



March 31, 2026

Senator Matthew LaMountain
Chairman
Senate Committee on Judiciary
Rhode Island Senate
82 Smith Street
Providence, RI 02903

Representative Carol Hagan McEntee
Chairwoman
House Committee on Judiciary
Rhode Island House of Representatives
82 Smith Street
Providence, RI 02903
Sent via email

RE: Support for Senate Bill 2942 & House Bill 8098 – An Act Relating to Motor and Other Vehicles – Super Speeder Accountability Act

Dear Chairman LaMountain & Chairwoman Hagan McEntee:

On behalf of the National Safety Council (NSC), I respectfully submit this letter in strong support of S2942 & H8098, the Super Speeder Accountability Act, a data-driven and safety-focused measure intended to reduce excessive speeding and prevent serious injury and loss of life on Rhode Island's roadways.

The National Safety Council is America's leading nonprofit safety advocate and has been for over 110 years. As a mission-based organization, we work to eliminate the leading causes of preventable death and injury, focusing our efforts on the workplace and roadways. We create a culture of safety to keep people safer at work and on the road, so they can live their fullest lives.

Excessive speeding remains one of the most dangerous and persistent contributors to roadway fatalities in the United States. According to National Safety Council's *Injury Facts*[®], speeding was a contributing factor in approximately 29% of all traffic fatalities, claiming 11,775 lives in 2023 alone, or more than 30 deaths per day.¹ These deaths are not random events; they are highly correlated with risky driving behavior that reduces reaction time, increases stopping distance and dramatically raises crash severity. Despite public awareness campaigns and enforcement efforts, excessive and habitual speeders continue to pose a disproportionate risk to public safety.

¹ <https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/>

S2942 and H8098 appropriately recognize that traditional countermeasures – such as fines, license suspensions and vehicle impoundment – are often insufficient when applied alone. Research and motor vehicle administration data show that a substantial majority of individuals with suspended licenses continues to drive during the suspension period, undermining both deterrence and safety goals.² By contrast, these bills take a behavior-focused approach, allowing continued driving privileges while directly preventing excessive speed through the use of Intelligent Speed Assistance (ISA) devices, thereby maintaining- mobility while reducing danger to the public.³

Targeted use of ISA technology for high-risk drivers aligns with growing national and international evidence supporting its effectiveness. An extensive pilot conducted in the United States demonstrated that vehicles equipped with active ISA systems experienced a greater than 60% reduction - in time spent driving at dangerously excessive speeds, including among habitual speeders.⁴ Federal and academic research further confirms that ISA systems are effective at reducing severe speeding without eliminating driver autonomy when deployed at appropriate intervention thresholds. These findings underscore the value of ISA as a targeted intervention, particularly for repeat and excessive speed offenders.⁵

The structure of these bills reflects best practices in traffic safety policy. The bills narrowly apply ISA requirements to individuals convicted of excessive speeding, reckless driving, racing or repeated moving violations, ensuring the program focuses on those drivers who present the greatest risk to others.⁶ The bills also includes critical safeguards related to device certification, vendor oversight, limited data collection, privacy protections and liability clarification, all of which support responsible and transparent implementation.⁷

Equally important, these bills establish a framework for ongoing program evaluation through required annual reporting on compliance and recidivism rates.⁸ This commitment to data-driven oversight aligns with the Safe System Approach endorsed by NSC and the U.S. Department of Transportation and allows Rhode Island to refine and improve the program as technology and best practices evolve.⁹

² <https://www.aamva.org/assets/best-practices,-guides,-standards,-manuals,-whitepapers/reducing-suspended-drivers-and-alternative-reinstatement-best-practices,-edition-3>

³ <https://webserver.rilegislature.gov/BillText/BillText26/HouseText26/H8098.pdf>

⁴ <https://tsr.international/TSR/article/view/28252/24989>

⁵ https://www.nhtsa.gov/sites/nhtsa.gov/files/2024-04/NHTSA-NTSB-Response_April-2024_Intelligent-Speed-Assistance_ISA-Interlock_Speeding_NCAP.pdf

⁶ <https://webserver.rilegislature.gov/BillText/BillText26/HouseText26/H8098.pdf>

⁷ Id.

⁸ Id.

⁹ <https://www.nsc.org/road/resources/road-to-zero/road-to-zero-home?srsltid=AfmBOopz1yriHBEHh1TUNv8OHNc1iOX5wXGrhIv3Ck5pOXqiEdoJiiyB>



For these reasons, the National Safety Council strongly supports S2942 & H8098 and urges both Judiciary Committees to advance this life-saving legislation. By pairing accountability with proven safety technology, Rhode Island can meaningfully reduce excessive speeding, prevent tragedies and protect all road users while preserving essential mobility for drivers.

Thank you for your leadership and continued commitment toward ensuring roadway safety in Rhode Island. NSC stands ready to assist the Committees with technical support, education materials and implementation of best practices. If you have any questions, or if NSC can be of further assistance on this or other workplace and roadway safety issues, please contact Vice President of Government Affairs Zachary Radford at Zachary.Radford@nsc.org.

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive style.

Lorraine Martin
CEO

Cc: Members of the Senate Committee on Judiciary
Members of the House Committee on Judiciary
Representative Julie Casimiro