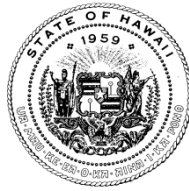


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

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

Tuesday, March 24, 2026
9:00 AM
State Capitol, 430

**SB2429, SD1
RELATING TO TRAFFIC SAFETY**

House Committee on Transportation

The Department of Transportation (DOT) support S.B. 2429, S.D. 1, relating to establishing a framework for intelligent speed assistance technology for habitual speeders.

This bill proposes to establish a framework for requiring habitual speeders to install intelligent speed assistance technology in their vehicles. It defines key terms, outlines court-ordered ISA requirements, sets standards for approved systems, addresses privacy protections, and mandates a report on effectiveness to the legislature.

Analysis of Hawaii's Fatality Analysis Reporting System data from 2019 to 2023 reveals that from 2019 to 2023, nearly half of all lives lost in Hawaii's fatal crashes—48 percent or 236 of 496—were linked to speeding drivers. Speed remains one of the most persistent and deadly factors on our roads. This constant issue underscores the urgent need for innovative approaches to address habitual speeding and enhance road safety.

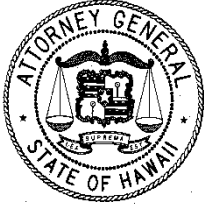
Intelligent Speed Assistance technology represents a promising approach to directly intervene in cases of persistent speeding behavior. By requiring court-ordered installation for habitual offenders, this bill provides a targeted solution that can help modify dangerous driving habits and potentially prevent tragic accidents caused by excessive speed.

The DOT appreciates the bill's attention to privacy concerns and the mandate for effectiveness reporting. These elements will be crucial in ensuring the program's successful implementation and in gathering valuable data to inform future road safety initiatives.

We believe that S.B. 2429, S.D. 1 aligns with our ongoing efforts to enhance road safety and reduce speed-related fatalities and injuries. This technology-driven approach complements existing measures such as increased fines for speeding in school zones and the installation of traffic calming structures in high-risk areas.

The DOT is committed to working closely with relevant stakeholders to ensure the effective implementation of this framework, should it be enacted. We view this as an important step forward in our mission to make Hawaii's roads safer for all users.

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



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

ON THE FOLLOWING MEASURE:

S.B. NO. 2429, S.D. 1, RELATING TO TRAFFIC SAFETY.

BEFORE THE:

HOUSE COMMITTEE ON TRANSPORTATION

DATE: Tuesday, March 24, 2026

TIME: 9:00 a.m.

LOCATION: State Capitol, Room 430

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Mark S. Tom, Deputy Attorney General

Chair Kila and Members of the Committee:

The Department of the Attorney General (Department) provides the following comments and suggested amendments.

The purposes of this bill are to: (1) allow courts to order the use of intelligent speed assistance technology for habitual speeders, (2) establish liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed distance system, and (3) require a report to the Legislature on certain data and the effectiveness of intelligent speed assistance requirements.

The Department appreciates the intent to provide broader enforcement for speeding offenses. However, the Department recommends the following changes to ensure enforceability and consistency:

Habitual Speeder Designation (page 3, line 6-18)

In the new part added to chapter 286, Hawaii Revised Statutes (HRS), by section 2 of this bill, section 286-B authorizes a court to designate a person as a habitual speeder upon violation of part X of chapter 291C, HRS, and based on the listed criteria. However, speeding offenses enumerated in part X of chapter 291C are designated as traffic infractions. Most of these offenses are adjudicated outside of a courtroom by way of an online payment. These offenders will not have to appear in front of a judge and therefore will never be susceptible to a "habitual speeder" designation under section

286-B (page 3, lines 6-18). Moreover, in the event that an individual does appear in court to contest one of these offenses, the qualifications for designating someone as a "habitual speeder", are subjective. This will lead to inconsistent rulings by different judges. Therefore, the Department suggests re-structuring this section to create objectivity and ensure consistency. This approach is similar to that taken for Habitual Property Crime (section 708-803, HRS) and Habitual Violent Crime (section 707-712.2, HRS).

Court Ordered Intelligent Speed Assistance (page 3, line 19 - page 4, line 14)

Upon designating a person as a habitual speeder pursuant to section 286-B, the court may order pursuant to section 286-C, as a condition of continued driving privileges, that any motor vehicle operated by the person be equipped with an approved intelligent speed assistance system. The Department is concerned with the lack of a built-in enforcement mechanism to ensure compliance with the speed assistance system court order. Traffic infractions under chapter 291C are not eligible for court-ordered probation supervision. Yet, this system would require continual monitoring during the pendency of its court-ordered use. If an individual were to remove the system prematurely or tamper with the system, there are no clear mechanisms in this bill to sanction or hold the individual accountable. Such mechanisms and sanctions should be clarified in the bill.

The Department also suggests amending the charge of excessive speeding in section 291C-105, HRS, to allow for probation, as that offense currently prohibits probation as a sentencing option. This amendment would allow the court to order the use of court-ordered intelligent speed assistance as a condition of probation, effectively allowing for court supervision of the individual. The offense of racing on highways, under section 291C-103, HRS, already allows for probation.

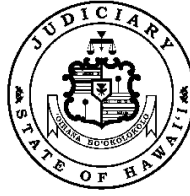
Financial Assistance and Equity (page 6, line 20 – page 7, line 5)

The Department suggests amending the financial assistance provisions to be akin to financial assistance permitted for other types of electronic monitoring systems. See section 291E-5, HRS, ignition interlock user affordability, and section 291E-6.5(d), HRS, continuous alcohol monitoring system.

Speed Safety Intervention (page 7, line 12-16)

The Department is concerned that the new section added to part X of chapter 291C by section 3 of the bill contains court processes or dispositions that do not currently exist in our jurisdiction. The new section uses the word "diversion" on page 7, line 15, to reference times in which a court may require use of intelligent speed assistance. Currently, Hawai'i does not employ any diversion programs for offenses under part X of chapter 291C. Therefore, if the Committee intends to keep this new section, the Department suggests removing "or diversion".

Thank you for this opportunity to provide comments on the bill.



The Judiciary, State of Hawai‘i
Ka ‘Oihana Ho‘okolokolo, Moku‘āina ‘o Hawai‘i

Testimony to the Thirty-Third Legislature, 2026 Regular Session

House Committee on Transportation
Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair

Tuesday, March 24, 2026 at 9 a.m.
State Capitol, Conference Room 430 & Videoconference

By

Michelle Acosta
Deputy Chief Court Administrator, Hawai‘i State Judiciary

WRITTEN TESTIMONY ONLY

Bill No. and Title: Senate Bill No. 2429, SD 1, Relating to Traffic Safety.

Purpose: Establishes a framework for the use of intelligent speed assistance technology for habitual speeders. Establishes liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed assistance system. Requires a report to the Legislature. (SD1)

Judiciary's Position:

The Judiciary provides the following comments. As currently written, the measure would take effect immediately upon approval. The Judiciary respectfully requests that the effective date be set no earlier than January 1, 2027. This additional time is critical to ensure proper implementation by the courts which would include necessary updates to the Judiciary Information Management System (JIMS) and to the traffic payment system, and the adjustment of operational resources to account for a possible increase to the traffic court calendar.

Thank you for the opportunity to testify on Senate Bill No. 2429, SD1.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

03/24/26 9:00 AM

CR 430 & Videoconference

SB2429 HD1

RELATING TO TRAFFIC SAFETY

Dear Chair Kila, Vice Chair Miyake and Committee Members,

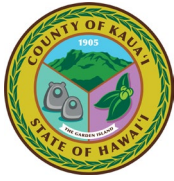
The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2429 HD1** which establishes a framework for the use of intelligent speed assistance technology for habitual speeders and establishes liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed assistance system.

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.



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

POLICE DEPARTMENT COUNTY OF KAUA'I



RUDY TAI, CHIEF OF POLICE
MARK T. OZAKI, DEPUTY CHIEF OF POLICE

March 20, 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 Senate Bill 2429 SD1, 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 SB 2429 SD1, which authorizes courts to require drivers designated as habitual speeders to install and use intelligent speed assistance (ISA) technology as a condition of probation or continued driving privileges.

Speeding—particularly repeat, excessive speeding—continues to contribute to serious injury and fatal crashes on our roadways. SB 2429 SD1 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 SB 2429 SD1**. Thank you for the opportunity to testify.

Respectfully submitted,

Rudy Tai
Chief of Police
Kaua'i Police Department



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DRIVING
ENDS HERE.

March 20, 2026

Support SB 2429/SD 1 (Senator Kanuha) to promote traffic safety

The Honorable Darius Kila
Chair, House Transportation Committee

Dear Chair Kila and House Transportation Committee Members,

Mothers Against Drunk Driving (MADD) urges you to support SB 2429/SD 1 by Senator Kanuha allowing for the use of Intelligent Speed Assistance (ISA) technology in lieu of license suspension for people repeatedly charged with speeding. Chair Kila, thank you for authoring similar legislation with HB 2023/HD 2.

MADD supports this proposal as we are in a crisis with traffic fatalities, specifically relating to drunk driving. The problem of drunk driving is very serious in Hawaii. According to the National Highway Traffic Safety Administration (NHTSA), 39 people were killed in drunk driving crashes representing 42% of all traffic crashes.

MADD supports SB 2429/SD 1 with Intelligent Speed Assist technology because the link between drunk driving and speeding is indisputable. According to the NHTSA in 2023, alcohol impairment was found to be more common among speeding drivers in fatal traffic crashes than those drivers who were not speeding:

- 38% of speeding drivers involved in fatal crashes had BACs of .08 or greater.
- 16% of non-speeding drivers involved in fatal crashes had BACs of .08 or greater.¹

Intelligent Speed Assistance technology has proven to be a transformative tool in enhancing road safety. SB 2429/SD 1 provides a safe alternative to license suspension alone as ISA ensures they drive the speed limit.

MADD urges you to please support SB 2429/SD 1. If you have any questions or need more information, please contact me at Pat.Rillera@madd.org or 714-838-6199. Thank you in advance for your prompt consideration of this important request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patricia Rillera".

Patricia Rillera
MADD Hawaii and California Regional Executive Director

¹ "Traffic Safety Facts: 2023 Data," NHTSA. June 2025.

<https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813721>



ADDRESS
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PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, March 24, 2026 - 9:00am

Hawai'i Bicycling League Supports SB 2429, SD1, relating to Traffic Safety

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

HBL supports SB2429, SD1, which establishes a framework for the use of intelligent speed technology for habitual speeders and requires a report to the Legislature.

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to influence public behavior change and raise awareness for vulnerable road users and their rights to safely get where they need to go. This bill supports a shared goal of reducing traffic related deaths and serious injuries to zero by 2045.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected on shared roadways. Mahalo for your time and consideration.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League



900 FORT ST. MALL, SUITE 1620 • HONOLULU, HI 96813
1-800-880-3394 • 808-695-2416 • SMARTSTARTINC.COM

March 20, 2026

TO: The Honorable Chair Darius K. Kila
The Honorable Vice-Chair 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: SB 2429/SD1, 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 SB2429/SD1, 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.*

We respectfully request the committee consider: Using the AAMVA model Legislation Definition of Intelligent Speed Assistance.

“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.

And striking the current definition for Intelligent speed assistance in 286-A Definitions. ~~Intelligent speed assistance” means a system that uses vehicle-based, digital map-based, or external data to identify applicable speed limits and that provides:~~

- ~~—(1) Advisory warnings to the driver;~~
- ~~—(2) Haptic or visual feedback; or~~
- ~~—(3) Active speed-limiting functionality that restricts vehicle speed to the posted limit or a court-approved threshold.~~

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 support this measure and believe it represents an important step toward keeping Hawaii's roads safe.

Thank you for the opportunity to provide testimony in support of this important bill.



**Testimony of Amy Cohen
Founder & President, Families for Safe Streets
In Support of SB2429/SD1 – Active Intelligent Speed Assistance**

I am Amy Cohen, Founder and President of Families for Safe Streets, a national organization made up of people who have lost loved ones or suffered serious injuries on our roads. My 12-year-old son was killed in a crash right in front of our home—a loss no parent should ever have to endure. Every day, our organization works to prevent future tragedies and to support those who have been personally impacted. I am here today to express our strong support for SB2429/SD1 which will require active Intelligent Speed Assistance (ISA).

What Active ISA Does

Active ISA is a proven safety technology that prevents vehicles from exceeding the speed limit and can be added to any vehicle as an aftermarket device. It is designed for drivers who have repeatedly broken speeding laws or committed an extreme speeding violation. Once installed, the device actively limits the car's accelerator, ensuring the driver cannot exceed the speed limit by more than a small, legally defined margin. Unlike passive systems that only alert drivers, Active ISA enforces compliance, keeping drivers and everyone on the road safer.

This technology has been successfully used in both private and public vehicle fleets for decades and has a proven track record in preventing speeding. Even drivers who might continue to drive despite a suspended license or inactive registration can do so safely with Active ISA.

Why Active ISA Saves Lives

Speeding is a leading factor in traffic fatalities and dramatically increases both the likelihood and severity of crashes. Active ISA addresses this by removing the ability of high-risk drivers to exceed speed limits while still allowing them to travel when necessary. Unlike license suspensions, which are often ignored out of necessity, active ISA keeps everyone on the road safer.

National Context

Virginia, Washington State, and Washington, D.C. have already enacted “Stop Super Speeder” laws. Across the country, sixteen states have introduced legislation this session targeting “super speeders” that mandate active ISA, and a few others are actively considering it.

Hawai'i has the opportunity to be a national leader in traffic safety by adopting a Stop Super Speeders bill this session, advancing our shared commitment to Vision Zero—eliminating deaths and serious injuries on our roads.

Support and Implementation

Families for Safe Streets is leading the effort to pass Stop Super Speeders bills nationally with support from a range of national organizations, including the Alliance for Automotive Innovation, MADD, Responsibility.org, America Walks, and the Vision Zero Network. The National Traffic Safety Board has also come out in support of this effort.

For more information, including our detailed white paper and model legislation from the American Association of Motor Vehicle Administrators (AAMVA), of which Hawaii DOT is a member, please visit: <https://www.familiesforsafestroads.org/stop-super-speeders>.

Conclusion

Families for Safe Streets strongly supports SB2429/SD1 as a proven, effective, and compassionate approach to prevent future tragedies. By passing this bill, Hawai'i can save lives, prevent injuries, and honor those we have lost.

Mahalo for your time and consideration.



DATE: March 23, 2026

TO: Representative Darius Kila
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **S.B. 2429, SD1 – Relating to Traffic Safety**
Hearing Date: Tuesday, March 24, 2026 at 9:00 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 this testimony with **comments** on S.B. 2429, SD1, Relating to Traffic Safety **and respectfully request amendments.**

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.

S.B. 2429, SD1 establishes a framework for the use of intelligent speed assistance technology (ISA) for habitual speeders. It also allows the courts to designate certain drivers as habitual speeders and allows the courts to require 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, and efforts like this help to reduce dangerous driving behavior.

Auto Innovators requests the following amendments on page 2 as follows:

~~"Approved intelligent speed assistance system" means an intelligent speed assistance system that meets standards adopted by the department of transportation pursuant to this part.~~

~~"Intelligent speed assistance" means a system that uses vehicle-based, digital map-based, or external data to identify applicable speed limits and that provides:~~

- ~~(1) Advisory warnings to the driver;~~
- ~~(2) Haptic or visual feedback; or~~
- ~~(3) Active speed-limiting functionality that restricts vehicle speed to the posted limit or a court-approved threshold.~~

"Active intelligent speed assistance system" means an aftermarket device that actively prevents a motor vehicle from exceeding the applicable speed limit, does not interact with the braking system, and is installed in or integrated with a motor vehicle. Active intelligent speed assistance systems include all necessary components for installation, operation, monitoring, and data transmission. Active intelligent speed assistance systems determine the applicable speed limit and prevent the vehicle from exceeding that limit, excluding dynamic speed zones, using technology including, but not limited to, integrated location-based technology, digital mapping data, or camera-based traffic sign recognition."

Thank you for the opportunity to submit this testimony.



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Hawaii Office
745 Fort St. Suite 303
Honolulu, HI 96813
Hi.State@madd.org

madd.org/hawaii
877.ASK.MADD
877.MADD.HELP Victim Support
808-532-6232

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

My name is Makena Young, and on behalf of Mothers Against Drunk Driving (MADD) Hawaii, I respectfully submit testimony in support of SB2429.

MADD's mission is to end drunk and drugged driving, support the victims of these violent crimes, and prevent underage drinking and other drug use. While impaired driving remains at the core of our work, we recognize that dangerous driving behaviors—especially excessive speeding—often overlap and contribute significantly to traffic fatalities and serious injuries on our roadways.

Speeding is a critical public safety issue. Nationally, nearly one-third of all traffic fatalities involve speeding, and in Hawaii, speeding has been a factor in a substantial percentage of roadway deaths in recent years. High speeds reduce a driver's ability to react, increase stopping distance, and significantly raise the severity of crashes when they occur. These risks are compounded when combined with other dangerous behaviors, including impaired or reckless driving.

SB2429 represents an important and innovative step forward in addressing high-risk driving behavior. Intelligent Speed Assistance (ISA) technology offers a proactive solution by helping prevent excessive speeding before it leads to tragedy. By limiting a vehicle's ability to exceed posted speed limits while still allowing for limited flexibility in safety-related situations, ISA provides accountability while supporting individuals in maintaining mobility for work, school, and daily responsibilities.

MADD strongly supports evidence-based and technology-driven strategies that enhance roadway safety and prevent loss of life. Similar to ignition interlock devices—which have proven highly effective in reducing repeat impaired driving offenses—ISA technology has the potential to serve as a meaningful intervention for high-risk drivers and reduce dangerous speeding behavior.

Traffic crashes are preventable. By investing in proven and emerging safety technologies, Hawaii can continue to lead in adopting solutions that save lives and protect all road users.

Thank you for the opportunity to provide testimony in support of this measure.

SB-2429-SD-1

Submitted on: 3/20/2026 1:50:46 PM

Testimony for TRN on 3/24/2026 9:00:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2429 SB RELATING TO TRAFFIC SAFETY.

SB-2429-SD-1

Submitted on: 3/20/2026 3:01:19 PM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Oppose	Written Testimony Only

Comments:

This form of enforcement does not identify the actual driver causing the infraction and only penalizes the owner.

SB-2429-SD-1

Submitted on: 3/23/2026 7:43:47 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Remotely Via Zoom

Comments:

Aloha, Thank you for hearing the Senate version of [HB2023hd2](#). Thank you Chair Kila and Members of this Committee for taking traffic safety seriously by moving forward the active ISA and other bills!

If TRN is inclined to make SB2429sd1 to look like HB2023hd2 I have the following comments in SUPPORT.

1. Pass a bill into law. HB2023hd2 has more details and guidelines and may be stronger, but either bill allows DOT to get going.
2. Chronic speeders should be treated the same as super speeders and racers. My sense is the lesser requirements (contained in HB2023hd2) for someone who is a chronic speeder (multiple speeding tickets within 5 years) compared with super speeders (30mph over) and highway racers does not relate to the frequency of crashes, injuries and deaths caused by chronic speeders. Super speeding and racing may show reckless disregard and when a crash occurs death is more certain to occur. Chronic speeding with inattention at intersections and crosswalks, however, seem to me to be much more frequent and as much or more a cause of crashes and injuries as super speeding and racing. Could this Committee ask the DOT and others with data to illuminate this issue? If the data show that chronic speeding causes a significant percentage of crashes and injuries, then the penalties requiring installation of active ISA should be the same for chronic speeders--basically no tolerance.

It's a numbers game. Every time someone speeds the chances of a crash increase because of reduced reaction time. Every crash increases the possibility of injury and death. For every death there are about 50 injuries and about 6-7 serious injuries. Chronic pain and lifelong disability need to be prevented also by stopping all kinds of speeders from endangering others on our public roads.

3. How to bring chronic speeders to court to impose active ISA? The AG (Mark Tom) was a City Prosecutor and has deep experience with the court system. His point is that speeding in the current Hawaii system of civil fines means speeding drivers will continue to pay fines only and will not go before a judge to be required to install an active ISA device as a condition of continuing to drive. Can someone address his points on court appearance and the lack of a diversion program in the law and propose amendments for the bill to make it work as intended?

4. Will scofflaws evade active ISA by lying? I recently was surprised to hear that the breathalyzer device is being circumvented by drivers claiming they will not drive or no longer own a vehicle, yet they drive. Is that accurate?

If so, does the following language provide a similar loophole for the speeding driver?

" (4) If the person demonstrates to the court that the person:

(A) Does not own or have the use of a vehicle in which the person can install an active intelligent speed assistance system during the suspension period; or

(B) Is otherwise unable to drive during the suspension period,

the person shall be prohibited from driving during the period of applicable suspension provided in paragraphs (1) and (2); provided that the person shall be sentenced to the maximum license suspension period, the court shall not issue an active intelligent speed assistance system permit pursuant to subsection (d), and the person shall be subject to the penalties for violating section 286-132 if the person drives during the applicable suspension period." If this is a problem is there a solution?

5. Is the requirement in HB2023hd2 that the active ISA "(5) Minimize inconvenience to other users of the motor vehicle;" a problem?

Would the inability to exceed the speed limit be considered an inconvenience? What is the reason for inserting such language? Can the language be made clearer so it will not defeat the purpose of this law? What kinds of inconveniences would other users face? I'm not familiar with breathalyzer, but does this wording come from that experience?

6. Is the exclusion of dynamic speed zones in HB2023hd2 warranted? Why? In any case does it need to be defined?

Thank you again for supporting active ISA, and mahalo for considering these questions:)

SB-2429-SD-1

Submitted on: 3/23/2026 7:46:09 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Charles E Cox	Individual	Support	Written Testimony Only

Comments:

I support this bill.

Thank you,

Charles E. Cox

SB-2429-SD-1

Submitted on: 3/23/2026 8:27:35 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

I submit this testimony in strong support of SB2429 SD1, which establishes a framework for using intelligent speed assistance (ISA) technology to address habitual speeding in Hawaii. As noted by the Hawai'i Bicycling League, 2025 was one of the deadliest years in decades on Hawai'i's roads, making bold action to influence driver behavior essential for protecting vulnerable road users.

This bill represents a unique approach to traffic safety that directly addresses one of the most dangerous behaviors on our roads—excessive speeding. Rather than merely punishing speeding after it occurs, ISA systems prevent it by using technology to identify speed limits and either warn drivers or actively limit vehicle speed. This proactive approach aligns with Vision Zero goals and could significantly reduce traffic fatalities and serious injuries.

The bill's focus on habitual speeders is particularly appropriate, as a small number of repeat offenders account for a disproportionate share of dangerous driving. By targeting these high-risk drivers with tailored interventions, the bill maximizes safety benefits while preserving driving privileges for those who comply with traffic laws.

I recommend several amendments to strengthen this important legislation:

1. Add specific criteria for designating habitual speeders, including violation thresholds and speed differentials
2. Establish implementation timelines with clear milestones for standards development, pilot implementation, and full deployment
3. Provide adequate funding for system development, implementation, and data collection requirements
4. Include minimum performance standards for ISA systems to ensure effectiveness and reliability
5. Require community involvement from pedestrian, bicycle, and disability advocates in developing standards
6. Connect to multimodal transportation goals by recognizing the importance of speed reduction for active mobility
7. Add an appeals process for ISA system malfunctions or incorrect readings

These amendments would enhance the bill's effectiveness, ensure equitable implementation, and strengthen its alignment with broader transportation safety goals.

Speeding is a primary barrier to safe walking and cycling in Hawaii, creating dangerous conditions that discourage active transportation and contribute to our state's high traffic fatality rate. By implementing ISA systems for habitual speeders, Hawaii can create safer streets for all road users while supporting our goals for sustainable, multimodal transportation.

I respectfully urge your strong support of SB2429 SD1 with these amendments to help achieve Vision Zero and create safer communities across Hawaii.

Mahalo for your consideration.

SB-2429-SD-1

Submitted on: 3/23/2026 8:44:28 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support SB2429 Stop Super Speeders (Active Intelligent speed Assistance.)

There have been too many deaths on our roads due to reckless drivers and especially by those who speed. Now that I drive more frequently, I see so many reckless drivers. I believe the AIS devices will help slow down speeders and target those who are continuously breaking the law.

Thank you for your consideration.

SB-2429-SD-1

Submitted on: 3/23/2026 9:44:49 AM

Testimony for TRN on 3/24/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
shannon denning	Individual	Support	Written Testimony Only

Comments:

Written testimony in strong support of SB 2429 relating to traffic safety

Thank you Chair, Vice Chair, and Committee Members

My name is Shannon Denning, my son is Koali Denning-Ring. He was just 21 years old when he was killed by car crash in Haleiwa. His death has caused myself and family so much pain and devastation. Traffic violence is 100% preventable. Many traffic deaths are caused by actions that are avoidable. Repeat traffic violation offenders and speeders lack the skills and knowledge to operate a vehicle safely and responsibly putting people's lives in danger everyday. Others just plainly do not give a crap and speed and run red lights and do not abide by the laws of the road. Laws are not an inconvenience they keep people safe.

Please pass SB 2429 because this electronic device to track speeders and monitor their driving behaviors will save lives. My son leaves behind a 2 year old daughter and fiance. He was their provider and and was a professional diesel engine mechanic. Repeat speeder and traffic crime offenders rob families of young fathers who fulfill their duty as head of household. Losing young people to traffic violence has devastating effects on their families, communities, and the state. I hope that someday soon this bill can be expanded to commercial vehicles. They give me a heart attack when they blow pass me double the speed limit on roads.

Best Regards,

Shannon Denning