

**HB-229-HD-1**

Submitted on: 2/21/2025 2:21:40 PM

Testimony for JHA on 2/26/2025 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
kelvin kohatsu	Hawaii Transportation Association	Oppose	Written Testimony Only

Comments:

Hawaii Transportation Association opposes HB229 HD1.

NHTSA did a study some years back on collision with CMV's, and found that the light vehicles were responsible for 80+% of the collisions involving CMV's.

Many of the vehicles speeding on our Hawaii roads are light vehicles, motorcycles, pick ups, and SUV's, not CMV's. (Commercial Motor Vehicles)

Thank you,

Kelvin



## Testimony of the Oahu Metropolitan Planning Organization

### House Committee on Judiciary

02/26/25 2:00 PM

CR 325 & Videoconference

HB 229 HD1

Relating to Transportation

Dear Chair Tarnas, Vice Chair Poepoe, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 229 HD1**, which establishes a statewide speed restriction for motor vehicles with three or more axles or motor vehicles weighing more than ten thousand pounds, except under certain circumstances, in a county with a population of five hundred thousand or more. Authorizes a county with a population of less than five hundred thousand to adopt an ordinance that establishes a speed restriction for motor vehicles with three or more axles or motor vehicles weighing more than ten thousand pounds. HB229 HD1 will help strengthen ACT 238, enacted in 2023, by making language clear and strengthening enforcement measures.

This bill will help us achieve the goal of reducing traffic related deaths and serious injuries to zero by 2045. In 2024, the State of Hawaii Department of Transportation conducted an annual [behavioral study](#), and nearly one-quarter of respondents admitted exceeding the speed limit by more than 20 miles per hour, and over half exceeded the speed limit by 10-20 miles per hour in the last six months.

Large vehicles are more likely to cause deadly impacts due to both their mass and the way their height affects crash dynamics. The USDOT NHSTA indicates that in 2021, 71% of large trucks involved in fatal crashes nationally were heavy trucks (e.g. Trucks with a gross vehicle weight rating (GVWR) over 10,000 pounds); there was also a 50.5% increase in fatalities involving large trucks nationwide from 2012 to 2022. While vehicle weight is a key factor in crash severity, height is just as critical—taller vehicles with high front ends reduce visibility and increase the likelihood of severe or fatal injuries, particularly for pedestrians and cyclists. Addressing these factors together is essential to improving roadway safety, and HB229 is an important step in that direction.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.

Bill: HB229 HD1, RELATING TO TRANSPORTATION

Testifier: Joan V Nacino, Business Pricing Analyst, Aloha Marine Lines, a Lynden Incorporated Company.

Aloha Chairman Kila, Members of the House Committee on Transportation

Aloha Marine Lines oppose HB229 HD1.

I am a Business Pricing Analyst and formerly an Account Executive for Aloha Marine Lines.

We are an Ocean Cargo Shipping Company with our Oahu terminal at Pier 5 Barber's Point Harbor. Some of the cargo we bring is destined for the Neighbor Islands via Young Brothers. Those shipments are transferred by our trucker partners from Barber's Point Harbor to Piers 39 and 40 in Honolulu Harbor. Reducing the speed limit will add time on the road, possibly reducing the turn times for the truckers. This could add to the total transit time of a shipment, if we do not meet a cargo cut off for a particular voyage. More importantly, studies by NHTSA or National Highway Traffic Safety Administration indicate that most accidents involving large vehicles or trucks and lightweight vehicles are caused by lightweight vehicles. Many of these accidents are because of a lightweight vehicle running into the rear of the larger vehicle that is moving at a slow speed or maybe at a stop. These are the primary reasons why we oppose HB229 HD1.

Thank you very much for the opportunity to provide testimony and for your consideration.