

Date of Hearing: April 21, 2026

Fiscal: Yes

ASSEMBLY COMMITTEE ON PRIVACY AND CONSUMER PROTECTION

Rebecca Bauer-Kahan, Chair

AB 2276 (Soria) – As Amended April 9, 2026

**SUBJECT:** Vehicles: active intelligent speed assistance devices

**SYNOPSIS**

*This bill requires the Department of Motor Vehicles (DMV) to establish a statewide pilot program, commencing January 1, 2027, and ending on January 1, 2033, that requires a person convicted of specified speeding offenses to install a functioning, certified active intelligent speed assistance (ISA) device on any vehicle that person operates. ISA technologies use sensors such as GPS or cameras to monitor a vehicle's speed and provide real-time feedback or intervention to ensure adherence to speed limits.*

*Because this bill authorizes the use of a surveillance tool on drivers, the primary concern of this Committee is to ensure that there are sufficient privacy protections. Among the protections contained in the bill are the following:*

- *Requires that all data collected be securely maintained by the provider.*
- *Limits the sharing of data related to violations related to tampering or attempting to circumnavigate or remove the device to only the DMV and the court that ordered the device installation.*
- *Allows depersonalized and aggregated data to be shared with third parties for research or evaluation purposes.*
- *States that data collected can only be shared under certain circumstances.*
- *Requires that all documents, identifying information, monitoring data or other information that is recorded, collected, maintained, transmitted, or stored remain confidential and not shared with the public.*
- *Requires that all the information remains confidential when transmitted, maintained, stored, examined or used by a monitoring authority.*
- *Allows only authorized employees of the ISA provider or monitoring authority to view any confidential documents.*

*The bill is co-sponsored by the SteerSafe Partnership and Families for Safe Streets and enjoys the support of over a dozen road safety organizations. In opposition to the bill are the California Public Defenders Association and several social justice organizations.*

*This bill was previously heard by the Public Safety Committee, where it passed on a 9-0 vote.*

**EXISTING LAW:**

- 1) Provides, pursuant to the California Constitution, that all people are free and independent by nature and have inalienable rights. Among these the fundamental right to privacy. (Cal. Const. art. I, § 1.)

- 2) Establishes the Information Practices Act (IPA) of 1977, which generally enumerates the requirements applicable to state agencies that collect, maintain, and disclose personal information from California residents, including limitations on permissible disclosure, the rights of residents to know and access the information, and required accounting of disclosures of the information. (Civ. Code § 1798, *et seq.*)
- 3) Requires that each state agency maintain in its records only personal information that is relevant and necessary to accomplish the purpose of the agency. (Civ. Code § 1798.14.)
- 4) Requires that each agency collect personal information to the greatest extent practicable directly from the individual who is the subject of the information rather than from another source. (Civ. Code § 1798.15.)
- 5) Prohibits an individual's name and address from being distributed for commercial purposes, sold, or rented by an agency unless such action is specifically authorized by law. (Civ. Code § 1798.60.)
- 6) Defines "personal information," for purposes of the IPA, as any information that is maintained by an agency that identifies or describes an individual, including, but not limited to, the individual's name, social security number, physical description, home address, home telephone number, education, financial matters, and medical or employment history. (Civ. Code § 1798.3(a).)
- 8) Prohibits a person from engaging in a motor vehicle speed contest on a highway or in an off-street parking facility, and from aiding or abetting a speed contest. (Veh. Code, § 23109, subds. (a) & (b).)
- 9) Prohibits a person from engaging in a motor vehicle exhibition of speed on a highway or in an off-street parking facility and from aiding and abetting an exhibition of speed. (Veh. Code, § 23109, subd. (c).)
- 10) Prohibits a person from driving a vehicle on a highway at a speed greater than 100 mph, and makes this punishable as an infraction, by a fine of up to \$500, and an up to 30 day license suspension at the court's discretion. (Veh. Code, § 22348 (b).)
- 11) Prohibits, generally, a person from driving a vehicle on a highway with a speed limit of 65 mph, a two-lane undivided highway with a speed limit of 55 mph, or a highway with a speed limit of 70 mph, as specified, at a speed greater than that speed limit. (Veh. Code, §§ 22348 (a); 22349; 22356.)
- 12) Establishes an ignition interlock device (IID) pilot program until January 1, 2033. (Veh. Code, §§ 23247 *et seq.*)

**THIS BILL:**

- 1) Requires the DMV to establish a pilot program, beginning January 1, 2027, in the counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino to reduce the number of violations extreme speed violation, as specified, by requiring the installation and use of an active intelligent speed assistance (ISA) device.

- 2) Requires a court to notify a person convicted of a specified speeding offense that they must install an ISA device on any vehicle they operate and that they are prohibited from operating a vehicle unless it is equipped with an ISA device pursuant to this bill.
- 3) Requires the DMV to advise the person that installation of an ISA device does not authorize the person to drive without a valid driver's license.
- 4) Requires the DMV to place a restriction on the driver's license record that states the driver is restricted to driving only vehicles equipped with an ISA device for the applicable term.
- 5) Requires a person notified by the DMV pursuant to the above to do all the following:
  - a) Arrange for each vehicle operated by the person to be equipped with an ISA device.
  - b) Provide proof to the DMV of installation by submitting a specified form.
  - c) Pay a fee, to be determined by the DMV, that is sufficient to cover the costs of administering the requirements of this ISA program.
- 6) Exempts a person from the above requirements if, within 30 days of being notified by the DMV, the person certifies all the following:
  - a) The person does not own a vehicle.
  - b) The person does not have access to a vehicle at their residence.
  - c) The person no longer has access to the vehicle that was operated at the time of the arrest for the underlying offense.
  - d) The person acknowledges they must hold a valid driver's license before they can drive.
  - e) The person acknowledges that they are only allowed to drive a vehicle that is equipped with an ISA device.
  - f) The person acknowledges that they are subject to the requirements imposed by the DMV when they purchase or obtain a vehicle.
- 7) Prohibits a person subject to an ISA device from doing any of the following:
  - a) Tampering with the device or any components of the device or otherwise interfering with the proper functionality of the device, by modifying, detaching, disconnecting, or otherwise disabling it to allow the restricted driver to operate the vehicle.
  - b) Directing, authorizing, or requesting that another person tamper with the device or any components of the device, or otherwise interfering with the proper functionality of the device, by modifying, detaching, disconnecting, or otherwise disabling it to allow the restricted driver to operate the vehicle.
  - c) Operating a motor vehicle without a required device.
  - d) Willfully failing to return the device to the vendor upon program completion.

- 8) Makes a violation of the above a misdemeanor.
- 9) Requires all data collected pursuant to the below to be securely maintained by the provider, subject to the following:
  - a) Data related to violations involving tampering with, circumventing, or removing the device may be shared with the DMV or the court that ordered the device, as specified.
  - b) Depersonalized and aggregated data may be shared with third parties for research or evaluation purposes, as specified.
  - c) Data collected under this section may only be shared as required by a court order, as directed by state statute or regulation, with the DMV or the ordering court in connection with a program violation.
  - d) All documents, records, identifying information, monitoring data or results, and other information recorded, collected, maintained, transmitted, or stored by an ISA device provider about or concerning a speeding offender is confidential and not available for public inspection.
  - e) All information shall remain confidential when it is transmitted, electronically or otherwise, maintained and stored, or examined or used by a monitoring authority.
  - f) Only authorized employees of an ISA device provider or monitoring authority may view any document made confidential pursuant to the above.
- 10) Provides that only devices and providers certified by the DMV may be used to satisfy the requirements of this bill.
- 11) Requires, to be eligible to install, repair, maintain, monitor, or remove a device, a company to apply to the DMV for certification in a form and manner approved by the DMV.
- 12) Provides that a manufacturer, distributor, or retailer of a motor vehicle is not liable for any loss, injury, or damage caused by the design, manufacture, installation, improper installation, use, or misuse of an aftermarket ISA device.
- 13) Requires a person to install and use an ISA device pursuant to this bill for the applicable term, as specified.
- 14) Every manufacturer and manufacturer's agent certified by the DMV to provide ISA devices, shall adopt a fee schedule, as specified, which must be posted on the DMV's website.
- 15) Requires the DMV, on or before July 1, 2031, to report data, as specified, to the California Transportation Agency (CalSTA) regarding the implementation and efficacy of the ISA program established by this bill for the period covering January 1, 2027, to January 1, 2031, inclusive.
- 16) Authorizes CalSTA to contract with educational institutions to obtain and analyze this data.
- 17) Requires CalSTA to conduct an assessment of the program based on the data described above and report to the Legislature on the outcomes of the program by July 1, 2032.

18) Sunsets the pilot program on December 31, 2032. January 1, 2033.

19) Defines the following:

- a) “Active intelligent speed assistance device” means an aftermarket device that uses location-based technology to actively limit a motor vehicle’s speed to posted or preset speed limits, is tamper-resistant, and is capable of reporting attempts to disable or circumvent functionality. This does not include technology provided by a motor vehicle manufacturer as a component of a new motor vehicle that controls or affects the speed of a motor vehicle.
- b) “Provider” means a person or entity certified by the DMV to install, service, monitor, repair, or remove an ISA device.

#### COMMENTS:

1) **Author’s statement.** According to the author:

California is facing a growing traffic safety crisis. Every day, approximately 12 people are killed on our roads, and speeding is a leading factor in roughly one-third of those fatalities. Thousands more suffer serious, life-altering injuries each year. While traffic fines influence the behavior of many drivers, they have proven insufficient to deter super speeders. License suspension is likewise ineffective, as the American Association of Motor Vehicle Administrators estimates that 75% of those suspended continue to drive during their suspension period. These are not just statistics—they represent families, communities, and lives forever changed.

AB 2276, the Stop Super Speeders Act, takes a targeted, evidence-based approach to directly address the harm caused by the most dangerous drivers by requiring individuals convicted of egregious speeding offenses, such as reckless driving or speeding over 100 mph, to install an active Intelligent Speed Assistance (ISA) device in their vehicles before returning to the road. Active ISA devices are designed to prevent dangerous speeding behavior by limiting a vehicle’s ability to exceed posted speed limits. AB 2276 uses cutting-edge technology to save lives in a way that is fair, targeted, and focused on the drivers who pose the greatest risk to public safety, without inconveniencing most everyday Californians.

2) **Background.** According to data from the Safe Transportation Research and Education Center at the University of California, Berkeley, of the 4,061 roadway fatalities in California in 2023 32% were speed-related.<sup>1</sup> According to the author:

Approximately 12 people are killed every day on the state’s roads, and according to the California Office of Traffic Safety, roughly one-third of those fatalities are speeding-related. Thousands more suffer life-altering injuries each year. According to a CalMatters Investigative Report, over the past decade, nearly 40,000 people have died and more than 2 million have been injured on California roads. These are not accidents, they are preventable

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<sup>1</sup> Safe Transportation Research and Education Center, UC Berkeley, *2025 SafeTREC Traffic Safety Facts: Speeding-Related and Other Crashes* <https://safetrec.berkeley.edu/2025-safetrec-traffic-safety-facts-speeding-related-and-other-crashes>.

tragedies caused by drivers who choose to put the public at risk, and behind every one of the statistics is a family whose life has been shattered.

While traffic fines influence the behavior of many drivers, they have proven insufficient to deter super speeders. License suspension is likewise ineffective, as the American Association of Motor Vehicle Administrations (AAMVA) estimates that 75% of those suspended continue to drive during their suspension period.

3) **Intelligent Speed Assistance (ISA).** According to the Public Safety Committee analysis:

ISA technologies use sensors such as GPS or cameras to monitor a vehicle's speed and provide real-time feedback or intervention to ensure adherence to speed limits. According to the National Highway Traffic Safety Administration (NHTSA), “[I]ntelligent speed assistance or intelligent speed adaptation (ISA) involves in-vehicle technologies that use GPS data interacting with accurate, digitally mapped speed limit data for the entire network or vehicle-based speed limit sign recognition. ISA systems can vary from minimal systems that provide information to active speed limit control that could be mandatory or voluntary (i.e., with on/off activation switches).<sup>2</sup> Systems may:

- Provide information only (display the speed limit and changes);
- Provide visual or audible alerts when the speed limit is exceeded, but the driver can decide how to react (termed open system);
- Provide accelerator resistance to make speeding more difficult, but still possible (termed half-open). This system is like cruise control, except the speed limit (not the driver) determines when to engage speed resistance. Drivers may be able to turn off the system with a switch; and
- Automatically prevent speeding above the speed limit (mandatory speed compliance).<sup>3</sup>

ISA technology is distinct from other forms of speed limitation technology that simply limit the maximum speed. As stated by NHTSA, “Compared to speed governors, which can only limit the maximum speed of vehicles, ISA has the potential to help control speed of all motor vehicle types according to the prevailing limit at a location.”<sup>4</sup>

ISA technology is typically classified as either passive or active. “Passive ISA allows drivers to override the system and drive in excess of the local speed limit, but drivers are alerted as they exceed the local speed limit by a certain amount, for example between 0 and 10 mph above. Active ISA cannot be overridden except in limited cases, such as with the press of an

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<sup>2</sup> NHTSA, *Intelligent Speed Assistance* (accessed April 17, 2025), available at: [https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-1#:~:text=This%20system%20is%20like%20cruise,limit%20\(mandatory%20speed%20compliance.](https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-1#:~:text=This%20system%20is%20like%20cruise,limit%20(mandatory%20speed%20compliance.)

<sup>3</sup> *Ibid.*

<sup>4</sup> *Ibid.*

override button or with kickdown of the accelerator pedal, which removes the ISA limitations for a defined period.”<sup>5</sup>

4) **Privacy protections in the bill.** The purpose of this bill is to establish a five-year pilot program in the counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino that requires drivers convicted of serious speeding offenses, such as reckless driving and speeding over 100 miles per hour, to install active ISA devices in their vehicles before returning to the road. As described previously, ISA devices involve an element of surveillance and the collection of sensitive location data. In order to operate the devices, providers rely on precise geolocation data that interacts with digitally mapped speed limit data.

Because this bill authorizes the use of a surveillance tool on drivers, the primary concern of this Committee is to ensure that there are sufficient privacy protections. Toward that end, this bill contains the following protections:

- Requires that all data collected be securely maintained by the provider.
- Limits the sharing of data related to violations related to tampering or attempting to circumnavigate or remove the device to only the DMV and the court that ordered the device installation.
- Allows depersonalized and aggregated data to be shared with third parties for research or evaluation purposes.
- States that data collected can only be shared under the following circumstances:
  1. As required by a court order.
  2. As directed by state law or regulation.
  3. With the DMV or the ordering court in the case of a violation.
- Requires that all documents, identifying information, monitoring data or other information that is recorded, collected, maintained, transmitted, or stored remain confidential and not shared with the public.
- Requires that all of the information remains confidential when transmitted, maintained, stored, examined or used by a monitoring authority.
- Allows only authorized employees of the ISA provider or monitoring authority to view any confidential documents.

**ARGUMENTS IN SUPPORT:** The Automobile Clubs of Southern California and Northern California write in support:

### **Demonstrated Technology**

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<sup>5</sup> NYC Department of Citywide Administrative Services, New York City Intelligent Speed Assistance Pilot Evaluation (Oct. 2024), at p. 7, available at: <https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/nyc-intelligent-speed-assistance-pilot-evaluation-2024-oct.pdf>.

ISA devices use GPS to recognize posted speed limits and prevent vehicles from exceeding a set threshold, with an override available for emergency situations.

This technology has proven effective over more than two decades of use, including in commercial fleets, with over one million installations worldwide. In London, buses exceeding 20 mph dropped from 15%–19% of trips to just 1%–3% after ISA was implemented.

Similarly, New York City’s 2022 pilot equipped 300 municipal vehicles (including 50 school buses), which logged more than one million miles with 99% compliance with posted speed limits and a 37% reduction in hard braking events.

### **Speed — A Major Factor in Traffic Deaths**

Speed remains a leading contributor to traffic fatalities. Nationally, nearly 12,000 deaths (29%) were speed-related in 2023, including about 1,300 fatalities (32%) in California.

Higher speeds reduce reaction time, increase stopping distance, and significantly increase crash severity. Driver behavior data reinforces this risk, as research shows nearly half of drivers report speeding by 15 mph on freeways, and over one-third report speeding on residential streets according to the AAA Foundation for Traffic Safety. ISA use in other locations has consistently been shown to reduce speeding in real-world applications.

### **Privacy Protections**

AB 2276’s privacy provisions are well aligned with the core principles outlined in the Automated Enforcement Program Checklist developed by AAA, the Governors Highway Safety Association (GHSA), National Safety Council (NSC), Insurance Institute for Highway Safety (IIHS), and Advocates for Highway and Auto Safety.

Under CVC 23705, data sharing is limited to narrowly defined circumstances—such as court orders, statutory requirements, or program compliance—and only aggregated, de-identified data may be used for research purposes. The bill also requires that all personally identifiable and monitoring data be kept confidential, securely maintained, and not subject to public disclosure.

These safeguards are essential to maintaining public trust and ensuring the program remains focused on safety rather than surveillance.

### **A Safer Alternative to License Suspension**

License suspension is a common penalty for repeat speeding, but many suspended drivers continue to drive, limiting its effectiveness and creating economic hardship. ISA offers a more practical alternative by allowing continued driving while preventing excessive speeding. This approach improves compliance, enhances safety, and reduces the unintended consequences of license suspension.

In 2024, the District of Columbia became the first jurisdiction in the nation to require ISA for repeat speeding offenders who would otherwise have faced full license suspension. Virginia,

Georgia, and Washington State have since enacted similar measures, and several other states are considering comparable policies.

Also writing in support, a broad coalition of road safety organizations, note:

Traffic violence in California is not only a transportation issue - it is a public health crisis.

- Approximately 12 people are killed every day on California's roads, and according to the California Office of Traffic Safety, roughly one-third of those fatalities are speeding-related.
- Thousands more suffer life-altering injuries each year. According to a CalMatters Investigative Report, over the past decade, nearly 40,000 people have died and more than 2 million have been injured on California roads.
- According to CalTrans 2025 California Safe Roads report, the number of fatal and serious injuries in the state has increased from 63 percent in 2013 - this includes data from the pandemic era when there were fewer drivers on the road.
- Also importantly, according to the California Department of Transportation data, while more people were killed or seriously injured in urban areas, more people were killed or seriously injured in rural areas at a higher rate per daily vehicle miles traveled.

These preventable crashes strain emergency response systems, burden hospitals and trauma centers, increase long-term health care costs, and devastate families and communities.

Speeding dramatically increases both the likelihood of a crash and the severity of injuries when collisions occur. Public health research consistently shows that higher vehicle speeds lead to disproportionately higher fatality risks, particularly for pedestrians, cyclists, children and older adults. When reckless speeding persists unchecked, the consequences ripple far beyond the roadway, impacting California's health care system, workforce productivity and community well-being.

Californians rely on their vehicles more than residents of any other state. With that reliance comes a responsibility to implement evidence-based interventions that prevent predictable harm. AB 2276 responds to this crisis with a targeted, data-driven solution.

Under AB 2276, drivers would be required to install a certified Active ISA device on their vehicles when convicted of severe speeding-related offenses, including reckless driving, engaging in speed contests and driving more than 100 miles per hour. Installation terms increase based on the severity of the offense and prior convictions, ensuring accountability for repeat offenders. This bill also includes an income-based fee structure so that costs remain proportionate and accessible.

Active ISA devices are an aftermarket technology that uses location-based systems to identify posted speed limits and actively limit a vehicle's speed to those limits. Once the preset threshold is reached, the vehicle cannot accelerate further, directly preventing dangerous speeding behavior before it results in tragedy. This preventive approach aligns

squarely with public health principles: identify the highest-risk behaviors, intervene early, and reduce harm at the population level.

***ARGUMENTS IN OPPOSITION:*** In opposition to the previous version of the bill, the California Public Defenders Association argues:

First, mandatory active ISA systems may inadvertently undermine driver safety. In real-world driving conditions, motorists occasionally need to accelerate beyond posted limits to avoid collisions, merge safely, or respond to immediate threats. A system that automatically restricts vehicle speed removes this critical layer of human judgment and could place drivers in dangerous situations.

Second, ISA technology is not yet sufficiently reliable for universal deployment across California's diverse roadways. Variations in terrain, frequent construction zones, and inconsistencies in digital speed limit data create a significant risk of system error. Incorrect speed restrictions may disrupt traffic flow and increase collision risks rather than reduce it.

Third, mandatory ISA systems raise significant privacy concerns. These technologies rely on continuous monitoring of vehicle location and speed, potentially generating sensitive data about drivers' movements. Without robust statutory safeguards, this data could be vulnerable to misuse or accessed without appropriate legal protections, raising concerns under California's strong privacy framework.

Fourth, such a mandate may exceed appropriate regulatory authority if not clearly authorized by the Legislature. Sweeping requirements affecting all vehicles should be carefully evaluated to ensure they remain within constitutional and statutory limits.

Fifth, the economic impact on consumers and manufacturers cannot be overlooked. Increased vehicle costs and potential retrofitting requirements would disproportionately affect low- and middle-income Californians, raising equity concerns.

## **REGISTERED SUPPORT / OPPOSITION:**

### **Support**

Families for Safe Streets San Diego (Co-Sponsor)  
Steersafe Partnership (Co-Sponsor)  
AAA Northern California, Nevada & Utah  
AAA, Automobile Club of Southern California  
AAA, Mountain West Group  
Alliance for Automotive Innovation  
America Walks  
Auto Club of Southern California (AAA)  
Beautiful Pacific Beach  
Bike East Bay  
Bike LA  
Bikesd  
California Bicycle Coalition

California Walks  
Circulate San Diego  
City of Kerman, CA  
City of Mendota  
Coalinga Police Department  
Families for Safe Streets USA  
Fccla  
Fia Foundation  
Fresno County Bicycle Coalition  
Los Angeles Walks  
MADD California  
Mendota Police Department  
Mothers Against Drunk Driving  
Move California  
National Alliance to Stop Impaired Driving  
National Safety Council  
National Transportation Safety Board  
Responsibility.org  
Ride of Silence  
Safe Streets Encinitas  
San Diego 350  
San Diego County Bicycle Coalition  
San Francisco Bay Area Families for Safe Streets  
San Francisco Bicycle Coalition  
Sonoma County Bicycle Coalition  
Streets are for Everyone (SAFE)  
Streets for All  
Sylvia Bingham Fund  
Vision Zero Network  
Walk San Francisco

**Opposition**

California Public Defenders Association  
Communities United for Restorative Youth Justice (CURYJ)  
Debt Free Justice California  
Ella Baker Center for Human Rights  
Initiate Justice  
San Francisco Public Defender

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