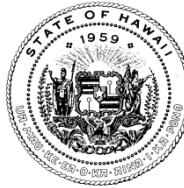


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
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KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

**STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Tuesday, February 17, 2026

9:30 a.m.

State Capitol, 430

**HB1882
RELATING TO MOTOR VEHICLES**

House Committee on Transportation

The Department of Transportation (DOT) strongly opposes House Bill 1882, which seeks to exempt motorcycles and passenger cars from annual safety inspections.

This bill proposes a significant change to our current motor vehicle safety inspection system that could have serious implications for road safety in Hawaii. Our data consistently shows that even relatively new vehicles can have safety issues that are caught during annual inspections. For instance, our Periodic Motor Vehicle Inspection Data indicates that vehicles as new as two years old have an average failure rate of 15%. This underscores the critical importance of regular safety checks for all vehicles, regardless of their age or type.

Exempting motorcycles and passenger cars from these inspections could lead to an increase in equipment failures on our roads. Such failures not only pose direct safety risks but can also cause traffic disruptions. It's worth noting that for every minute a lane is blocked during peak travel times, it results in approximately 4 minutes of delay, even after the lane is cleared.

In addition to safety concerns, the annual safety inspection process is the most efficient, lowest-cost, and least burdensome method currently available to collect verified vehicle mileage data in support of Hawai'i's Road Usage Charge (RUC) program. The inspection program provides a uniform, existing infrastructure for odometer collection without creating new administrative systems or imposing additional reporting requirements on drivers.

The RUC program is designed to create parity in our transportation funding system by ensuring all roadway users contribute their fair share based on actual usage. As vehicles become more fuel efficient and electric vehicle adoption increases, reliance on the fuel tax places a disproportionate burden on those who cannot afford to purchase newer, more efficient vehicles. A mileage-based approach helps distribute costs more equitably across all users of the system.

The current annual inspection framework plays an integral role in supporting this transition. Removing motorcycles and passenger cars from the inspection requirement would significantly undermine both roadway safety oversight and the state's ability to implement a fair and sustainable road funding model.

For these reasons, the DOT strongly opposes HB1882 and urges the Committee to retain the existing safety inspection requirements for all vehicles.

Thank you for the opportunity to testify.



POLICE DEPARTMENT COUNTY OF KAUAI



DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

ELLIOTT K. KE, CHIEF OF POLICE
MARK T. OZAKI, DEPUTY CHIEF OF POLICE

February 12, 2026

The Honorable Representative Darius K. Kila, Chair
And Honorable Members of the Committee on Transportation
Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

RE: Testimony in Opposition to House Bill 1882, Relating to Motor Vehicles

Honorable Chair Kila, Vice Chair Miyake, and Members of the Committee:

On behalf of the Kaua'i Police Department, I am submitting testimony in **OPPOSITION** to HB 1882, which proposes to exempt passenger vehicles and motorcycles from Hawai'i's mandatory periodic vehicle safety inspection requirements.

While I understand the intent to reduce costs and regulatory burdens for vehicle owners, eliminating mandatory safety inspections for passenger vehicles and motorcycles raises public safety and enforcement concerns.

The current inspection program serves as a preventative safeguard by identifying mechanical defects—such as brake, tire, and lighting issues—before they contribute to crashes. Without this system, enforcement becomes reactive, occurring only after an officer observes a violation or after a crash has occurred. Law enforcement officers would need to rely solely on roadside observation, which cannot detect many serious mechanical deficiencies.

Motorcycles present particular concern due to their inherent vulnerability. If inspections are eliminated, the bill does not identify any alternative mechanism to ensure that critical safety components meet minimum standards prior to operation. Absent of a clearly defined safety framework, this measure may create gaps in roadway safety oversight.

For these reasons, I respectfully urge the Committee to reconsider HB1882 in its current form, or to amend it to include a structured and enforceable alternative safety assurance mechanism before eliminating the existing inspection requirement. Thank you for the opportunity to testify.

Respectfully submitted,

Elliott K. Ke
Chief of Police
Kaua'i Police Department

**DEPARTMENT OF CUSTOMER SERVICES
KA 'OIHANA LAWELAWE KUPA
CITY AND COUNTY OF HONOLULU**

RICK BLANGIARDI
MAYOR
MEIA

ADMINISTRATION
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KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



February 13, 2026

The Honorable Darius K. Kila, Chair
The Honorable Tyson K. Miyake, Vice Chair
and Members of the House Committee on Transportation
State Capitol, Conference Room 430
415 South Beretania Street
Honolulu, Hawai'i 96813

Dear Chair Kila, Vice Chair Miyake, and Members of the House Committee on Transportation:

SUBJECT: H.B. No. 1882 - Relating To Motor Vehicles
HEARING: Tuesday, February 17, 2026, 9:30 a.m.

The City and County of Honolulu, Department of Customer Services (CSD) **opposes** H.B. No. 1882 and appreciates the opportunity to offer comments for your committee's consideration. Pursuant to Section 6-402 of the Revised Charter of the City and County of Honolulu, CSD Division of Motor Vehicles (DMV) administers the motor vehicle registration program for the island of O'ahu. While CSD appreciates the intent of the proposed legislation, we have concerns regarding the operational and financial impacts the proposed legislation.

While we understand the intent of this measure is to reduce regulatory requirements for vehicle owners, the proposed exemption of motorcycles and passenger cars from safety inspections raises significant fiscal, operational, and policy concerns.

First, the safety inspection process currently serves as a verified and standardized point for capturing odometer readings. These mileage readings are critical to the administration of the State's Hawaii Road Usage Charge (RUC) program, which relies on accurate annual mileage data to calculate vehicle fees. Eliminating inspections for the majority of registered vehicles would remove the primary mechanism

for collecting certified mileage information. The State and counties would then need to design, fund, and implement an alternative method for obtaining and validating odometer readings. This would require substantial system modifications, rule changes, public education, and enforcement measures, and could undermine the accuracy and integrity of the RUC program.

Second, implementation of this measure would require extensive operational adjustments at the county level. Registration systems would need to be reprogrammed to reflect new inspection exemptions. Rules governing renewal eligibility would require revision. Staff training materials, public-facing communications, website content, and internal procedures would all need to be updated. Coordination with inspection stations, law enforcement, and other state agencies would also be necessary to ensure consistent enforcement and public understanding.

These changes cannot be implemented immediately without careful planning and allocation of technical and administrative resources. If this measure advances, CSD respectfully requests a delayed effective date to allow for a reasonable and adequate amount of time for the counties to research and assess implementation requirements for system updates, staffing, funding requirements, information technology and other resource impacts, necessary updated administrative procedures, staff training, rule review, stakeholder coordination, and good public outreach. An immediate effective date would create confusion for vehicle owners and inspection providers and may disrupt registration processing operations.

For these reasons, the Department **opposes** H.B. No. 1882 and urges the committee to carefully consider the fiscal, operational, and policy impacts of this proposal.

Thank you for this opportunity to provide testimony on H.B. No. 1882.

Sincerely,

for Kimberly M. Hashiro
Director

Feb. 17, 2026, 9:30 a.m.
Hawaii State Capitol
Conference Room 430 and Videoconference

To: House Committee on Transportation

Rep. Darius K. Kila, Chair
Rep. Tyson K. Miyake, Vice Chair

From: Grassroot Institute of Hawaii

Ted Kefalas, Director of Strategic Campaigns

RE: TESTIMONY IN SUPPORT OF HB1882 — RELATING TO MOTOR VEHICLES

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **supports** [HB1882](#), which would exempt motorcycles and passenger cars from safety inspections.

The state's vehicle inspection laws are a burden and expense for Hawaii residents, especially on low-income families who must pay for car inspections every year.

Mandatory state safety inspections are being phased out across the country, and only 14 states still require periodic safety inspections.¹

Despite the name, there is no evidence that vehicle safety inspections contribute to public safety. Mechanical failures are the cause of 3% of accidents nationwide,² but a study on terminating vehicle inspections in New Jersey found that “vehicle safety inspections do not represent an efficient use of government funds, and do not appear to have any significantly mitigating effect on the role of car failure in traffic accidents.”³

¹ Henry Cesari, “[Here's every states' safety and emissions inspection laws](#),” MotorBiscuit, June 8, 2025.

² Alex Hoagland and Trevor Woolley, “[It's No Accident: Evaluating the Effectiveness of Vehicle Safety Inspections](#),” Contemporary Economic Policy, 2018, p. 14.

³ Ibid.

Hawaii's Legislative Reference Bureau studied the issue in 1995 and concluded: "There is no conclusive evidence to indicate that the State's periodic motor vehicle inspection program either is or is not achieving its desired outcome."⁴

Under the circumstances, it makes sense to eliminate a requirement that is costly for residents and an unnecessary burden on the agencies that must administer it.

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

⁴ Keith Fukumoto, "[Periodic Motor Vehicle Inspection in Hawaii: A Study of Selected Issues](#)," Legislative Reference Bureau, Report No. 7, 1995, p. 45.

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February 15, 2026

Rep. Darius K. Kila,, Chair
Rep. Tyson K. Miyake, Vice Chair
Committee on Transportation
House of Representatives
33rd Legislature, State of Hawai'i

via: <http://www.capitol.hawaii.gov>

Dear Committee leadership and members,

Re: OPPOSITION TO HB1882 RELATING TO MOTOR VEHICLES

DATE: February 13, 2026 TIME: 1:00 PM
PLACE: Conference Room 225 & Videoconference

This bill proposes to exempt passenger cars and motor vehicles from safety inspections. “Passenger cars” includes motor vehicles capable of carrying 10 people or less, HRS § 286-2. Accordingly this includes pickup trucks and SUVs. Please do not defer this bill. Vote it down. The idea is absurd and I cannot help but believe its introducers agree.

There is no statement of legislative intent or legislative findings in support. That is because there are none to be found. The bill may be rejected on this basis alone. It also may be rejected pursuant to Article 9, section 10 of the State of Hawai'i Constitution: “The law of the splintered paddle, mamala-hoe kanawai, decreed by Kamehameha I—Let every elderly person, woman and child lie by the roadside in safety—shall be a unique and living symbol of the State’s concern for public safety.”

I am compelled to testify, too, because there are issues with the safety check, respectfully, that this Honorable legislature should be concerned with. At least here on Hawai'i island, safety check or not, no problemo if you reconstruct your “passenger car,” HRS § 286-2. One day maybe 6 months ago I heard on our KWXX radio a psa from HPD regarding the penalties if you lift your vehicle more than 3 inches, mount tires outside the wheelbase, fail to have mudflaps, or have excessive tint in the window or a modified muffler. I was stoked. But then the psa concluded with a statement of the manini fines associated with each action. Predictably, there are more illegal pickups and SUVs on our roadways than ever before.

Thank you for your consideration of this testimony. Aloha. Mahalo.

Sincerely,

/s/ Georgette A. Yaindl

GEORGETTE ANNE YAINDL