

**HB 8\_MTBMA\_FAV.pdf**

Uploaded by: Michael Sakata

Position: FAV



Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

February 5, 2026

**RE: HB 8 – FAVORABLE – Vehicle Laws – Dangerous Driver Abatement Program – Establishment (Dangerous Driver Accountability Act)**

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 8 establishes the Dangerous Driver Abatement Program, requiring repeat offenders identified through existing automated enforcement systems to complete an approved driver accountability and safety course or face vehicle registration consequences. The bill is focused on behavior change and accountability rather than revenue generation, and it does not dedicate fines or fees to the Transportation Trust Fund or roadway projects. Instead, it leverages existing enforcement tools to target a small subset of chronic, high-risk drivers who contribute disproportionately to serious crashes.

MTBMA supports HB 8 because it advances roadway safety without creating new unfunded infrastructure mandates, distorting transportation funding, or incentivizing enforcement as a revenue source. By focusing on education and corrective action rather than expanding penalties, the bill aligns with the goal of improving safety outcomes while keeping transportation funding discussions centered on investment, not citations.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", written over a thin horizontal line.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**BikeMD\_HB008-FAV-20260205.pdf**

Uploaded by: Nigel Samaroo

Position: FAV



HB0008 – Dangerous Driver Accountability Act of 2026  
House Environment & Transportation Committee  
Bike Maryland and Statewide Coalition – FAVORABLE

February 5, 2026

Chair Korman and Committee Members,

My name is Nigel Samaroo, and I am submitting this testimony on behalf of Bike Maryland and a statewide coalition of advocates **in strong support of HB0008, the Dangerous Driver Accountability Act of 2026.**

Every day, Maryland's roads are shared by drivers, pedestrians, thousands of bicyclists and other vulnerable road users (VRUs) who rely on safe infrastructure and responsible behavior from all who use it. Yet too often, dangerous driving goes unchecked until tragedy occurs. For bicyclists, the consequences of repeated reckless behavior by motorists are not theoretical; they are immediate, physical, and sometimes fatal. A person on a bike has no steel frame, no airbags, and no margin for error when a driver chooses to speed, ignore signals, or drive distracted.

HB0008 addresses this reality with a balanced, evidence-based approach. By establishing a **Dangerous Driver Abatement Program**, the bill ensures that individuals who accumulate **three or more automated enforcement offenses** are required to complete a **Driver Accountability and Safety Course** within 90 days. This is not punitive for the sake of punishment, it is corrective. It gives drivers a structured opportunity to understand the risks their behavior creates and to change course before someone is seriously harmed.

Importantly, the bill recognizes the complexities of people's lives. It includes:

- **Flexible payment options** for low-income offenders
- A **hardship appeals process** for essential workers and those who rely on their vehicle as their only viable mode of transportation
- Graduated **sanctions**, including license suspension or, in limited cases, vehicle impoundment only if the driver refuses to complete the required safety course

This is a thoughtful, humane framework that prioritizes public safety without ignoring economic realities. From a bicyclist's perspective, HB0008 is not simply a policy improvement, it is a life-saving intervention. Automated enforcement violations are objective indicators of repeated dangerous behavior. When a driver has triggered multiple speed or red-light cameras, that pattern represents a clear and escalating threat to vulnerable road users. Bicyclists are disproportionately harmed in these scenarios, and too many Maryland families have endured preventable loss because a dangerous driver was allowed to continue unchecked.

HB0008 gives the state a tool it currently lacks: a way to intervene early, consistently, and fairly before dangerous driving results in irreversible harm.

Bike Maryland and the coalition of advocates listed below urge the Committee to recognize the profound safety benefits of this bill and to vote **FAVORABLE** on HB008. Maryland's bicyclists, pedestrians, and all who share our roads deserve a transportation system where accountability is the norm and safety is the expectation.

Thank you for your consideration,  
Nigel Samaroo, MPH  
Board of Directors, Bike Maryland

**Baltimore Bicycling Club (BBC)**  
**Baltimoreans for People Oriented Places (BaltPOP)**  
**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**  
**Bike Harford**  
**Bike Maryland**  
**Bikemore**  
**Bike HoCo**  
**Frederick Bicycle Coalition**  
**Maryland Eastern Shore Trail Network**  
**Washington Area Bicyclist Association (WABA)**

**HB 008 FAV Del Stewart .pdf**

Uploaded by: Vaughn Stewart

Position: FAV

VAUGHN STEWART  
*Legislative District 19*  
Montgomery County



The Maryland House of Delegates  
6 Bladen Street, Room 151  
Annapolis, Maryland 21401  
410-841-3528  
800-492-7122 Ext. 3528  
Vaughn.Stewart@house.maryland.gov

CHIEF DEPUTY MAJORITY WHIP  
Government, Labor, and Elections  
Committee  
*Vice Chair*  
Democratic Caucus

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 8**  
**Dangerous Driver Accountability Act of 2026**

Testimony by Delegate Vaughn Stewart  
February 5, 2026 | Environment and Transportation Committee

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## Introduction

HB 8 is a targeted, common-sense response to a clear and growing public safety failure: Maryland's current system allows a small number of chronically dangerous drivers to repeatedly violate traffic laws with little or no escalating consequence—until someone is seriously injured or killed.

## What the Bill Does

HB 8 establishes a Dangerous Driver Abatement Program, administered by the Motor Vehicle Administration, aimed squarely at repeat reckless driving and excessive speeding offenders.

Under the bill, drivers who demonstrate a pattern of dangerous behavior will be required to complete an administration-approved driver accountability and safety course. Failure to comply triggers penalties. The goal is simple: intervene early, change behavior, and prevent the next tragedy—rather than reacting after the fact.

This is not a blanket punishment. It is a focused, evidence-based intervention for drivers who have already shown, repeatedly, that standard fines do not work.

## Why This Matters

Traffic fatalities in Maryland are rising—not falling. Over the past decade, roadway deaths have increased dramatically, growing from 445 fatalities in 2014 to 579 in 2024. These are not abstract numbers. They represent parents, children, coworkers, and neighbors who did not make it home.

And these deaths are not random.

Again and again, investigations show that the most serious crashes are linked to excessive speed, reckless driving, and repeat offenders—drivers who accumulate violations but face no meaningful escalation in consequences.

Other jurisdictions illustrate the danger of this gap. In Washington, D.C., individual drivers have accumulated hundreds of unpaid speeding and traffic citations—sometimes totaling tens or even hundreds of thousands of dollars—before meaningful enforcement occurred. In one widely reported case, a driver with Maryland ties amassed more than 400 unpaid citations for excessive speeding and other dangerous behavior before legal action was finally taken.

That is not a failure of individual responsibility alone. It is a systemic failure.

When fines can be ignored indefinitely, they stop functioning as deterrents. When there is no intervention until after catastrophic harm, the system has already failed its core mission: preventing danger.

## **How HB 8 Fixes the Gap**

HB 8 introduces accountability where it is currently missing.

It recognizes that for a small subset of drivers, repeated fines are simply absorbed as a cost of doing business. For those drivers, behavior—not revenue—must be addressed. Mandatory accountability and safety education, backed by enforceable penalties, is a proven tool to change conduct before lives are lost.

The bill also promotes fairness. Reckless driving disproportionately harms communities where people walk, bike, or rely on transit—often children, seniors, and working families. Allowing chronic offenders to continue unchecked externalizes risk onto everyone else.

## **Why a Favorable Report Is Warranted**

Right now, Maryland's system sends the wrong message: if you ignore enough tickets, nothing happens—until it's too late.

HB 8 sends a different message: repeated dangerous driving has consequences, and the state will act before tragedy strikes.

This bill is about prevention, accountability, and public safety. It gives the MVA clear authority, uses targeted interventions rather than blunt punishment, and closes an enforcement gap that has cost lives.

Marylanders deserve roads that are safer—not just in theory, but in practice. HB 8 moves us closer to that goal.

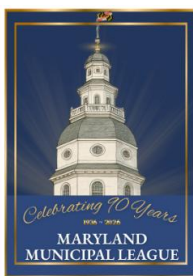
For these reasons, I respectfully urge the Committee to issue a favorable report.

Thank you.

# HB 8 - MML - FWA.pdf

Uploaded by: Bill Jorch

Position: FWA



## TESTIMONY

**COMMITTEE:** House Environment and Transportation

**DATE:** February 5, 2026

**POSITION:** Favorable with Amendments

**BILL:** HB 8

The Maryland Municipal League (MML) supports House Bill 8, with amendment.

HB 8 creates a “Dangerous Driver Abatement Program” within the Motor Vehicle Administration (MVA), which would place additional requirements on vehicle owners who are captured in violation of automated traffic enforcement (ATE) devices.

Typically, the creation of a new program in a State agency typically would not result in MML taking a formal position; however this bill impacts municipal governments that operate ATE devices. Specifically, under the bill MVA would send a letter to the vehicle owner who was caught in violation by an ATE and include in the letter details about the violations (date, location, and number and type of violation) that would need to be provided by the local government operating the ATE device. The bill is unclear in how this information will be exchanged. Currently, many municipal governments do not track repeat offenders of ATE devices, and certainly not on an ongoing basis. This would add significant administrative burden to operate these traffic calming devices.

**MML amendment 1:** Add after page 5, line 23 “(D) The program applies only to automated traffic enforcement devices listed in 21-8A-01 of this article that are operated by the State.”

If a local government exemption is not feasible, please consider amendment 2.

**MML amendment 2:** Add after page 6, line 20 “The information needed to carry out this section shall be provided by the entity that operates an automated traffic enforcement devices listed in 21-8A-01 in an annual report due by December 31 of each year.”

For these reasons, the League respectfully requests an amendment to exempt local governments or to dictate the information needed to carry out the program is to be shared through an annual report. With that amendment, the League respectfully requests that the committee provide House Bill 8 with a favorable report.

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For more information relating to this piece of testimony, please contact:

Bill Jorch: Managing Director, Advocacy and Public Policy, [billj@mdmunicipal.org](mailto:billj@mdmunicipal.org)

*52 municipal governments operate roughly 300 speed cameras across the State.*

# **SafeRoadsMD Supports HB 8 with amendments.pdf**

Uploaded by: John Seng

Position: FWA



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.

Click on image to play news video.

***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.**

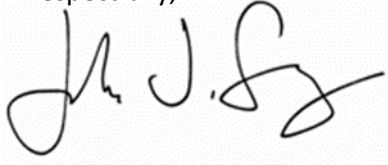
As the Committee considers HB 8, SafeRoadsMD also urges careful attention to equity and fairness in implementation—particularly for low-income individuals, underprivileged communities, essential workers, and those with limited transportation options. **Equity, however, should not be confused with exemption 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.**

# **HB 8, Supprt with Amendment (Weiss).pdf**

Uploaded by: Ron Weiss

Position: FWA

Dear Chair Korman and Members of the Committee,

I am Ron Weiss, a founding member of the MD 210 Traffic Safety Committee and a board member of SafeRoadsMD. I respectfully submit this written testimony in support of House Bill 8, the Dangerous Driver Accountability Act, **with the attached amendment titled “Dangerous Driver Abatement Program – Coordination and Enforcement Alignment.”**

HB 8 addresses a real and growing problem in Maryland: a small but dangerous group of repeat offenders whose vehicles are repeatedly captured by automated enforcement systems for high-risk violations such as speeding, red-light running, and school bus and stop-sign violations. A statewide intervention that moves beyond mailing citations and requires accountability is both reasonable and necessary.

I support HB 8 because it is designed as a **behavior-change intervention**, not simply a penalty collection tool. By requiring repeat offenders to complete an approved driver accountability and safety course, and by backing that requirement with escalating consequences for noncompliance, the bill creates a structured pathway toward safer behavior rather than relying on punishment alone.

The **amendment strengthens the bill and improves its defensibility**, without weakening its effectiveness.

First, the amendment clearly states legislative intent: HB 8 is meant to address repeated dangerous driving behavior through education and accountability, and not to duplicate enforcement mechanisms aimed solely at collecting unpaid civil penalties. This clarification is important to avoid confusion with other bills that address different enforcement failures, such as chronic nonpayment in specific corridors.

Second, the amendment aligns HB 8 with the General Assembly’s post-COVID approach to registration enforcement by clarifying that the primary sanction is a **hold at registration renewal**, rather than mid-registration suspension. This reflects lessons learned when breakdowns in tolling and notice systems resulted in sudden, unexpected consequences for drivers who were not acting in bad faith.

Third, the amendment ensures **coordination rather than duplication** when other registration-related enforcement statutes apply. This prevents overlapping or conflicting sanctions and allows HB 8 to complement, rather than compete with, more targeted enforcement tools.

Fourth, the amendment appropriately tightens the “owner not driving” waiver. It preserves due process and sworn-statement protections, but makes clear that repeated

endangerment cannot be avoided through serial affidavits. This balance is essential if HB 8 is to remain credible and effective.

Finally, the amendment enhances legislative oversight by requiring reporting on how HB 8 interacts with other enforcement actions in practice. That transparency will allow the General Assembly to evaluate outcomes and make adjustments if needed.

In short, HB 8, as amended, strikes the right balance. It targets repeat dangerous behavior, preserves fairness, avoids unintended duplication, and maintains meaningful consequences for noncompliance. I urge the Committee to give House Bill 8 a favorable report **with the amendment**.

Thank you for the opportunity to provide testimony.

Respectfully submitted,

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.**

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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.**

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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.

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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.**

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**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.**