



New York State Legislature
Joint Budget Hearing on Transportation
February 3, 2026

Thank you, Chairs Magnarelli and Cooney and members of the Transportation Committees, for the opportunity to submit written testimony regarding the transportation provisions of the FY2027 Executive Budget on behalf of our organizations. We express our strong support for Part D of the proposed FY27 Executive Budget, which authorizes New York City to establish an Intelligent Speed Assistance (ISA) device pilot program for repeat speeding offenders.

The Steer Safe Partnership is a coalition committed to preventing dangerous driving and reducing traffic injuries and fatalities through evidence-based interventions. Our work is to empower legislators and stakeholders with responsible, evidence-based policy solutions to prevent speeding.

The ISA pilot, as described in Part D of the Transportation, Economic Development and Environmental Conservation Budget, would allow New York City, home to more than 8 million residents and some of the nation's busiest streets, to implement a carefully structured ISA pilot program. Under the proposal, the City would have the authority to require installation of ISA devices after a driver has been convicted of a determinate number of speeding violations within a specified timeframe.

This measure directly advances the Steer Safe Partnership's core mission: to prevent harm by addressing recurring dangerous driving behaviors through effective, research-backed tools.

Speeding remains one of the most significant contributors to severe and fatal crashes across New York City. While many drivers comply with posted limits, a small subset repeatedly engages in high-risk speeding—even after receiving warnings or penalties. These repeat violations pose a disproportionate threat to people walking, bicycling, and driving.

ISA technology offers a proven, vehicle-based safety mechanism that helps prevent excessive speeding by limiting acceleration according to legally posted speed limits, while still allowing temporary acceleration when conditions require it. Cities and countries that have deployed ISA in fleet vehicles, such as New York City and London, have seen meaningful reductions in both dangerous speeding and crash severity.

Allowing New York City to pilot this tool is a logical, evidence-driven step to address persistent dangerous behavior among the most high-risk drivers.

The program is not a broad mandate. It applies only to individuals who have demonstrated a pattern of repeated speeding violations within a defined period. This targeted application ensures that interventions are directed where the risk—and the potential lifesaving impact—is greatest.

Part D requires the City to publish: criteria for ISA device approval; a list of approved devices; standards for installation and service providers; and a list of approved providers. These provisions promote public confidence, ensure consistent application, and maintain high-quality oversight.

Importantly, the proposal states that ISA installation does not replace, reduce, or interfere with license suspensions, revocations, or other penalties. Instead, it provides an additional safety tool, especially valuable for drivers who continue unsafe behavior despite existing penalties. Drivers who successfully complete the mandated ISA period without further qualifying violations may have the device removed. This aligns with Steer Safe’s belief in rehabilitative, behavior-improving interventions, not indefinite punitive measures.

Part D is designed to be equitable, targeted, and behavior-based. It applies only after due process through established violation adjudication. By tying the requirement to documented patterns of speeding, the proposal ensures that no one is subject to ISA installation based on demographic characteristics, geography, or discretion—only repeated, documented behavior.

New York City has invested heavily in traffic safety—through automated enforcement, redesigned streets, and public education. Yet persistent repeat speeding remains a stubborn and dangerous problem.

The ISA pilot authorized by Part D would finally allow the New York City to employ a vehicle-based, behavior-modifying intervention for individuals who have not responded to prior warnings or penalties. It fills a critical gap in the City’s safety toolkit and aligns with [global](#) best practices for reducing road injuries and fatalities.

The Steer Safe Partnership urges the Legislature to adopt Part D of the FY27 Executive Budget. This proposal gives New York City the authority to implement a thoughtful, transparent, and evidence-based ISA pilot program that has the potential to prevent serious harm and save lives.

We appreciate your consideration and your commitment to building a safer transportation system for all New Yorkers.

Respectfully submitted,

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