



SafeRoadsMD

**PLEASE SUPPORT HB 107**  
“Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment”

## MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 107

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.  
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### Re: Request for a Favorable Report on HB 107 “Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment”

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

On behalf of SafeRoadsMD – the Maryland Coalition for Roadway Safety, I write to express our strong support for Delegate Allen’s House Bill 107, establishing the Intelligent Speed Assistance (ISA) System Pilot Program for Maryland drivers whose licenses are suspended or revoked due to serious, repeated speeding and other dangerous violations.



From our statewide perspective, the need for a practical intervention is clear and increasingly urgent. Excessive speeding and reckless driving continue to put Maryland lives at risk every day. A relatively small, hard-core group of repeat offenders creates a disproportionate share of the danger on our roads. They routinely treat citations as a cost of doing business, often evade meaningful consequences, and too frequently fail to pay fines at all.

Speeding involved in multi-vehicle fatal crash. [CLICK IMAGE for NBC4 story.](#)

Meanwhile, traditional police enforcement is constrained by staffing shortages and comes with inherent safety risks for officers and motorists. Even at its best, human enforcement cannot be scaled to reliably deter the same repeat offenders day after day.

HB 107 offers something different and necessary: a structured way to intervene with drivers who have demonstrated—through point-based suspensions or revocations tied to serious violations—that they will not reliably manage their vehicles at safe and legal speeds without direct controls. Much like ignition interlock requirements for impaired driving, ISA technology can allow individuals to continue working and meeting family obligations while physically preventing the kind of chronic speeding behavior that turns ordinary roadways into high-risk environments.

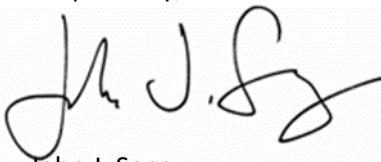
We also appreciate the bill’s thoughtful implementation design. HB 107 directs the Motor Vehicle Administration to establish program protocols by regulation, sets standards for approved service providers, and includes monitoring and reporting requirements. The bill appropriately limits the pilot program’s duration and requires a report to the Governor and General Assembly on implementation—ensuring oversight and the opportunity to refine the approach based on results.

In plain terms, HB 107 helps Maryland do what our current tools cannot do at scale: intervene before the most dangerous speeding happens, not after. This is a commonsense step toward preventing deaths and life-altering injuries, and it is consistent with the proven public safety model Maryland already uses for ignition interlock.

For these reasons, SafeRoadsMD respectfully urges the House Environment and Transportation Committee to issue a favorable report on HB 107. Maryland cannot ticket its way out of chronic dangerous speeding. We must prevent the highest-risk behavior—especially by repeat offenders—before it becomes another tragedy.

Our thanks to Delegate Allen as well as to you for your consideration and for your leadership on behalf of improving roadway safety in our State.

Respectfully,



John J. Seng  
Chair, SafeRoadsMD

cc: Prince George’s County Councilmember Shayla Adams-Stafford  
ISA Working Group  
SafeRoadsMD Board Members  
Dominique Moody, NBC4