safety, Inc.***  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

HB 8 appropriately recognizes that mailing citations alone often fails to meaningfully change the behavior of this cohort.

SafeRoadsMD supports HB 8 because it shifts the State’s response from passive penalty collection to active behavior correction. By establishing a Dangerous Driver Abatement Program administered by the Motor Vehicle Administration, the bill creates a structured intervention that requires repeat offenders to complete a driver accountability and safety course, backed by escalating consequences for noncompliance. This approach is aligned with evidence-based safety principles and reflects a serious commitment to preventing future harm rather than merely documenting past violations.

### Proposed Amendments

We also support technical and clarifying amendments, some which have already been proposed to HB 8 sponsor Delegate Stewart. These edits strengthen the bill by clearly stating legislative intent: **that the program exists to reduce traffic deaths through education and accountability, not to serve as a backdoor mechanism for collecting unpaid civil penalties.** The amendments further align the bill with Maryland’s post-COVID enforcement experience by **placing sanctions at the point of registration renewal**, rather than triggering abrupt mid-registration suspensions that can result in unintended and inequitable outcomes for drivers acting in good faith.

In addition, the proposed amendments **appropriately improve coordination between HB 8 and other registration-related enforcement statutes, preventing duplicative or conflicting sanctions while preserving meaningful consequences for noncompliance.** Tightening the “owner not driving” waiver is also critical to maintaining the credibility of the program; due process must be preserved, but **repeated endangerment of the public cannot be excused through serial affidavits that effectively immunize dangerous behavior.**

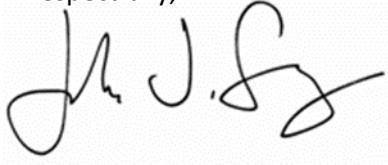
As the Committee considers HB 8, SafeRoadsMD also urges careful attention to equity and fairness in implementation—particularly for low-income individuals, underprivileged communities, essential workers, and those with limited transportation options. **Equity, however, should not be confused with exemption from accountability.** Any amendments addressing hardship should ensure that all offenders experience meaningful consequences for repeated dangerous driving, even if those consequences are structured differently. Waivers may be appropriate in limited circumstances, but **blanket fee reductions or exemptions risk sending the wrong message to repeat offenders and undermining the core purpose of the program.**

**Essential workers and transportation-challenged individuals, in particular, should not be placed above roadway safety laws. While their circumstances warrant thoughtful consideration, repeated behavior that endangers others must still carry a real cost—whether through scaled fines, alternative sanctions, or enhanced accountability measures.** Speed and safety laws already incorporate tolerance thresholds; persistent violations beyond those thresholds reflect conscious risk-taking that contributes directly to roadway violence.

In sum, HB 8 represents an important evolution in Maryland’s approach to chronic dangerous driving. With the proposed amendments and additional attention to equitable—but firm—application, the bill can strike the right balance between fairness, deterrence, and public safety. SafeRoadsMD looks forward to continued dialogue with the Committee and the bill sponsor as the legislation advances.

We appreciate the Committee's leadership and Delegate Stewart's proactive commitment to improving roadway safety for all Marylanders.

Respectfully,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board

Attachments:

1. Proposed amendments previously submitted by Ron Weiss, Fort Washington
2. Proposed amendments submitted by John Seng, SafeRoadsMD

1. Proposed amendments submitted by Ron Weiss, Fort Washington

**AMENDMENT TO HOUSE BILL 8**

**Dangerous Driver Abatement Program – Coordination and Enforcement Alignment**

**On page 5**, in line 19, after “DEATHS” insert “, **THROUGH EDUCATION AND ACCOUNTABILITY,**”.

**On page 5**, after line 22, insert the following:

**(D) THE PROGRAM IS INTENDED TO ADDRESS REPEATED DANGEROUS DRIVING BEHAVIOR AND MAY NOT BE USED AS A SUBSTITUTE FOR, OR DUPLICATE OF, ENFORCEMENT MECHANISMS RELATED SOLELY TO THE COLLECTION OF UNPAID CIVIL PENALTIES.**

**On page 7**, in lines 11–13, strike “**SUSPEND THE RENEWAL OF THE REPEAT OFFENDER’S MOTOR VEHICLE REGISTRATION**” and substitute “**PLACE A HOLD ON THE RENEWAL OF THE REPEAT OFFENDER’S MOTOR VEHICLE REGISTRATION AT THE TIME OF RENEWAL**”.

So that § 21–8A–04(b)(1) reads as follows:

**(B)(1) IF A REPEAT OFFENDER FAILS TO MEET THE REQUIREMENTS OF SUBSECTION (A)(1) OF THIS SECTION, THE ADMINISTRATION SHALL PLACE A HOLD ON THE RENEWAL OF THE REPEAT OFFENDER’S MOTOR VEHICLE REGISTRATION AT THE TIME OF RENEWAL UNTIL THE REPEAT OFFENDER SUCCESSFULLY COMPLETES AN ADMINISTRATION–APPROVED DRIVER ACCOUNTABILITY AND SAFETY COURSE.**

**On page 7**, after line 23, insert the following new subsection to be lettered accordingly:

**(F) IF A REPEAT OFFENDER IS SUBJECT TO A REGISTRATION–RELATED SANCTION UNDER ANOTHER PROVISION OF LAW ARISING FROM THE SAME OR SUBSTANTIALLY SIMILAR AUTOMATED ENFORCEMENT VIOLATIONS, THE ADMINISTRATION SHALL:**

- (1) COORDINATE NOTICE TO THE OWNER TO AVOID DUPLICATIVE OR CONFLICTING COMPLIANCE REQUIREMENTS; AND**
- (2) APPLY SANCTIONS UNDER THIS SUBTITLE ONLY AFTER THE OWNER HAS FAILED TO COMPLY WITH THE REQUIREMENTS OF THE OTHER APPLICABLE PROVISION.**

**On page 7**, in line 32, after “AT THE TIME OF A VIOLATION;” insert the following sentence:

**A WAIVER GRANTED UNDER THIS PARAGRAPH MAY NOT BE USED TO AVOID RESPONSIBILITY UNDER THIS SUBTITLE IF THE ADMINISTRATION DETERMINES THAT THE OWNER HAS REPEATEDLY PERMITTED THE MOTOR VEHICLE TO BE OPERATED IN A MANNER THAT ENDANGERS PUBLIC SAFETY.**

**On page 9**, in line 22, after “PRECEDING YEAR,” insert “**INCLUDING THE NUMBER OF PARTICIPANTS WHO WERE ALSO SUBJECT TO REGISTRATION–RELATED ENFORCEMENT ACTIONS UNDER OTHER PROVISIONS OF LAW,**”.

**On page 9**, after line 26, insert:

**AND A DESCRIPTION OF HOW THE ADMINISTRATION COORDINATED ENFORCEMENT AND NOTICE BETWEEN THIS SUBTITLE AND OTHER APPLICABLE PROVISIONS OF LAW.**

2. Proposed amendments submitted by John Seng, SafeRoadsMD

**AMENDMENT 1**

**Legislative Intent – Clarify Purpose and Escalation**

**On page 5, in line 19, after “TRAFFIC DEATHS” insert:**

**, THROUGH EDUCATION, ACCOUNTABILITY, AND ESCALATING CONSEQUENCES FOR REPEATED DANGEROUS DRIVING BEHAVIOR,**

**On page 5, after line 22, insert the following new subsection:**

**(D) THE PROGRAM IS INTENDED TO ADDRESS REPEATED DANGEROUS DRIVING BEHAVIOR THROUGH INTERVENTION AND ACCOUNTABILITY AND MAY NOT BE USED AS A SUBSTITUTE FOR, OR DUPLICATION OF, ENFORCEMENT MECHANISMS RELATED SOLELY TO THE COLLECTION OF UNPAID CIVIL PENALTIES.**

**AMENDMENT 2**

**Post-Course Recidivism – Mandatory Escalation**

**On page 7, after line 23, insert the following new subsection, to be lettered accordingly:**

**(F) POST–COURSE REPEAT OFFENDER.**

(1) IF A REPEAT OFFENDER, WITHIN 12 MONTHS AFTER SUCCESSFULLY COMPLETING AN ADMINISTRATION–APPROVED DRIVER ACCOUNTABILITY AND SAFETY COURSE, AGAIN MEETS THE DEFINITION OF A REPEAT OFFENDER UNDER THIS SUBTITLE, THE ADMINISTRATION SHALL DESIGNATE THE PERSON A POST–COURSE REPEAT OFFENDER.

(2) A POST–COURSE REPEAT OFFENDER SHALL BE SUBJECT TO ENHANCED SANCTIONS, WHICH MAY INCLUDE:

(I) EXTENDED OR ADDITIONAL HOLDS ON MOTOR VEHICLE REGISTRATION RENEWAL;

(II) INCREASED CIVIL PENALTIES;

(III) ADDITIONAL REQUIRED SAFETY OR ACCOUNTABILITY INTERVENTIONS; OR

(IV) OTHER MEASURES ADOPTED BY REGULATION TO DETER CONTINUED DANGEROUS DRIVING BEHAVIOR.

**AMENDMENT 3**

**Low-Income Accommodations – Equity Without Elimination of Consequences**

**On page 8, in the subsection relating to low-income accommodations, add the following:**

**(X) A WAIVER OR REDUCTION OF FEES GRANTED BASED ON INCOME MAY NOT ELIMINATE ALL CONSEQUENCES FOR REPEATED DANGEROUS DRIVING BEHAVIOR.**

**(Y)** IF A FEE IS WAIVED OR REDUCED UNDER THIS SUBSECTION, THE ADMINISTRATION SHALL IMPOSE AN ALTERNATIVE ACCOUNTABILITY MEASURE, WHICH MAY INCLUDE COMMUNITY–BASED SAFETY SERVICE, EXTENDED COMPLIANCE PERIODS, OR OTHER NONFINANCIAL SANCTIONS AUTHORIZED BY REGULATION.

#### **AMENDMENT 4**

##### **Hardship Appeals – Modify Sanction, Not Accountability**

**On page 8, in the hardship appeal subsection, after the existing language, insert:**

**(X)** A DETERMINATION OF HARDSHIP MAY MODIFY THE FORM OF A SANCTION BUT MAY NOT EXEMPT A REPEAT OFFENDER FROM ACCOUNTABILITY FOR DANGEROUS DRIVING BEHAVIOR.

**(Y)** FOR ESSENTIAL WORKERS OR INDIVIDUALS WITH LIMITED TRANSPORTATION OPTIONS, THE ADMINISTRATION SHALL IMPOSE ALTERNATIVE SANCTIONS THAT REFLECT THE SERIOUSNESS OF THE OFFENSE, WHICH MAY INCLUDE:

- (1) INCREASED CIVIL FINES;
- (2) COMMUNITY–BASED ROADWAY SAFETY SERVICE;
- (3) EXTENDED PROBATIONARY COMPLIANCE PERIODS; OR
- (4) OTHER SANCTIONS ADOPTED BY REGULATION.

#### **AMENDMENT 5**

##### **Owner-Not-Driving Waiver – Prevent Serial Avoidance**

**On page 7, in line 32, after “AT THE TIME OF A VIOLATION;” insert:**

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**A WAIVER GRANTED UNDER THIS PARAGRAPH MAY NOT BE USED TO AVOID RESPONSIBILITY UNDER THIS SUBTITLE IF THE ADMINISTRATION DETERMINES THAT THE OWNER HAS REPEATEDLY PERMITTED THE MOTOR VEHICLE TO BE OPERATED IN A MANNER THAT ENDANGERS PUBLIC SAFETY.**

#### **AMENDMENT 6**

##### **Reporting – Measure Post-Intervention Effectiveness**

**On page 9, in line 22, after “PRECEDING YEAR,” insert:**

**INCLUDING THE NUMBER OF PARTICIPANTS WHO COMMITTED ADDITIONAL QUALIFYING VIOLATIONS AFTER COMPLETING A DRIVER ACCOUNTABILITY AND SAFETY COURSE,**

**On page 9, after line 26, insert:**

**AND A BREAKDOWN OF POST–COURSE VIOLATIONS BY INCOME CATEGORY, HARDSHIP STATUS, AND GEOGRAPHIC LOCATION.**