

# **Langenkamp Testimony HB017 Intelligent Speed Assis**

Uploaded by: Daniel Langenkamp

Position: FAV

**Witness Testimony—Favorable  
HB107  
Stopping Super Speeders with Intelligent Speed Assistance Devices  
Daniel Langenkamp, Montgomery County, Maryland  
February 4, 2026**

My wife’s life ended near our home in Bethesda when the negligent driver of a large truck yanked his vehicle across the bike lane where Sarah was riding. In the months and years since Sarah’s death in 2022, I have worked with legislators to close glaring gaps in our safety laws. Of all the safety bill circulating this year, this one has perhaps the most potential to save lives. Here is why:



First, Speeding is a factor in nearly one-third of roadway deaths nationwide. And we have too many such deaths: More than 3,000 people die on U.S. roads — more than were killed on September 11 — every single month.

Second, the drivers we are talking about are uniquely dangerous and are disproportionately responsible for deaths on our roads. Facts bear this out. According to the [New York City Department of Transportation](#), where all 700 city-owned vehicles have this technology, vehicles that receive 20 or more speed camera violations are **five times** more likely to be involved in a fatal or severe injury crash. Vehicles with 30 or more violations are more than **50 times** more likely to be involved in such crashes.

Third, current law enforcement is not working. Studies show that over 75% of those with suspended licenses continue to drive anyway.

Fourth, Virginia and Washington, D.C., have already passed laws allowing judges to impose ISA technology to rein in the worst super speeders. Many other states are lining up to follow their lead. People in Maryland shouldn’t be less protected from these deadly drivers than those just across the border in the District and Virginia.

To be clear, this bill focuses only on the small number of drivers who do extraordinary harm — the ones who drive 30 or 40 miles per hour over the limit, who rack up reckless driving convictions like trophies, and who get back on the road poised to kill again.

Traffic violence is not inevitable. It is the result of choices we make about road design, enforcement, and whether we are willing to use proven technologies to save lives. I urge a favorable committee report for HB107.



**Testimony\_ HB0107 (2026).pdf**

Uploaded by: Dawn Luedtke

Position: FAV



**MONTGOMERY COUNTY COUNCIL**  
ROCKVILLE, MARYLAND

DAWN LUEDTKE  
COUNCILMEMBER  
DISTRICT 7

February 3, 2026

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
Room 101, House Office Building  
Annapolis, MD 21401

RE: House Bill 107, *Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment*

Dear Chair Korman,

I submit this testimony in strong support of House Bill 107, which establishes an Intelligent Speed Assistance (ISA) System Pilot Program for drivers whose licenses have been suspended due to excessive speeding.

Through Vision Zero and related roadway safety initiatives, Maryland has committed itself to the principle that traffic deaths are preventable. That commitment requires us to move beyond strategies that rely primarily on individual compliance and include systems that reduce the likelihood and severity of crashes. HB107 reflects that evolution in roadway safety policy.

Speeding remains one of the most significant and persistent contributors to fatal and serious injury crashes in Maryland. In recent years, Maryland has experienced troubling increases in roadway fatalities, particularly those involving pedestrians and cyclists, even as vehicle safety technology has improved. Excessive speed is a common and compounding factor in these deaths. At higher speeds, crashes are not only more likely; they are far more likely to be fatal.

Traditional traffic enforcement serves an important role, but has limitations. License suspension, while appropriate in many cases, does not reliably remove dangerous drivers from the road. A study by the National Cooperative Highway Research Program shows that roughly three out of four drivers with suspended licenses continue to drive, undermining both public safety and the deterrent value of suspension penalties.

HB107 addresses this gap directly and sensibly. Intelligent Speed Assistance technology uses GPS, digital roadway data, and sign recognition to prevent vehicles from exceeding posted speed limits. Rather than reacting after dangerous behavior occurs, ISA prevents it from occurring in the first place. Preventing harm is a core Vision Zero principle which ISA facilitates so that we are not simply reactive to punishment after tragedy has occurred.

HB107 appropriately targets intervention where it will have maximum safety benefit - for drivers whose licenses have been suspended for excessive speeding. It does not expand criminal penalties, nor does it place additional ongoing demands on law enforcement. Instead, it quietly and consistently enforces safe speeds, protecting all roadway users –drivers, passengers, pedestrians, and cyclists alike.

Roadway safety organizations from both the community and the industry support this bill because it aligns with what decades of traffic safety research tell us: the most effective safety interventions are those that make dangerous behavior difficult, not merely unlawful. Our commitment to Vision Zero requires our willingness to pilot tools that directly address the behaviors most likely to result in death.

HB107 offers Maryland an opportunity to lead with prevention, data, and technology. I urge the Committee to issue a favorable report and allow this pilot program to move forward. Lives depend on our willingness to modernize our approach to roadway safety.

Thank you for the opportunity to provide testimony.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dawn Luedtke", written in a cursive style.

Dawn Luedtke  
Montgomery County Councilmember, District 7

**02-3-26 hb0107support.pdf**

Uploaded by: John Becker

Position: FAV



**SafeRoadsMD**

**PLEASE SUPPORT HB0107  
“Motor Vehicles-Intelligent  
Speed Assistance System Pilot  
Program-Establishment”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.  
URGES Maryland HOUSE Environment and Transportation  
Committee Support HB0107**

February 3, 2026

**TO:** Delegate Marc Korman, Chair, and Delegate Michele Guyton, Vice Chair, and Bill Sponsor  
Delegate Allen  
House Environment and Transportation Committee  
Maryland General Assembly  
250/251 Taylor House Office Building  
Annapolis, Maryland 21401

**FROM:** John Becker, Board Member  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(301) 852 9051, [jb@saferoadsmd.org](mailto:jb@saferoadsmd.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

**Re: Request for a Favorable Review of HB 0107 Motor Vehicles – Intelligent Speed Assistance  
System Pilot Program - Establishment**

As a member of the Board of Directors of Maryland Coalition for Roadway Safety, Inc. (Safe Roads Maryland), a statewide coalition families, advocates, and professionals committed to reducing traffic deaths, serious injuries and crashes, respectfully, request a favorable review of House Bill 0107.

Respectfully,

John Becker  
Board Member  
Maryland Coalition for Roadway Safety, Inc.

**cc:** John Seng, Chair  
Maryland Coalition for Roadway Safety

# SafeRoadsMD Supports HB 107.pdf

Uploaded by: John Seng

Position: FAV



**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.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org) [SafeRoadsMD.org](http://SafeRoadsMD.org)

### **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.

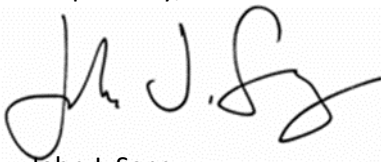
We also appreciate the bill’s thoughtful implementation design. HB 107 directs the Motor Vehicle Administration to establish program protocols by regulation, sets standards for approved service providers, and includes monitoring and reporting requirements. The bill appropriately limits the pilot program’s 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

**P HB0107 OCB Testimony 2026.pdf**

Uploaded by: Mindy Badin

Position: FAV

# Please Support HB 107

February 5, 2026

To:

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

From:

Kathleen Emery, President  
Olney Concert Band  
13921 Rippling Brook Drive  
Silver Spring, MD 20906  
koemery@hotmail.com

Dear Chair Korman and Vice Chair Guyton:

The Olney Concert Band (OCB) would like to express its support of HB107, legislation to advance the use of Intelligent Speed Assistance (ISA) technology on Maryland roadways.

The Olney Concert Band is a community-based ensemble whose members come from across Montgomery County and surrounding areas. Many of our musicians live outside of Montgomery County and drive up to an hour each way to attend weekly rehearsals in Olney. In addition, our concerts and community performances occasionally require travel to venues several hours away. As a result, our members spend a significant amount of time driving throughout Maryland. There are many community bands throughout the state, and in addition to musicians, family and community members also travel to enjoy their concerts.

Our members consistently witness unsafe speeding behavior. Excessive speed endangers not only drivers, but also passengers, pedestrians, and bicyclists. For those traveling long distances after rehearsals or performances, speeding drivers create real safety concerns. These risks are a regular part of our members' driving experiences.

Intelligent Speed Assistance offers a practical approach to improving road safety. By causing repeat speeding motorists to stay within the posted speed limits, ISA technology can reduce crashes, injuries, and fatalities. For community members like ours, who depend on safe roads to participate in cultural and civic life, this technology represents a meaningful step toward preventing tragedies before they occur.

The Olney Concert Band believes that supporting safer roadways supports stronger communities. We request a favorable report on HB107 to help make Maryland's roads safer for everyone—whether they are commuting to work, attending school, or traveling to share music with their community.

Thank you for the opportunity to provide testimony and for your consideration of this important legislation.

Sincerely,  
Kathleen Emery, President  
Olney Concert Band

**P HB107 GOCA Testimony 2026.pdf**

Uploaded by: Mindy Badin

Position: FAV

# Please Support HB 107

February 5, 2026

To:

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

From:

Mindy Badin, Transportation Committee Chair  
Greater Olney Civic Association  
4212 Charley Forest Street  
Olney, MD 20832  
[minbad001@yahoo.com](mailto:minbad001@yahoo.com)

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

On behalf of the Greater Olney Civic Association (GOCA) and the residents it represents, I respectfully urge a favorable report on House Bill 107, which advances the use of Intelligent Speed Assistance (ISA) technology to improve roadway safety in Maryland.

The State of Maryland is filled with communities just like Olney - communities which include residential streets, school zones, parks, and commercial corridors, all which are used daily by pedestrians, bicyclists, rollers, and drivers. Excessive vehicle speed threatens the safety of all of these road users and undermines the quality of life in our communities and neighborhoods.

As Chair of the Transportation Committee of GOCA, I regularly hear from residents who are concerned about reckless driving and speeding on our streets. Reduced speed limits, plus automated and traditional speed enforcement, are not always sufficient to change the habits of excessive speeders. 2025 data show that 93 of the lives lost on our Maryland roadways are attributed to speeding. Nationally, 75% of those who have had their licenses suspended for excessive speeding continue to drive recklessly, endangering themselves and others.

A small, high-risk group of repeat speeding offenders are disproportionately responsible for the fatal crashes on our roadways. House Bill 107 offers a smart, evidence-based approach to address this issue, and aligns with Maryland's Vision Zero goals. Intelligent

Speed Assistance technology causes drivers to comply with posted speed limits, supporting safer driving behavior and reducing the likelihood and severity of crashes.

For communities all across Maryland, the benefits of ISA are clear: safer streets for pedestrians, bicyclists, rollers, and motorists. House Bill 107 represents a proactive step toward preventing injuries and fatalities rather than reacting to them after the fact.

The Greater Olney Civic Association strongly supports House Bill 107 and respectfully requests a favorable report. Thank you for your time, consideration, and commitment to improving transportation safety for all Marylanders.

Sincerely,  
Mindy Badin  
Transportation Chair  
Greater Olney Civic Association

# **BikeMDetal-HB107 IntelligentSpeedAssist-FAV-202602**

Uploaded by: Nigel Samaroo

Position: FAV



HB107: Intelligent Speed Assist Pilot Program  
House Environment & Transportation Committee  
Bike Maryland and Statewide Coalition – FAVORABLE

February 5, 2026

Chair Korman and Committee Members,

**Roadway safety is a paramount transportation concern, especially for vulnerable road users. HB107, Intelligent Speed Assist, would make Maryland’s roadways safer for all who walk, bike, roll and drive. Bike Maryland is a statewide biking advocacy organization with over 200 paying members and thousands of other advocate contacts. We lead a coalition of organizations from across Maryland representing thousands of other supporters in the State. Bike Maryland and the coalition below support the bill.**

Speed kills. According to the Federal Highway Administration (FHWA), "Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to more severe injuries and fatalities." For instance, a 2011 technical report published by the AAA Foundation for Traffic Safety, "Impact Speed and a Pedestrian’s Risk of Severe Injury or Death," found that the average risk of severe injury to a pedestrian increased with vehicle speed from 10% at 16 MPH, 25% at 23 MPH, 50% at 31 MPH, and higher at higher speeds.

In response, HB 107 would directly address vehicle speed, a factor that is known to make our streets more dangerous for pedestrians, bicyclists and all road users. This bill focuses on repeat speeding offenders and aligns Maryland with similar laws in Virginia and D.C. The ISA technology has been proven effective in commercial fleets and other jurisdictions.

Bike Maryland and the coalition below urge a favorable HB107 committee report and House floor vote.

Peter Gray, [Chair@bikemd.org](mailto:Chair@bikemd.org)

**Baltimore Cycling Club (BBC)**  
**Baltimoreans for People Oriented Places**  
**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)**

# **HB0107 - LOS - MVA - Intelligent Speed Assistance**

Uploaded by: Patricia Westervelt

Position: FAV

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February 5, 2026

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

***RE: Letter of Support – House Bill 107 – Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 107 as an important safety initiative.

HB 107 requires the Maryland Motor Vehicle Administration (MVA) to establish a new pilot program using intelligent speed assistance (ISA) systems installed in participants' vehicles. These devices use existing technology – including global positioning and engine governors – to ensure the vehicle is prevented from exceeding the posted speed limit. Participants would be enrolled in the program as an alternative to serving a suspension of their driving privileges for certain offenses.

Speeding is one of the most dangerous driving behaviors, accounting in part for one out of every three crashes. In 2024 and 2025, over 14,000 crashes which occurred on Maryland's roadways involved speeding. The probability of death or serious injury grows with impacts at higher speeds—doubling for every 10 miles per hour (MPH) over 50 MPH that a vehicle travels. The dangers of speeding are also borne on vulnerable road users (VRU) such as pedestrians and bicyclists at much greater risk, with the VRUs eight times more likely to die if struck by a motorist driving 40 mph compared to when struck at 20 mph. Maryland has set the goal of zero vehicle-related deaths or serious injuries on state roadways by the year 2030.

ISA shows promise at addressing the chronic dilemma of speeding on Maryland's roadways by its worst offenders. As Virginia, Washington, and the District of Columbia begin to implement their own ISA programs and the American Association of Motor Vehicle Administrators begins work on new guidelines for this promising technology, Maryland has the opportunity to continue being at the forefront in utilizing technology to reach our goal of zero deaths on our roadways by adopting a pilot program implementing ISA to address the most serious and dangerous drivers on our roadways. Stopping dangerous speeders at the speed limit shows promise in correcting poor driving behavior contributing to serious injury and deaths on Maryland's roadways while reducing the overall impact to individuals that would otherwise serve a suspension of their driving privileges.

The Honorable Marc Korman  
Page Two

For these reasons, the Maryland Department of Transportation respectfully requests that the Committee consider this information during its deliberations and issue House Bill 107 a favorable report.

Respectfully submitted,

Christine E. Nizer  
Administrator  
Maryland Motor Vehicle Administration  
410-787-7830

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090

# **AAA FINAL Testimony in Support of HB 107- Intellig**

Uploaded by: Ragina Ali

Position: FAV



## **AAA Mid-Atlantic's Testimony in SUPPORT of HB 107 Motor Vehicles - Intelligent Speed Assistance System Pilot Program – Establishment**

***Sponsor: Delegate Allen***

- AAA Mid-Atlantic **supports HB 107– Motor Vehicles - Intelligent Speed Assistance System Pilot Program – Establishment**, requiring individuals whose driver's licenses are subject to certain suspension or revocation to participate in the Program.
- AAA recognizes that speeding is a serious problem on our roadways, and speed-related crashes are a leading cause of traffic fatalities nationwide and here in Maryland.
- There were 40,901 deaths from motor vehicle crashes in the [United States in 2023](#). Nearly a third of those killed – 11,775 were involved in speed-related crashes, according to the National Highway Traffic Safety Administration ([NHTSA](#)).
- According to the MDOT MVA Highway Safety Office, there were 7,705 speed-related crashes in Maryland in 2023, resulting in more than 3,200 injuries and 102 deaths. (Source: [MDOT MVA Highway Safety Office](#), data as of February 2, 2026).
- AAA supports requiring active intelligent speed assistance technology for combatting repeat and egregious speeding offenders.
- While the use of this speed limiting technology to address this dangerous and potentially deadly behavior is new, these devices have been used in public transit, municipal fleets, commercial vehicles and some private vehicles around the globe and have demonstrated success in reducing speeds.
- Sadly, speeding persists on our roadways, despite the dangers.
- In the **AAA Foundation for Traffic Safety's annual 2023 Traffic Safety Culture Index**, 61% of respondents perceived driving 10 mph over the posted speed limit on residential streets as very or extremely dangerous and 49% of respondents reported speeding 15 mph above the posted speed limit on freeways as very or extremely dangerous.
- Even though the respondents viewed speeding as dangerous, they admitted to doing it anyway.
- In fact, 49% of drivers said they had exceeded the speed limit by 15 mph on a freeway in the past month, and 36% reported exceeding the speed limit by 10 mph on a residential street. (Source: [AAA Foundation for Traffic Safety, 2024](#)).

- The Insurance Institute of Highway Safety’s June 2024 survey found that “about three fourths of respondents agreed ISA would reduce speeding-related crashes. Over 60% agreed that [ISA](#) with an advisory warning would be acceptable or kept turned on.”  
(Source: *Insurance Institute of Highway Safety’s June 2024*)
- Furthermore, about half of drivers said they would support technology automatically restricting speed or making the accelerator harder to press.
- Speeding doesn’t just put a driver and his or her passengers at risk, it threatens the safety of everyone on and around the roads.
- Nationwide, in 2023, official data from the [NHTSA](#) indicates that 7,314 pedestrians were killed in traffic crashes on public roads, representing approximately 18% of all traffic fatalities that year.
- Speeding accounted for 8.1% of pedestrian fatalities in 2023, using data from [NHTSA’s Fatality Analysis Reporting System](#).
- We can’t afford to allow negligent speed violators and repeat offenders to put more lives at risk.
- AAA supports active intelligent speed assistance technology as an innovative way to address and limit this dangerous behavior behind the wheel.
- Similar to ignition interlock devices for impaired driving, intelligent speed assistance technology is an important tool in the traffic safety toolbox to prevent dangerous and deadly behaviors on our roadways.
- **For these reasons, we respectfully urge the Committee to give HB 107 a favorable report.**

***Contacts:***

*Ragina C. Ali, AAA Club Alliance  
Public and Government Affairs Manager  
443.465.5020*

*Marty Lostrom, GS Proctor & Associates  
Associate  
202.368.3859*

**Ext. Comm. - Testimony - 2026 - Maryland HB 107 -**

Uploaded by: Joshua Fisher

Position: FWA



February 4, 2026

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, Maryland 21401

**RE: HB 107 – Intelligent Speed Assistance System Pilot Program**  
**Position: Favorable with Amendment**

Dear Chair Korman:

On behalf of the Alliance for Automotive Innovation<sup>1</sup> (Auto Innovators), I wanted to express our support for House Bill 107, legislation designed to curb the epidemic of habitual and excessive speeders, and also respectfully ask consideration of a perfecting amendment discussed below.

Our members have invested countless research and development capital to continually improve vehicle safety systems not only to increase the chances of surviving, but also to help avoid a crash in the first place. But the efficacy of these safety systems is largely undermined when drivers consciously and consistently use vehicles in an unsafe manner. It is estimated that speeding contributes to nearly one-third of all deaths on our roadways today. Passing HB 107 with amendment would show a commitment to improving roadway safety using available, common-sense tools, and would help reduce speed-related incidents across Maryland and the roadway fatalities associated with this reckless behavior.

This legislation introduces a proactive approach to combatting reckless driving by mandating the use of Intelligent Speed Assistance (ISA) technology in the vehicles of certain high-risk drivers. The bill responds to an increase in dangerous driving behaviors and speeding-related traffic deaths in the post-COVID world. Habitual offenders that exceed a specific threshold of offenses will be required to install certified monitoring technologies on their vehicles to keep them in line with posted speed limits while the device is installed.

Despite the best efforts of regulators and law enforcement professionals, we know some drivers who have lost the privilege to drive continue to do so. Employing this approach allows the drivers found guilty of speeding-related offences to maintain their mobility – which is often the key to remaining employed and housed – but requires them to do so in a more safe and responsible manner. The inclusion of penalties for tampering with the ISA system reinforces the integrity of this initiative and further supports compliance.

As drafted, the legislation is balanced to promote safer driving habits and underscores the seriousness of hazardous driving behaviors. Done correctly, this legislation could provide a blueprint for other states to follow when addressing this issue which plagues every state.

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<sup>1</sup> From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. Active in Washington, D.C. and all 50 states, the association is committed to a cleaner, safer and smarter personal transportation future.

[www.autosinnovate.org](http://www.autosinnovate.org).

## Amendment Request

Having said that, we do believe the legislation could be improved with the addition of certain clarifications of liability and responsibility relative to automakers. The language is based on an aftermarket intelligent speed limit law in Washington and has been negotiated and agreed to with the aftermarket manufacturers of these devices and their trade association.

The suggested amendments are intended to clarify that manufacturers, distributors, or dealers are not held unjustly liable if an aftermarket ISA device is improperly installed and results in a crash or other adverse outcome. In addition, it ensures that the requirements set forth in the bill are not read as a de facto mandate that manufacturers build vehicles specifically to be compatible with these devices.

Finally, it's common practice in lease and finance agreements that modifications to a vehicle are something the lessor or finance company needs to know about and potentially approve depending on the nature of the modification and the contract. A speed device that is still on the car after the lease turn-in would likely affect the resale value of the car, and it could create a disclosure obligation that could complicate future sales. Subparagraph (c) makes clear that financing agreements that require notification of an aftermarket speed limit device must still be respected.

As such, we would respectfully ask for the inclusion of the following text:

- (xx) A manufacturer?distributor.or.retailer.of.a.motor.vehicle.is.not.liable.for.any.loss?injury?or.damages.caused.by.the.design?manufacture?installation?improper.installation?use?or.misuse.of.an.aftermarket.intelligent.speed.assistance.device;.However?liability.does.exist.if.the.manufacturer?distributor.or.retailer.of.a.motor.vehicle.knowingly.engages.in.a.repair.or.update.to.the.aftermarket.intelligent.speed.assistance.device.and.such.repair.or.update.proximately.causes.loss?injury?or.damage;
- (xx) Nothing.in.this.chapter.requires.a.manufacturer?distributor.or.retailer.of.a.motor.vehicle.to.manufacture?distribute?or.offer.for.sale.a.motor.vehicle.that.includes.or.is.compatible.with.an.aftermarket.intelligent.speed.assistance.device;
- (xx) Nothing.in.this.chapter.prohibits.a.lessor.or.lienholder.from.requiring.that.a.motor.vehicle.lessee.or.owner.notify.the.lessor.or.lienholder.that.an.aftermarket.intelligent.speed.assistance.device.has.been.installed.on.a.motor.vehicle.that.is.subject.to.a.lease.or.finance.agreement;

As the above has been vetted and approved by many voices calling for the adoption of this legislation, we hope these additions are viewed as friendly amendments.

For all the above reasons, Auto Innovators offers its strong support for an amended version of this bill and respectfully asks for your favorable consideration. If I can answer any questions or provide any further information, please do not hesitate to contact me at 202-326-5562 or [jfisher@autosinnovate.org](mailto:jfisher@autosinnovate.org).

Respectfully submitted,



Josh Fisher  
Senior Director, State Affairs  
Alliance for Automotive Innovation