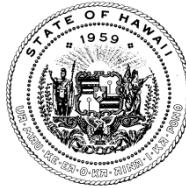


JOSH GREEN, M.D.
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KE KIA'ĀINA



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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

**HB2154
RELATING TO TRAFFIC SAFETY**

House Committee on Transportation

The Department of Transportation (DOT) supports House Bill 2154, which establishes a framework for the use of intelligent speed assistance (ISA) technology for habitual speeders and requires a report to the Legislature.

Speeding continues to be a significant factor in traffic fatalities and injuries on our roadways. According to preliminary 2023 state data, 57 percent of Hawaii's traffic fatalities were speed-related, compared to 41 percent in 2022. This alarming trend underscores the urgent need for innovative approaches to address habitual speeding and enhance road safety.

The proposed framework for implementing ISA technology for habitual speeders represents a proactive step towards leveraging advanced technology to combat dangerous driving behaviors. ISA systems have the potential to significantly reduce speeding incidents by providing real-time feedback to drivers and, in some cases, actively assisting in speed management.

By requiring a report on the effectiveness of ISA technology, this bill ensures that the implementation will be data-driven and allows for continuous improvement of the program. This approach aligns with the DOT's commitment to evidence-based safety initiatives.

The DOT believes that the use of ISA technology, in conjunction with existing speed management strategies and enforcement efforts, can create a more comprehensive approach to addressing the critical issue of speeding on our roads. This technology has the potential to save lives, reduce injuries, and create safer communities for all road users.

We respectfully urge the Committee to pass this proposed bill.

Thank you for the opportunity to testify in support of this bill.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

**02/17/26 9:30 AM
CR 430 & Videoconference**

HB2154 RELATING TO TRAFFIC SAFETY

Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2154** which establishes a framework for the use of intelligent speed assistance technology for habitual speeders and requires a report to the Legislature.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased ten percent between 2023 and 2024 in Hawaii. In 2024, the State of Hawaii Department of Transportation conducted an annual behavioral study, and nearly one-quarter of respondents admitted to 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.

According to the National Highway Traffic Safety Administration, [Intelligent Speed Assistance](#) (ISA) technology significantly improves road safety by using GPS and camera data to identify speed limits, reducing speeding-related fatalities by an estimated 20% and, in some trials, reducing speeds over 11 mph by over 60%. Mandatory in new EU vehicles since July 2024, these systems, ranging from advisory alerts to active speed limiting, have proven to increase compliance.

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.



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 13, 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 Support of House Bill 2154, Relating to Traffic Safety

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

On behalf of the Kaua'i Police Department, I am submitting testimony in **SUPPORT** of HB 2154, which authorizes courts to require drivers designated as habitual speeders to install and use intelligent speed assistance (ISA) technology as a condition of continued driving privileges.

Speeding—particularly repeat, excessive speeding—continues to contribute to serious injury and fatal crashes on our roadways. HB 2154 provides a focused and proactive response by allowing courts to require ISA technology for habitual speeders. This approach targets high-risk drivers rather than imposing broader penalties on the general public.

ISA technology has been recommended by national safety authorities, including the National Transportation Safety Board and the National Highway Traffic Safety Administration, because it provides real-time feedback or limits vehicle speed based on posted speed limits. By encouraging compliance and reducing recidivism among repeat offenders, ISA can serve as a meaningful behavioral intervention that enhances roadway safety.

For these reasons, the Kaua'i Police Department **supports HB 2154**. Thank you for the opportunity to testify.

Respectfully submitted,

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

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1-800-880-3394 • 808-695-2416 • SMARTSTARTINC.COM

February 15, 2026

TO: Chair, Representative Darius K. Kila
Vice-Chair, Representative Tyson K. Miyake
And House Members of the Committee on Transportation

FR: Debra Coffey, Chief Government Affairs Emeritus
Smart Start LLC, Hawaii Corporate Office

RE: HB 2154, Relating to Establishing a framework for the use of intelligent speed assistance technology for habitual speeders – Support with amendment

I am Debra Coffey, Chief Government Affairs Emeritus for Smart Start LLC, Hawaii Corporate Office. Smart Start has been the vendor contracted by the Hawaii Department of Transportation to install and service alcohol ignition interlocks in Hawaii since 2011. Smart Start will also be offering distribution of active Intelligent speed devices. *I am offering written testimony in support of HB 2023, requesting that the Active definition of Intelligent speed assistance reflect suggested best practices and model legislation as developed by AAMVA, the American Association of Motor Vehicle Administrators, which more clearly defines the technology AND that language be added to the legislation that provides for Auto Manufacturer liability, in statute.*

We offer the following to be considered for amendment:

"Active intelligent speed assistance system" means an aftermarket device that actively prevents a motor vehicle from exceeding the applicable speed limit and does not interact with the braking system and is installed in or integrated with a motor vehicle. Active ISA devices determine the applicable speed limit and prevent the vehicle from exceeding that limit, excluding Dynamic Speed zones, using technology such as, but not limited to, integrated location-based technology, digital mapping data, and/or camera-based sign recognition. Active ISA devices include all necessary components for installation, operation, monitoring, and data transmission. [AAMVA – Model language]

AND the following regarding liability:

Automobile manufacturer, distributor, or retailer responsibility; liability; lessors and lienholders. (a) A manufacturer, distributor, or retailer of a motor vehicle shall not be liable for any loss, injury, or damages caused by the design, manufacture, installation of an aftermarket intelligent speed assistance system or improper installation, use, or misuse of an aftermarket intelligent speed assistance system.

(b) Notwithstanding subsection (a), a manufacturer, distributor, or retailer of a motor vehicle shall be liable if the manufacturer, distributor, or retailer intentionally or knowingly engages in a repair or update of an aftermarket intelligent speed assistance system and the repair or update proximately causes loss, injury, or damage.

(c) Nothing in this chapter shall require a manufacturer, distributor, or retailer of a motor vehicle to manufacture, distribute, or offer for sale a motor vehicle that includes or is compatible with an aftermarket intelligent speed assistance system.

(d) Nothing in this chapter shall prohibit a lessor or lienholder from requiring that a motor vehicle lessee or owner notify the lessor or lienholder that an aftermarket intelligent speed assistance system has been installed in a motor vehicle that is subject to a lease or finance agreement.

(e) A lessor or lienholder may charge a reasonable fee to a customer for the removal of an aftermarket intelligent speed assistance system.

Speeding causes roughly one-third of our nation's traffic fatalities, according to the National Highway Traffic Safety Administration (NHTSA). Program participants will be allowed to obtain a restricted license with ISA program participation. This is especially important because about 75 percent of people continue to drive on a suspended license (Source: AAMVA).

ISA technology has been used for more than 30 years on commercial fleets and is emerging as an innovative countermeasure for Super Speeders. As noted in the January 2026 National Conference of State Legislators Legisbrief, the District of Columbia, Virginia, and Washington state have passed similar laws and nearly 20 states are expected to consider ISA for Super Speeders legislation this year.

ISA uses location-based technology to recognize speed limits and prevent the vehicle from operating beyond a pre-set limit as determined by the state. Once that speed limit is reached, the pedal becomes unresponsive and will not allow the vehicle to accelerate further. A temporary speed allowance button can be used, if needed, for a pre-programmed distance and time for safety-related acceleration.

Active ISA technology enables individuals to seamlessly integrate back into their daily routines, facilitating their commute to work, school, and home. It also enhances road safety while providing feedback to the driver to promote safer driving habits.

Speed – A Major Factor in Traffic Deaths

- In 2023, 11,775 deaths — 29% of all traffic fatalities — occurred in speed-related crashes. ([NHTSA](#)).
- Speeding remains a hazard on Hawaii roads. In Hawaii, between 2018 to 2022, speeding accounted for at least 40% of all traffic related fatalities.
- Over 115,000 speeding related enforcement contacts were made statewide between 2019 and 2023.

- A 2023, Hawaii Attitudes and Behaviors Survey, asked participants how often they traveled over the speed limit. 46% responded 10 – 20 mph above the speed limit. 21% responded more than 20 mph above the speed limit. (Source: Hawaii DOT Strategic Highway Safety Plan).
- Speed-related crashes caused \$46.4 billion in economic costs and \$225 billion in comprehensive costs in 2019. Updated for inflation alone, in 2025, the economic costs would be \$58.56 billion and comprehensive costs would be nearly \$284 billion. (Advocates for Highway and Auto Safety 2025 [Roadmap](#))
- High speeds increase crash likelihood. Drivers have less time to react and require a longer distance to stop. Modest increases in speed = large increases in crash energy. ([Families for Safer Streets](#))



We respectfully request the committee consider our suggested improvements to this legislation. We support this measure and believe it represents an important step toward keeping Hawaii's roads safe. Thank you for the opportunity to provide support of this important bill.

DATE: February 17, 2026

TO: Representative Darius K. Kila
Chair, Committee on Transportation

Representative Tyson K. Miyake
Vice Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **H.B. 2154 - Relating to Traffic Safety**
Hearing Date: Tuesday, February 17, 2026 at 9:30 a.m.
Conference Room: 430

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

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit these **comments** supporting the intent of H.B. 2154, Relating to Traffic Safety and offer suggested amendments to clarify automotive responsibility and rights.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

The intent of this measure is to allow courts to designate certain drivers as habitual speeders and to allow courts to require Intelligent Speed Assistance (ISA) in the vehicles of those who repeatedly engage in dangerous speeding behavior. Speeding is one of the most persistent and preventable causes of serious crashes, injuries, and fatalities on our roads. Auto Innovators supports efforts like this to reduce dangerous driving behavior.

Auto Innovators respectfully requests clarifying language to ensure that the bill improves public safety while also providing clear expectations for automobile manufacturers:

Section 2:

“286- Automobile manufacturer responsibility. (a) A manufacturer, distributor or retailer of a motor vehicle shall not be liable for any loss, injury, or damages caused by the design, manufacture, installation, improper

installation, use, or misuse of an aftermarket intelligent speed assistance device.

(b) Notwithstanding (a), liability does exist if the manufacturer, distributor or retailer of a motor vehicle knowingly engages in a repair or update to an aftermarket intelligent speed assistance device and such repair or update proximately causes loss, injury or damage.

(c) Nothing in this chapter requires a manufacturer, distributor or retailer of a motor vehicle to manufacture, distribute, or offer for sale a motor vehicle that includes or is compatible with an aftermarket intelligent speed assistance device.

(d) Nothing in this chapter prohibits a lessor or lienholder from requiring that a motor vehicle lessee or owner notify the lessor or lienholder that an aftermarket intelligent speed assistance device has been installed on a motor vehicle that is subject to a lease or finance agreement.

(e) A lessor or lienholder may charge a reasonable fee to the customer for the removal of an intelligent speed assistance system."

With these amendments Auto Innovators would support this measure.

Thank you for the opportunity to submit this testimony.

February 16, 2026

Representative Darius Kila, Chair
Representative Tyson Miyake, Vice-Chair
Members of the House Committee on Transportation

Re: HB 2154 Speeding Offenses; Habitual Speeder; Intelligent Speed Assistance; Report

AAA Hawai'i supports HB 2154 with comments.

This bill establishes a framework for courts to designate repeat speeders as “habitual speeders” and require installation of intelligent speed assistance (ISA). It also authorizes courts to require participation in speed safety programs, including ISA, as part of sentencing.

Active Intelligent Speed Assistance (ISA)

AAA policy supports the use of ISA technology to reduce speeding, a leading contributor to traffic deaths. In 2023, nearly 12,000 people nationwide — 28 percent of all crash fatalities — died in speed-related crashes. In Hawai'i, speed was a factor in 58 percent of traffic fatalities. Reducing excessive speeding is critical to saving lives.

ISA is a proven technology that reduces dangerous speeding while allowing lawful driving. Used globally for more than two decades, modern systems use GPS to recognize posted speed limits and prevent vehicles from exceeding preset speeds. Passive ISA, typically manufacturer-installed, alerts drivers when they exceed the speed limit. Active ISA, installed aftermarket, limits speed while allowing temporary override for safety. While AAA supports both approaches, we encourage states to adopt policies requiring active ISA for excessive and repeat speeders.

For repeat speeders, license suspension has been the traditional penalty; however, many suspended drivers continue to drive, often creating economic hardship without improving safety. ISA provides a more effective alternative by allowing lawful driving while preventing excessive speed and promoting compliance.

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The District of Columbia authorized active ISA in 2024 for repeat speeding offenders who would otherwise face suspension, and Virginia, Georgia, and Washington have since enacted similar measures.

Diversion

AAA recommends removing the reference to “diversion” in §291C – Speed Safety Intervention.

Current Hawai‘i law authorizes deferral for certain criminal offenses, including misdemeanor excessive speeding, but does not authorize diversion for civil speeding infractions. HB 2154 does not clearly establish new diversion authority for non-criminal violations. As drafted, the provision may create ambiguity regarding dismissal of civil speeding citations.

Dismissal would prevent entry of a conviction on the official driver record under HRS §286-245. Driving records are relied upon by employers, insurers, and licensing entities for risk and compliance purposes. The bill should clarify its intent regarding diversion and record reporting.

AAA Hawai‘i, serving nearly 180,000 members statewide and advancing traffic safety for more than 120 years, supports policies that reduce roadway fatalities. If enacted, HB 2154 would provide a meaningful tool to address dangerous speeding, and we stand ready to help educate motorists about ISA technology and its benefits through our traffic safety programs.

For these reasons, AAA Hawai‘i respectfully urges your support and a YES vote on HB 2154.
Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist