

Langenkamp Testimony SB366 Intelligent Speed Assis

Uploaded by: Daniel Langenkamp

Position: FAV

Witness Testimony—Favorable
SB366/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 such a program was initiated, 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 SB366/HB107.

SafeRoadsMD Supports SB 366.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

PLEASE SUPPORT SB 366
“Motor Vehicles – Intelligent Speed Assistance System Pilot Program”

MARYLAND COALITION FOR ROADWAY SAFETY, INC.

URGES MD SENATE JPR COMMITTEE SUPPORT FOR SB 366

February 2, 2026

TO:

Honorable Senator William C. Smith, Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org, SafeRoadsMD.org

Subject: Please Support SB 366 “Motor Vehicles – Intelligent Speed Assistance System Pilot Program”

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee:

On behalf of **SafeRoadsMD – the Maryland Coalition for Roadway Safety**, I write to express our strong support for Mr. Waldstreicher’s bill **SB 366**, establishing a pilot program to require Intelligent Speed Assistance (ISA) for Maryland’s most dangerous repeat speeding offenders.

From our statewide perspective, the fundamentals are clear and increasingly urgent:

Excessive speeding and reckless driving continue to put Maryland lives at risk every day. A small, hard-core group of repeat offenders creates a disproportionate share of the danger on our roads. These drivers routinely game Maryland’s speed cameras zones, treat fines as a cost of doing business and far too often fail to pay those fines at all. Meanwhile, traditional police enforcement—already strained by declining staffing—places officers at risk and cannot be scaled to address this persistent criminal behavior.



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

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

The result is a system that amounts to little more than an annoyance to drivers who persistently and knowingly endanger others. SB 366 offers something different and necessary: a way to *intervene directly* with drivers who have demonstrated that they refuse to responsibly manage their vehicle at legal speeds.

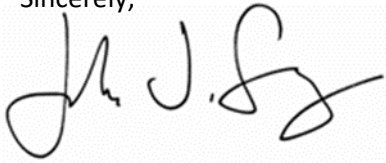
Much like ignition interlock devices for impaired driving, active ISA is a proven, practical tool that allows these individuals to keep working and caring for their families—while physically preventing their violent roadway behavior that puts the public at risk.

In plain terms, SB 366 helps Maryland do what our current tools cannot: take the keys away from speeding behavior itself and put real, enforceable constraints on vehicles that have become instruments of harm. The evidence supporting the ISA approach is strong, well documented and increasingly adopted nationwide.

For these reasons, SafeRoadsMD respectfully urges the Committee to issue a **favorable report on SB 366**. Maryland cannot enforce its way out of this problem with tickets alone. We must prevent the most dangerous speeding before it happens.

We appreciate the leadership and consideration of JPR on behalf of improving Maryland road safety.

Sincerely,

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.
(202) 468-7682

cc: Prince George's County Councilmember Shayla Adams-Stafford
ISA group
SafeRoadsMD Board Members
Dominique Moody, NBC4

BikeMDetal-SB366 IntelligentSpeedAssist-FAV-202602

Uploaded by: Jon Korin

Position: FAV



SB366: Intelligent Speed Assist Pilot Program
Senate Judicial Proceedings Committee
Bike Maryland and Statewide Coalition – FAVORABLE

February 4, 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, SB366 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 SB366 committee report and Senate floor vote.

Peter Gray, Chair@bikemd.org

Baltimore Bicycling 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)

SB366 2:4:26.pdf

Uploaded by: Mindy Badin

Position: FAV

Please Support SB 366

February 4, 2026

To:

Honorable Senator William C. Smith, Jr., Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, MD 21401

From:

Mindy Badin, Transportation Committee Chair
Greater Olney Civic Association
4212 Charley Forest Street
Olney, MD 20832
minbad001@yahoo.com

Dear Chair Smith, Vice Chair Waldstreicher, and Members of the Maryland Senate Judicial Proceedings Committee:

On behalf of the Greater Olney Civic Association (GOCA) and the residents it represents, I respectfully urge a favorable report on Senate Bill 366, 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 we have lost 92 lives on our Maryland roadways, almost 20%, 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. Senate Bill 366 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. Senate Bill 366 represents a proactive step toward preventing injuries and fatalities rather than reacting to them after the fact.

The Greater Olney Civic Association strongly supports Senate Bill 366 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

SB0366 - LOS - MVA - Intelligent Speed Assistance

Uploaded by: Patricia Westervelt

Position: FAV

February 5, 2026

The Honorable William C. Smith Jr.
Chair, Judicial Proceedings
2 East Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – Senate Bill 366 – Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 366 as an important safety initiative.

SB 366 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 William C. Smith Jr.
Page Two

For these reasons, the Maryland Department of Transportation respectfully requests that the Committee consider this information during its deliberations and issue Senate Bill 366 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 SB 366- Intellig

Uploaded by: Ragina Ali

Position: FAV



AAA Mid-Atlantic's Testimony in SUPPORT of SB 366 Motor Vehicles - Intelligent Speed Assistance System Pilot Program – Establishment

Sponsor: Senator Waldstreicher

- AAA Mid-Atlantic **supports SB 366– 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 SB 366 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 SB 366 -

Uploaded by: Joshua Fisher

Position: FWA



February 4, 2026

The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, Maryland 21401

RE: SB 366 – Intelligent Speed Assistance System Pilot Program
Position: Favorable with Amendment

Dear Chair Smith:

On behalf of the Alliance for Automotive Innovation¹ (Auto Innovators), I wanted to express our support for SB 366, 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 SB 366 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.

¹ 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.

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.

Respectfully submitted,



Josh Fisher
Senior Director, State Affairs
Alliance for Automotive Innovation