



SafeRoadsMD



February 2, 2026

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

Dear Chair Smith,

Thank you for your longtime leadership in making Maryland’s roads safer. On behalf of our organizations, we are proud to support SB 366, which establishes a statewide Intelligent Speed Assistance (ISA) pilot program. **We urge the legislature to pass SB 366 into law this session to save lives.**

Speeding causes roughly one-third of our nation’s traffic fatalities, according to the National Highway Traffic Safety Administration ([NHTSA](#)). These deaths are preventable. SB 366 will save lives by requiring Super Speeders whose licenses have been suspended or revoked to use aftermarket ISA technology for a period of one year (longer on subsequent program enrollments). Program participants will be allowed to obtain a restricted license with ISA program participation. This is especially important because about 75 percent of people continue to drive on a suspended license ([Source: AAMVA](#)).

ISA technology has been used for more than 30 years on commercial fleets and is emerging as an innovative countermeasure for Super Speeders. As noted in the January 2026 National Conference of State Legislators [Legisbrief](#), the District of Columbia, Virginia, and Washington state have passed similar laws and nearly 20 states are expected to consider ISA for Super Speeders legislation this year.

Active ISA uses location-based technology to recognize speed limits and prevent the vehicle from operating beyond a pre-set limit as determined by the state. Once that speed limit is reached, the pedal becomes unresponsive and will not allow the vehicle to accelerate further. A temporary speed override can be used, if needed, for a pre-programmed distance and time for safety-related acceleration.

Active ISA technology enables individuals to seamlessly integrate back into their daily routines, facilitating their commute to work, school, and home. It also enhances road safety while providing feedback to the driver to promote safer driving habits.

According to the Maryland Highway Safety Office:

- Speeding violations (not including automated enforcement), make up 12 percent of the 1.7 million moving violations issued every year in Maryland.
- Between 2020 and 2023, 7,800 drivers received three or more speeding citations from a law enforcement officer.
- In 2023, there were 102 fatalities, 3,225 injuries, and 7,705 crashes that were speed-related in Maryland.

Nationally, 38 percent of all fatal speeding crashes involved drunk drivers. The linkage between substance-impaired driving behaviors like drunk and drugged driving with speeding is indisputable. According to NHTSA, alcohol impairment was found to be more common among speeding drivers in fatal traffic crashes than those drivers who were not speeding.

This technology is a proven effective [countermeasure](#) to prevent speeding. In New York City, a [pilot](#) program with 300 municipal vehicles saw 99 percent compliance with speed limits over 1 million miles, a 37 percent drop in hard braking, a 64 percent reduction in overall speeding and an 82 percent decrease on high-speed roads. **We urge swift passage of SB 366. It will save lives.**

Sincerely,

Ragina Ali, Public and Government Affairs Manager, AAA Mid-Atlantic  
[Rali@aca.aaa.com](mailto:Rali@aca.aaa.com)

Catherine Chase, President, Advocates for Highway and Auto Safety  
[cchase@saferoads.org](mailto:cchase@saferoads.org)

Mike McGinn, Executive Director, America Walks  
[mike@americawalks.org](mailto:mike@americawalks.org)

Josh Fisher, Senior Director, State Affairs, Alliance for Automotive Innovation  
[jfisher@autosinnovate.org](mailto:jfisher@autosinnovate.org)

Peter Gray, Bike Maryland  
[Peter@waba.org](mailto:Peter@waba.org)

Jed Weeks, Interim Executive Director, Bikemore  
[jed@bikemore.net](mailto:jed@bikemore.net)

Debbie Jennings, Director of Highway Safety & Special Projects, Chesapeake Region Safety Council  
[debbie@chesapeakeesc.org](mailto:debbie@chesapeakeesc.org)

Amy Cohen, Co-Founder & President, Families for Safe Streets  
[amy@familiesforsafestreets.org](mailto:amy@familiesforsafestreets.org)

Sandy Spavone, CEO, FCCLA  
[sspavone@fcclainc.org](mailto:sspavone@fcclainc.org)

Natalie Draisin, Director, North American Office & United Nations Representative, FIA Foundation  
[n.draisin@fiafoundation.org](mailto:n.draisin@fiafoundation.org)

Mindy Badin, Transportation Committee Chair, Greater Olney Civic Association  
[info@goca.org](mailto:info@goca.org)

Bryna Clark-Braverman, Regional Executive Director, MADD Mid Atlantic  
[bryna.clarkbraverman@madd.org](mailto:bryna.clarkbraverman@madd.org)

John Seng, Maryland Coalition for Roadway Safety, Inc.  
[JSeng@saferoadsmd.org](mailto:JSeng@saferoadsmd.org)

Lorraine M. Martin, President and CEO, National Safety Council  
[juancarlos@nsc.org](mailto:juancarlos@nsc.org)

Darrin Grondel, Director, National Alliance to Stop Impaired Driving  
[Darrin.Grondel@responsibility.org](mailto:Darrin.Grondel@responsibility.org)

Kelly Poulsen, Senior Vice President for Government Relations, Responsibility.org  
[Kelly.poulsen@responsibility.org](mailto:Kelly.poulsen@responsibility.org)

Brandy Nannini, Board Member, SteerSafe Partnership  
[Brandy@steersafe.org](mailto:Brandy@steersafe.org)

Leah Shahum, Executive Director, Vision Zero Network  
[leah@visionzeronetwork.org](mailto:leah@visionzeronetwork.org)

Elizabeth Kiker, Executive Director, Washington Area Bicyclist Association  
[Elizabeth.Kiker@waba.org](mailto:Elizabeth.Kiker@waba.org)