



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3317		DATE: 4/15/2026
COMMITTEE: Transportation		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: ASIA DUNMORE	PHONE NUMBER: 816-308-5427	
BUSINESS/ORGANIZATION NAME: FAMILIES FOR SAFE STREETS	TITLE: MEMBER	
ADDRESS: 6234 BELLEFONTAINE AVE		
CITY: KANSAS CITY	STATE: MO	ZIP: 64130
EMAIL: peaceful2388@gmail.com	ATTENDANCE: In-Person	SUBMIT DATE: 4/13/2026 8:23 PM

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

Chairman and members of the Committee, thank you for the opportunity to testify today.

My name is Asia Dunmore. I'm from Kansas City, and I am a member of Families for Safe Streets. I have never done anything like this before.

I am here today as a daughter and as a mother.

In October 2023, my mom, Michelle Dunmore, was killed in a hit-and-run while she was walking to a bus stop on Troost Avenue in Kansas City.

She was 59 years old.

But to me, she wasn't just 59. She was my mom. She was my children's grandmother. And she was helping me raise my kids every single day. She was there for school pickups, for dinners, for the moments that hold a family together. She was my support system, my partner in parenting, and a constant source of love in our home.

When she was killed, we didn't just lose her. My children lost someone who was helping raise them. I lost the person I leaned on the most.

The driver who hit her was 20 years old. She later admitted she had been speeding and reaching for her phone. After hitting my mom, she didn't stop. She didn't call for help. She drove home and made a plan to fix her car and act like my mother's life didn't matter.

I want to be very clear: my mother did not have to die that night.

She was simply walking to a bus stop. The road didn't even have sidewalks at the time. The driver made choices—to speed, to be distracted, and then to leave my mother in the street.

Those choices stole my mom from us.

And what I've learned since then is that this kind of behavior isn't rare. It's happening all across Missouri.

Speeding is the leading factor in fatal crashes in our state. It's involved in more than a third of all traffic deaths, more than impaired driving. Hundreds of people are killed every year.

Families like mine are left behind, trying to figure out how to live in a world that has suddenly changed forever.

My mom is one of those numbers now.

But she is not just a statistic. She is a person who should still be here—helping me raise my children, laughing with us, living her life.

That is why I am here asking you to support House Bill 3317.

This bill is about accountability. It focuses on habitual speeders—people who have already lost their licenses because they repeatedly chose to drive dangerously. It gives them a path to drive again, but only if they install technology that physically prevents them from speeding.

That means no more going 70 in a 50. No more “just this once.” The choice to speed is taken away—because they've already shown they won't make the right choice on their own. We already do this for drunk driving with ignition interlock devices. This is the same idea.

This bill doesn't punish responsible drivers. It doesn't take away anyone's freedom. It sets a clear boundary: if you want the privilege to drive, you have to do it safely.

Because the cost of not doing that is too high.

My children should still have their grandmother. I should still have my mom.

No family should have to go through what we've gone through because someone decided the speed limit didn't matter.

You have the power to help prevent that.

Please support HB 3317.

Thank you.



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WITNESS NAME: ASIA DUNMORE		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:		SUBMIT DATE: 4/15/2026 12:00 AM
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: DEAN TRACHSEL		PHONE NUMBER: 314-960-0362	
BUSINESS/ORGANIZATION NAME: AUTO CLUB ENTERPRISES - AAA MISSOURI		TITLE: REGULATORY AFFAIRS	
ADDRESS: 12901 NORTH FORTY DRIVE			
CITY: ST. LOUIS		STATE: MO	ZIP: 63141
EMAIL: trachsel.dean@ace.aaa.com	ATTENDANCE: Written	SUBMIT DATE: 4/14/2026 4:20 PM	
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April 14, 2026
 Rep. Josh Hulbert, Chair
 Rep. Danny Busick, Vice-Chair
 Members of the House Transportation Committee

RE: HB3317 (Gallick-R) Super Speeder Accountability Act

Dear Members,

AAA Missouri is pleased to support HB3317 (Gallick-R), the Super Speeder Accountability Act, which establishes a framework for Intelligent Speed Assistance (ISA) devices in Missouri. These devices prevent speed violations by limiting engine power rather than engaging the brakes and can be fully integrated into the vehicle.

ISA technology has been in use for more than two decades, including in commercial fleets, with more than one million installations worldwide. The devices are simple to install; they use GPS technology to recognize posted speed limits and prevent a vehicle from exceeding a pre-set maximum speed. When that limit is reached, the accelerator becomes unresponsive. An emergency override function allows temporary acceleration, if needed, for safety purposes.

Traditionally, repeat speeders or reckless drivers face license suspension. For many individuals, losing a license can lead to job loss and significant family hardship. Yet research from the American Association of Motor Vehicle Administrators indicates a substantial majority of suspended drivers continue to drive.

ISA provides a safer alternative. Rather than removing driving privileges entirely, ISA allows individuals to continue driving legally while preventing excessive speeding. This approach promotes compliance, protects public safety and supports economic stability.

Please join AAA in supporting HB3317.

Respectively Submitted,

Dean Trachsel
Regulatory Affairs
Auto Club Enterprises – AAA Missouri



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: HANNA JONES		PHONE NUMBER: 360-584-4198	
BUSINESS/ORGANIZATION NAME: AAA; SAFE ROADS; AMERICA WALKS; BIKE WALK KANSAS CITY; MISSOURIANS FOR RESPONSIBLE TRANSPORTATION; FAMILIES FOR SAFE STREETS; FCCLA; FIA FOUNDATION; MADD; STEER SAFE PARTNERSHIP;		TITLE: LOBBYIST	
ADDRESS:			
CITY: TACOMA		STATE: WA	ZIP: 98402
EMAIL: hjones@gth-gov.com	ATTENDANCE: Written	SUBMIT DATE: 4/14/2026 5:17 PM	

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

On behalf of our organizations, we are proud to support HB 3317 (Gallick-R), the Super Speeder Accountability Act, which would establish a framework for Intelligent Speed Assistance (ISA) devices in Missouri. The bill focuses on the problem of super speeders and chronic reckless drivers, whose actions behind the wheel put public safety at risk. This legislation addresses excessive speeding violations by requiring certain speeding offenders to install and maintain ISA devices on their vehicles as a condition of obtaining restricted licenses or license reinstatement. The legislation establishes licensing requirements for ISA device providers, compliance-monitoring procedures, and sets forth administrative and judicial review processes.

Speeding contributes to nearly one-third of our nation’s traffic fatalities, according to the National Highway Traffic Safety Administration (NHTSA). These deaths are preventable. HB 3317 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 allowance button 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.

Missouri has a speeding problem. In a release from Missouri’s Department of Transportation, preliminary figures for 2025 indicated 911 fatalities on Missouri roadways in 2025. In an earlier study from 2023, the National Highway Traffic Safety Administration reported that speeding contributes to 37

percent of traffic fatalities in the state in 2023.

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, early results from a pilot program with 300 municipal vehicles saw 99% compliance with speed limits over 1 million miles and a 37 percent drop in hard braking. The most recent report on the program found a 64% reduction in overall time spent speeding (more than 11 mph over limit), including an 82% reduction in time spent speeding on higher-speed roads (50 mph). We urge swift passage of HB 3317. It will save lives.

Sincerely,
Dean Trachsel, Regulatory Affairs, AAA
Trachsel.dean@ace.aaa.com

Catherine Chase, President, Advocates for Highway and Auto Safety
cchase@saferoads.org

Mike McGinn, Executive Director, America Walks
mike@americawalks.org

Eric Rogers, Executive Director, Bike Walk KC
Eric.rogers@bikewalkkc.org

Jackson Hotaling, Director of Policy and Programs
Missourians for Responsible Transportation

Amy Cohen, Co-Founder & President, Families for Safe Streets
amy@familiesforsafestreeets.org

Sandy Spavone, CEO, FCCLA
sspavone@fcclainc.org

Natalie Draisin, Director, North American Office & United Nations Representative, FIA Foundation
n.draisin@fiafoundation.org

Tabitha Perkins, Regional Executive Director, MADD
Tabitha.perkins@madd.org

Darrin Grondel, Director, National Alliance to Stop Impaired Driving (NASID)
Darrin.Grondel@responsibility.org

Lorraine M. Martin, CEO, National Safety Council
Juancarlos.payero@nsc.org

Kelly Poulsen, Senior Vice President for Government Relations, Responsibility.org
Kelly.poulsen@responsibility.org

Debra Coffey, SteerSafe Partnership
Debra@steersafe.org

Leah Shahum, Executive Director, Vision Zero Network
leah@visionzeronetwork.org



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: HEATHER ELDER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 4/15/2026 12:00 AM	
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: JACKSON HOTALING		PHONE NUMBER: 313-300-4748	
BUSINESS/ORGANIZATION NAME: MISSOURIANS FOR RESPONSIBLE TRANSPORTATION		TITLE: DIRECTOR OF POLICY AND PROGRAMS	
ADDRESS: 201 WEST BROADWAY			
CITY: COLUMBIA		STATE: MO	ZIP: 65203
EMAIL: jackson@movingmissouri.org		ATTENDANCE: In-Person	SUBMIT DATE: 4/15/2026 2:00 PM
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Good afternoon Members of the Missouri House Transportation Committee,

My name is Jackson Hotaling with Missourians for Responsible Transportation—a partnership between Trailnet in St. Louis, BikeWalkKC in Kansas City, Ozark Greenways in Springfield, and Local Motion in Columbia—and ‘our mission is to be the leader in fostering strong communities by aligning advocacy efforts for streets, roads, and trails that work for all Missourians.’ We support common-sense transportation safety solutions for Missouri, and we believe HB3317 will be a crucial step toward improving roadway safety for all Missourians.

As an organization that represents and fights for Missouri’s “vulnerable road users,” or those who walk, bike, use wheelchairs, and take transit across the state, we are deeply concerned about excessive speeding in Missouri as it relates to those outside of a vehicle. This is a pertinent issue for MoDOT in particular, which owns 25% of Missouri’s roadways, where 64% of the state’s pedestrian fatalities occur. As a pedestrian, you have less than a 20% chance of surviving a crash when a vehicle is traveling 40 miles per hour (of which a vast amount of MoDOT-owned roads exceed those speeds, and of course, super speeders consistently exceed those posted limits). Missouri’s vulnerable road user fatality data demonstrate these risks, and we have seen record pedestrian and bicyclist fatalities within the last few years.

During this month’s MO Highways and Transportation Commission meeting, a report on highway safety commended a decline in total traffic fatalities over the past several years, attributed in part to safety interventions implemented within vehicles. HB3317 will implement the further safety intervention—intelligent speed assistance—for documented super speeders to address one of the most common factors impacting roadway safety: excessive speeding.

We believe HB3317 is a fair solution to improve roadway safety for super speeders directly, as well as for all of your neighbors and loved ones who share the roads with super speeders. I hope you’ll join me in supporting Rep. Gallick’s House Bill 3317 to address the issue of super speeders in Missouri.

Thank you.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: NICK STEINGART		PHONE NUMBER: 202-326-5543	
BUSINESS/ORGANIZATION NAME: ALLIANCE FOR AUTOMOTIVE INNOVATION		TITLE: DIRECTOR, STATE AFFAIRS	
ADDRESS: 1050 K ST NW SUITE 650			
CITY: WASHINGTON		STATE: DC	ZIP: 20001
EMAIL: nsteingart@autosinnovate.org	ATTENDANCE: Written	SUBMIT DATE: 4/13/2026 3:51 PM	

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On behalf of the Alliance for Automotive Innovation, I am writing to you in support of House Bill 3317, which would require some drivers convicted of multiple excessive speeding violations to have an aftermarket speed limiter device installed on their vehicle.

Research from the National Highway Traffic Safety Administration (NHTSA) shows that speeding is consistently ranked among the leading causes of motor vehicle related fatalities. In fact, in 2024 nearly one-third of all traffic fatalities, 29 percent, involved speeding as a contributing factor. Reckless driving and excessive speeding are not only risky to the driver engaging in the behavior, but also for innocent shared roadway users.

Under current law, a driver’s license can be suspended after speeding violations are accumulated within a specified timeframe. While this approach works for those who abide by license revocation orders, it does not prevent drivers that choose to drive on a suspended license from continuing to violate the law. NHTSA data shows that nearly one-third of fatal speeding crashes involve drivers with invalid licenses.

House Bill 3317 offers an alternative enforcement option. This bill would require drivers with a certain amount of speeding violations to have a device installed on their vehicles, known as an intelligent speed assistance device, that uses GPS to control the speed of a vehicle within posted speed limits. This method allows drivers to maintain driving privileges while limiting their ability to speed.

Missouri has an opportunity to be at the forefront of this issue and join the handful of other states using innovative technology solutions to curtail speeding. Ultimately, this bill would ensure more Missourians return home safely every day. For these reasons, we respectfully ask the committee to vote in favor of House Bill 3317 at the appropriate time.

Thank you for your continued dedication to improving safety on Missouri’s roads.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ARNIE C. A.C. "HONEST-ABE" DIENOFF		PHONE NUMBER: 314-440-9000	
BUSINESS/ORGANIZATION NAME: STATE PUBLIC ADVOCACY		TITLE: STATE PUBLIC ADVOCATE	
ADDRESS: PO BOX 1535			
CITY: O'FALLON		STATE: MO	ZIP: 63366
EMAIL:	ATTENDANCE:	SUBMIT DATE: 4/15/2026 12:00 AM	
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: SARAH BERRY		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 4/15/2026 7:17 AM	
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I rise in opposition to this bill.

This legislation does not simply regulate speeding. It conditions a person's ability to drive on the mandatory installation of a device that actively restricts and controls vehicle operation in real time.

That is not a minor policy adjustment. It is a fundamental shift in how the State enforces the law.

Under basic due process principles, enforcement requires:

A violation,

Evidence,

And an opportunity to challenge that evidence before penalties are imposed.

This bill disrupts that structure.

Here, enforcement is carried out through a device that:

Monitors continuously,

Restricts conduct automatically,

And generates the very data used to justify penalties.

There is no clearly defined evidentiary standard for that data.

There is no meaningful framework for challenging inaccuracies.

There are no safeguards addressing system error, faulty GPS data, or incorrect speed-limit inputs.

When the system both enforces and produces the evidence, the individual is left responding to a closed loop with limited procedural protection.

That is a due process concern.

This bill also transfers enforcement away from the judicial system.

I

nstead of courts evaluating conduct after the fact, enforcement is embedded directly into the operation of the vehicle itself.

The restriction occurs first.

The individual deals with the consequences later.

That reverses the traditional order of law.

Additionally, the bill delegates significant authority to administrative agencies and private manufacturers.

**These entities determine:
Which devices are approved,
How they function,
And how compliance is measured.**

In effect, the mechanism of enforcement is placed in the hands of systems that operate outside direct judicial oversight.

That raises concerns regarding the proper limits of delegated authority.

The requirement that individuals install and maintain these devices across all vehicles they operate creates continuous monitoring tied to a conditional right to drive.

This is not a discrete penalty.

It is a sustained system of oversight and control.

The statute also provides no limiting principle.

If the State can require real-time behavioral restriction technology for one class of drivers, there is nothing within this bill that clearly prevents expansion to others.

That is not a hypothetical concern.

That is a structural one.

Finally, the bill assumes technological infallibility.

GPS systems fail.

**Speed-limit databases are not always current.
Devices malfunction.**

Yet the consequences of those failures fall entirely on the individual, with no clearly defined protections in place.

Let the record reflect:

This legislation replaces adjudicated enforcement with automated restriction.

It relies on device-generated evidence without adequate procedural safeguards.

It delegates enforcement authority beyond the courts into administrative and private systems.

It establishes a framework for conditioning lawful activity on continuous technological control.

For these reasons, I stand in opposition.

This bill does not just enforce the law—it embeds it into the machine and removes it from the courtroom.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: HANNA JONES		PHONE NUMBER: 360-584-4198	
BUSINESS/ORGANIZATION NAME: STEERSAFE PARTNERSHIP		TITLE: LOBBYIST	
ADDRESS:			
CITY: TACOMA		STATE: WA	ZIP: 98402
EMAIL: hjones@gth-gov.com	ATTENDANCE: Written		SUBMIT DATE: 4/15/2026 10:56 AM
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Intelligent Speed Assist FAQs on behalf of the SteerSafe Partnership

ISA Deployment and Effectiveness

- **What states require this device for chronic speeders? While it has been used for many years on fleet vehicles, the District of Columbia, Virginia, and Washington have passed laws requiring the use of active ISA for super speeders. Bills are also pending in 16 states this year.**
- **How effective is the technology and who has verified its effectiveness? Research from New York City and London pilots showed it is effective in preventing speeding. In New York City, 300 municipal vehicles achieved 99% speed limit compliance over 1 million miles, with a 37% drop in hard braking and a 64% reduction in time spent significantly speeding, including an 82% reduction on higher speed roads. The London pilot found that in 20mph zones, the share of travel time spent speeding dropped sharply – from about 15-19% down to just 1-3%. Since completing the study, both New York City and London expanded the use of the technology.**

Policy Implementation

- **Will this program take considerable time to implement, given the policy is new to my state? Components such as affordability programs, restricted license, application to the Department, and management of the program can be informed by your state’s ignition interlock statute. Departments can utilize best practices learned from management of the ignition interlock program to estimate implementation for this program. Additionally, the American Association of Motor Vehicle Administrators has released model legislation (link to the model law) and is working on model regulations due by January 2027.**
- **How many FTEs will this program take to implement? Other states that have considered this legislation estimate fewer than 1 FTE will be needed to implement an ISA program. In fact, it requires fewer staff than it takes to manage the ignition interlock program since there are no recurring visits to service centers, no inspections unless the device records a violation. In addition, there are no false positives and no refused tests. and therefore considerably less phone interactions compared to IID programs.**
- **Is there an affordability program? What if a person is indigent? Participants applying for affordability status for the purpose of the ISA program should be deemed to qualify for such status by showing proof of their enrollment in any public assistance programs, not limited to but, including the**

following: Temporary Assistance for Needy Families (TANF), Supplemental Security Income (SSI), Supplemental Nutritional Assistance Program (SNAP). People who meet the criteria should qualify for reduced installation and monthly lease costs.

Installation

- How long does an install take? About one hour
- How long does the removal take? About 30 minutes

- Cost
 - o Install – Approximately \$150
 - o Monthly lease - \$4.00-\$5.00 a day
 - o Removal – Approximately \$100
- Can the device be installed on hybrid, electric, push button? Yes, the device is compatible with most vehicles, including these.

Technology Functionality and Programming

- Will it shut my car down? No. However, if the device has been tampered with, it can be placed into recall mode in which case the person will need to report to a service center to have it properly reinstalled. If they fail to do so within a certain timeframe, the car will lockout until the inspection is done (as is the case with ignition interlocks).

- What if I need to speed up for safety? EX: entering the highway in a no merge zone or traveling on a two-lane road behind a farm vehicle? There is a situational speed assist feature that allows the driver to speed up for a specified period of time (We recommend one minute). The use of the situational speed assist feature should be limited to no more than once per drive cycle.

- When my car slows down, is it creating a driving hazard? No, the device does not cause the vehicle to brake. The driver is responsible for slowing down to the lower speed limit, much like any normal driving experience when transitioning from a higher speed to a lower speed road.
- Can it be programmed to only go at the speed limit? The device is programmable and can be set at the speed limit or a few miles per hour above. It can also be set for different speeds on residential streets and highways. The device does not allow the car to accelerate further when the maximum speed has been reached .

Vehicle Compatibility

- Can aftermarket ISA devices be installed in vehicles without OBD-II ports? The device is compatible with most vehicles. However, if a vehicle lacks an OBD-II port, an electronic accelerator or both, the installation is more complex, time-consuming , and in some vehicles may not be compatible.

- Can vehicles simultaneously accommodate ignition interlock devices and active ISA? Yes.

- What types of vehicles are compatible with ISA technology? ISA technology is compatible with a wide range of vehicles, including electric vehicles (EVs), hybrids, most modern gasoline-powered cars, and many older vehicles. Compatibility depends largely on how the vehicle's acceleration system is designed.

- How does ISA work in electric vehicles and hybrids? ISA has no problem with EVs or Hybrids; in fact, the technology in those cars tends to make installs easier than traditional combustion engines.

- Is ISA effective in modern gasoline-powered vehicles? Yes. Most modern internal combustion engine vehicles, particularly those manufactured after 2008, use electronic accelerators, which is the single biggest factor in compatibility with an aftermarket ISA device. After market ISA devices operate independently from the vehicle systems, and do not require integration into any existing, internal, vehicle systems
 - Does ISA require extensive modification to a vehicle? In most modern vehicles, ISA installation is relatively straightforward. The system operates independently from onboard vehicle systems, and only needs to intercept acceleration signals, making it scalable across different makes and models.

- Can ISA be installed in older or legacy vehicles? ISA is easily installed on the vast majority of vehicles manufactured since 2000. With regard to older vehicles, installation is more complex and labor-intensive. Older systems may rely on mechanical or early electronic controls, requiring direct physical access to wiring that controls fuel flow and acceleration. In a small number of makes and models, it may be impractical to install active ISA.
- Are there vehicles where ISA may not be appropriate to install? Yes. A very small number of older vehicles with outdated or non-standard acceleration systems may not be suitable for ISA installation. In these cases, the limitations of legacy hardware can make integration impractical.

GPS and Location

- Does the technology recognize the posted speed limits? Yes, the device uses regularly updated location-based technology to determine the posted speed limit and limit vehicle acceleration accordingly.
- Can the device monitor where the drivers go? (the actual GPS locations). While it is capable of monitoring the vehicle's location the data is encrypted and should only be shared with the monitoring authority if the user is violating the ISA program requirements, or for customer service purposes to help with any device or program related issues.
- Does the device work in rural areas with limited or no cellular or internet connection? Yes. The device's downloaded maps enable continued functionality even in areas where there is no internet or cellular service. The maps downloaded to the device will update once the device is back in range.
- Do aftermarket ISA devices all rely on GPS and maps for speed limit detection or do some leverage a vehicle's native traffic sign recognition cameras? At this point in time, the devices rely on GPS and maps, and do not have any dependency or integration into existing internal vehicle systems, including vehicle-based cameras and sign recognition.
- How do ISA manufacturers ensure reliable and accurate speed limit detection, especially in circumstances with adjacent roadways with distinct speed limits? The best way to ensure accurate speed zone enforcement is to make sure GPS data is as accurate as possible, The greater number of detectable GPS satellites by the ISA unit, the more granular the location data will be. There are also software algorithms we can apply to the data stream itself to improve accuracy. We work with our partners on continuous improvements to GPS satellite frequency sensitivity and software updates.
 - o We are constantly improving our map accuracy, adjusting speed limits and settings to align with the latest speed limits, and work to proactively push these updates to our units as soon as they are available.

Data Collection

- What is the data used for? Is it shared with insurance? How will I know it is private? As with ignition interlocks, the data belongs to the monitoring agency. It is used for compliance purposes only and is never shared externally. We suggest that legislation clarify that data must be kept private by the vendor.
- What data is collected, where is it stored and how is it used? The device does not contain any personal information about the ISA user – no social security number, driver's license, or name. The information transmitted by the device contains only the device's unique serial number, and then the individual data points necessary to verify proper device functionality, such as GPS location, direction of movement, current and calculated allowed speed. This information is only associated with a client for as long as needed to determine program effectiveness, device accuracy and compliance.

Tampering

- What happens if a family member drives the car, and they circumvent/bypass the device? The person ordered to use the device is responsible for all driving actions, whether they are driver or not.
- What is the penalty for Bypass or Circumvent, and/or will there be one suggested? We recommend completion of an additional 3 months on the device. We also recommend that the person must successfully complete the program before the license can be reinstated.
- Can someone simply unplug it? Yes, and it would record as a tamper if it's unplugged.

The devices can be equipped with tamper seals.

- **Should the offenders be monitored regularly to ensure they haven't bypassed or tampered with the device. Unlike the ignition interlock, ISA doesn't need regular calibration so a regular service center visit is not necessary. If someone were to tamper with the device, The cellular connection would send a tamper alert. We recommend that if a tamper alert is received, the customer be required to come in for an inspection. The device can be put into recall mode (like an interlock) so that after a grace period, the device cannot be driven until the customer comes in for inspection**