

SB-2146-SD-1

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Testimony for WAM on 2/25/2026 10:55:00 AM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support

2146 SB RELATING TO TRAFFIC INFRACTIONS.

STATE OR CITY IMMEDIATE REPORT TICKET TO VIOLATORS INSURANCE
COMPANY.

TESTIMONY OF DAMON BOREN

BEFORE THE SENATE COMMITTEE ON WAYS AND MEANS

S.B. 2146, S.D. 1 - RELATING TO TRAFFIC INFRACTIONS

Position: Support with Amendments

Hearing Date: Wednesday, February 25, 2026

Time: 10:55 a.m.

Place: Conference Room 211 & Videoconference

Chair, Vice Chair, and Members of the Committee:

My name is Damon Boren, and I submit this testimony in my individual capacity as an O'ahu resident. My views are my own and do not represent my employer or any government agency.

I support S.B. 2146, S.D. 1, with amendments.

Hawai'i has a real traffic safety problem, and I support the Legislature taking a serious look at deterrence that actually changes behavior. A flat traffic fine does not create the same consequence for everyone. For some people, it can destabilize a household. For others, it is barely felt. A fair system should not only look equal on paper. It should create a real deterrent effect across income levels.

I also support the fact that this measure is a task force study, not an immediate statewide rollout. That is the right approach for WAM. If the Legislature is considering a new model, it should first study cost, feasibility, and implementation risks before creating a larger system.

Hawai'i also does not need to start from zero. Other states already use structured approaches that may offer useful lessons, including point-based warning systems and severity-based traffic violation categories. The value of this bill is that it gives Hawai'i a chance to study those strengths, compare options, and build a local model that fits our roads and communities instead of copying another state blindly.

I appreciate that S.D. 1 expands the task force membership. That is a good step, and I ask the Committee to continue strengthening the task force by adding community, defense, and privacy voices. The task force is still weighted toward government and enforcement agencies. To produce a balanced and credible report, I respectfully ask the Committee to add:

- a public defender or criminal defense representative,
- a privacy or civil liberties representative, and
- a community or consumer advocate.

Because the bill contemplates a model that may require income information, the task force should also be required to evaluate privacy and data-minimization safeguards, including what data would be used, who could access it, how it would be protected, and how unnecessary collection or sharing would be prevented.

I also respectfully ask that the task force report include a clear fiscal and operational analysis for the Legislature, including:

- administrative cost,
- implementation feasibility across counties,
- an error-correction and review process, and
- whether the proposed system improves safety and deterrence without simply shifting burden in a different form.

I support accountability and consequences for unsafe driving. I also believe this bill should stay focused on traffic fines and deterrence, not expand into a broader punitive system.

For those reasons, I respectfully urge the Committee to pass S.B. 2146, S.D. 1, with amendments to strengthen task force balance, privacy safeguards, and fiscal analysis.

Thank you for the opportunity to testify.

Respectfully submitted,
Damon Boren
O'ahu Resident