



National Motorists Association

THE VOICE OF REASON FOR DRIVING FREEDOM

March 25, 2026

The Honorable Tom Tiffany, Chairman
The Honorable Joe Neguse, Ranking Member
House Committee on Natural Resources
Subcommittee on Federal Lands
1324 Longworth House Office Building
Washington, D.C. 20515

RE: Opposition to H.R. 6778: Parkway Safety and Reinvestment Act

Dear Chairman Tiffany and Ranking Member Neguse:

On behalf of the National Motorists Association (NMA), a national membership organization representing the interests of everyday drivers on transportation, traffic safety, and motorist rights, I write to express our strong concerns with H.R. 6778, the Parkway Safety and Reinvestment Act, which will be considered tomorrow by the Natural Resources Subcommittee on Federal Lands.

While the stated intent of the bill is to enhance safety and provide new resources for parkway maintenance, the mechanism it relies on, contractor-run automated photo enforcement, is fundamentally unsound. It creates a profit-driven ticketing system, distorts enforcement priorities, and converts “safety” into a permanent revenue stream. It also rests on safety claims that are often overstated, vendor-driven, or based on proxy measures such as ticket volume and spot speed changes rather than verified reductions in deaths and serious injuries.

Contractor incentives are inherently misaligned

H.R. 6778 contemplates the use of private vendors to supply, operate, and often manage the citation pipeline for automated cameras. Those contractors are not safety partners. They are ticketing businesses. Their revenue depends on:

- Maximizing the number of notices issued
- Keeping camera locations and thresholds configured to generate steady volumes of violations
- Preserving, not solving, the “problem” that justifies their contracts



National Motorists Association

THE VOICE OF REASON FOR DRIVING FREEDOM

That is the opposite of how public safety should work. A truly successful safety program would seek to reduce violations toward zero. A contractor whose income depends on ongoing ticket volume has every incentive to resist the engineering and policy changes that would actually make cameras unnecessary: credible speed limits, better roadway design, improved signage, speed feedback signs, and targeted officer enforcement of genuinely dangerous behavior.

When the enforcement apparatus is designed, installed, and effectively managed by entities whose only benefit comes from tickets, the result is not neutral, evidence-based safety policy. It is a monetized enforcement platform.

“Safety” should not be used to justify permanent revenue streams

The bill’s promise that camera revenue will be “reinvested” in parkways is framed as a virtue, but it reveals the core problem: it assumes a long-term, reliable flow of citation dollars. That means:

- The National Park Service and its contractors will come to depend on continued non-compliance by motorists to fund basic infrastructure.
- Institutional pressure will grow to maintain or expand camera operations, preserve low speed limits, and oppose reforms that might reduce ticket volume.

Safety policy should aim to eliminate dangerous conditions, not to institutionalize them as a funding source. By design, H.R. 6778 ties parkway maintenance and improvements to ongoing violations, creating a structural conflict between public safety and revenue needs. If the cameras were truly successful at changing behavior over the long term, the revenue stream the bill advertises would dry up, exposing the inherent contradiction in the “reinvestment” promise.

A pay-per-ticket model distorts enforcement decisions

In practice, vendor contracts are often structured around per-ticket or volume-based compensation, or with minimum-revenue guarantees baked into the financial model. That arrangement exerts subtle but powerful pressure on:

- Camera placement, favoring high-volume, high-yield segments rather than locations with proven crash problems



National Motorists Association

THE VOICE OF REASON FOR DRIVING FREEDOM

- Speed limit setting, discouraging adjustment toward the 85th-percentile speeds used in sound traffic engineering
- Operational policies, including short grace thresholds, aggressive issuance practices, and limited tolerance for judgment or discretion

These are not mere implementation details. They define how motorists experience the system. Motorists quickly recognize when the focus is on revenue rather than demonstrable crash reduction, which erodes trust in both park management and traffic enforcement more broadly.

Outsourcing core enforcement functions undermines accountability

Traditional traffic enforcement rests on accountable public officers, subject to agency policy, public oversight, and constitutional constraints. H.R. 6778 moves toward a model in which:

- The initial decision to cite is made by a machine operated by a vendor.
- Documentation, calibration, and technical control are held by the contractor.
- Financial interests of the contractor and the agency are explicitly aligned around ticket volume.

When a motorist contests a camera citation, the practical result is that neither a human officer who observed the conduct nor an independent public engineer stands behind the enforcement decision. Instead, the system leans on automated processes and vendor-controlled data. That is not a reassuring framework for due process on federal parklands.

It is also a poor fit for fair traffic enforcement. A live officer can judge whether a driver's speed was actually unsafe under the conditions. A camera cannot. It can only detect whether a preset threshold was crossed, regardless of traffic, weather, visibility, roadway conditions, or whether the conduct was actually dangerous in context.

In addition, camera tickets are typically sent to the registered owner, not necessarily the driver. That means the burden shifts to the accused to sort out who was actually behind the wheel, a basic fairness problem that does not exist in the same way with traditional traffic stops.



National Motorists Association

THE VOICE OF REASON FOR DRIVING FREEDOM

Accuracy and transparency are also serious concerns. Even small error rates become large numbers of unjust citations when a system operates at scale. If calibration records, maintenance logs, error rates, and independent audits are not fully accessible, motorists are effectively asked to trust a contractor-controlled system that may issue thousands of citations between meaningful checks.

Routine plate and photo capture also creates surveillance concerns

H.R. 6778 is not just an enforcement mechanism. It also moves toward creating a standing infrastructure for routine plate and image capture on federal parkways. Without tight limits on retention, access, and use, such systems can become surveillance tools that document the movements of large numbers of law-abiding drivers for purposes far beyond the original traffic rationale.

Real safety improvements do not require contractor-run cameras

If the goal is genuinely to improve safety on parkways such as the George Washington Memorial Parkway, Congress and the National Park Service have better tools than contractor-built ticket factories:

- Set speed limits based on accepted engineering principles, such as the 85th-percentile rule, so that limits are credible and self-enforcing
- Invest in engineering fixes, including sightlines, pavement condition, striping, signage, and lighting, that address crash patterns identified in serious-injury and fatality data
- Use targeted enforcement by sworn officers focused on clear safety threats, including aggressive driving, impairment, and extreme speeding, not rote low-level violations
- Use speed feedback signs, which can reduce speeds without punishment-by-mail, privacy intrusion, or ticket-driven incentives

These approaches prioritize measurable safety outcomes, not ticket counts, and they keep accountability for enforcement in public hands where it belongs.

Conclusion

H.R. 6778 would not simply authorize a new safety tool. It would embed a contractor-driven ticketing industry into the management of federal parkways, weaken accountability and fairness, create unnecessary surveillance concerns,



National Motorists Association

THE VOICE OF REASON FOR DRIVING FREEDOM

and tie essential maintenance funding to ongoing citation revenue. That is a perverse structure for any safety program, especially on lands held in trust for the public.

For these reasons, the National Motorists Association respectfully urges the Subcommittee on Federal Lands to reject H.R. 6778 and to pursue safety strategies that:

- Rely on transparent engineering standards
- Keep enforcement authority with accountable public officers
- Respect due process and privacy
- Fund parkway maintenance through straightforward appropriations, not ticket-dependent revenue schemes

We would welcome an opportunity to work with the Subcommittee and the National Park Service on alternatives that improve safety without turning federal parkways into permanent profit centers for ticket vendors.

Sincerely,

Jay Beeber
Executive Director – Policy
National Motorists Association