

JON N. IKENAGA
PUBLIC DEFENDER

DEFENDER COUNCIL
1130 NORTH NIMITZ HIGHWAY
SUITE A-254
HONOLULU, HAWAI'I 96817

HONOLULU OFFICE
1130 NORTH NIMITZ HIGHWAY
SUITE A-254
HONOLULU, HAWAI'I 96817

APPELLATE DIVISION
TEL. No. (808) 586-2080

DISTRICT COURT DIVISION
TEL. No. (808) 586-2100

FAMILY COURT DIVISION
TEL. No. (808) 586-2300

FELONY DIVISION
TEL. No. (808) 586-2200

FACSIMILE
(808) 586-2222



STATE OF HAWAI'I
OFFICE OF THE PUBLIC DEFENDER

HAYLEY Y. C. CHENG
ASSISTANT PUBLIC DEFENDER

HILO OFFICE
275 PONAHAHAWI STREET
SUITE 201
HILO, HAWAI'I 96720
TEL. No. (808) 974-4571
FAX No. (808) 974-4574

KONA OFFICE
75-1000 HENRY STREET
SUITE #209
KAILUA-KONA HI 96740
TEL. No. (808) 327-4650
FAX No. (808) 327-4651

KAUA'I OFFICE
3060 EIWA STREET
SUITE 206
LIHUE, HAWAI'I 96766
TEL. No. (808) 241-7128
FAX No. (808) 274-3422

MAUI OFFICE
81 N. MARKET STREET
WAILUKU, HAWAI'I 96793
TEL. No. (808) 984-5018
FAX No. (808) 984-5022

February 18, 2026

HB 2023 HD1: RELATING TO TRANSPORTATION

Chair David A. Tarnas, Vice Chair Mahina Poepoe and Members of the Committee on Judiciary and Hawaiian Affairs

The Office of the Public Defender (OPD) respectfully opposes some parts of HB 2023 HD1 which seek to amend Hawai'i Revised Statutes (HRS), Chapter 286 by adding a section dealing with Active Intelligent Speed Assistance Systems (AISAS). While the OPD does share the legislature's concern regarding drivers that violate the law regarding highway speed, we do have concerns about the language used in HB 2023 HD1.

First, because the costs of these systems are currently unknown, requiring the use of such systems for some members of the public could become a serious impediment to needed transportation and employment. For those unable to afford the costs of purchase, rental or maintenance of said systems, a prohibition on the use of any vehicle would be highly problematic. Furthermore, employers who utilize affected drivers would be left with a choice of installing said equipment on company vehicles or terminating said employee. Furthermore, as proposed HB 2023 HD1 would require the installation of an AISAS on vehicles not intended to be driven on the public highway. The proposed amendment to 291C-102(c) states that said devices must be installed on all vehicles operated by an affected driver but does not limit that to vehicles used on the public highway. Thus, vehicles used on private property like farms, ranches or construction sites would be affected. Furthermore, an affected driver would have to install such a device on a vehicle intended for use in off highway speed events, which would be an absurd enforcement of this proposed law. Thus, the OPD would suggest that the proposed language in HRS section 291C-102 (c) be amended after the word "person" to read: "on the public highway". This would ensure that the AISAS system is only

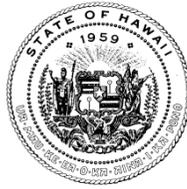
being required for its intended purpose: preventing speeding on the public highway.

Second, the proposed amendments to HRS section 710 which deal with criminal penalties for circumventing or tampering with said speed devices is concerning. As stated in HB 2023 HD1, any person that “tamper” with said device could be subject to a misdemeanor offense. This penalty could be enforced against auto mechanics and technicians, backyard mechanics and anyone working on an automobile equipped with such a device that was forced to remove or disengage said device in the repair of said vehicle. This could also result in more individuals being prosecuted for the broad concept of “tampering” with said devices which would be an unneeded burden on the judicial system and the OPD. To prevent such a result in the enforcement of HB 2023 HD1 the OPD would suggest the following language be added to the sentence in the proposed subsection (1) after the term 291C:

“and does so with the intention or knowledge to circumvent or aid in the circumvention of any vehicular speed law within the state of Hawaii”. Therefore, with said added language, HRS section 710 can only be used to prosecute those that “tamper” with said system to violate the speed laws within our state.

Thank you for the ability to comment on this measure.

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

Thursday, February 19, 2026
2:00 p.m.
State Capitol, 325

HB2023, HD1
RELATING TO TRANSPORTATION

House Committee on Judiciary & Hawaiian Affairs

The Department of Transportation (DOT) supports HB2023, HD1, to enhance roadway safety through the implementation of intelligent speed assistance technologies.

Analysis of Hawaii's Fatality Analysis Reporting System (FARS) data from 2019 to 2023 reveals 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.

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. This measure is improved from its original version by making circumventing or tampering with an active intelligent speed assistance system a misdemeanor; requiring the Department of Transportation to select a vendor for the installation and maintenance of active intelligent speed assistance systems; and allowing the Judiciary to impose the installation of active intelligent speed assistance systems as an additional penalty and as part of a license suspension or revocation for repeat offenders of certain traffic violations.

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 provide testimony.

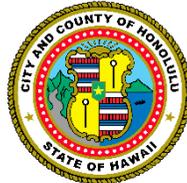
DEPARTMENT OF CUSTOMER SERVICES
KA 'OIHANA LAWELawe KUPA
CITY AND COUNTY OF HONOLULU

RICK BLANGIARDI
MAYOR
MEIA

ADMINISTRATION
925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
PHONE: (808) 768-3392 • FAX: (808) 768-3750 • WEBSITE: honolulu.gov

KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



February 18, 2026

The Honorable David A. Tarnas, Chair
The Honorable Mahina Poepoe, Vice Chair
and Members of the House Committee on Judiciary & Hawaiian Affairs
State Capitol, Conference Room 325
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Tarnas, Vice Chair Poepoe, and Members of the House Committee on Judiciary & Hawaiian Affairs:

SUBJECT: H.B. No. 2023, H.D. 1 - Relating To Transportation
HEARING: Thursday, February 19, 2026, 2:00 p.m.

The City and County of Honolulu, Department of Customer Services (CSD) offers **comments** on H.B. No. 2023, H.D. 1. 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 driver licensing program for the island of O'ahu.

The bill authorizes the Judiciary to require installation of active intelligent speed assistance systems as part of certain suspensions and revocations and to issue permits allowing limited driving upon proof of installation and insurance. While vendor certification is assigned at the state level, counties will be responsible for implementing the license status changes, coding restrictions, processing compliance documentation, and ensuring accurate reflection of these actions within statewide driver record systems.

Implementation will require information technology updates, new suspension and restriction codes, system modifications, revised administrative procedures, staff training, and updated public guidance. Coordination between the Judiciary, Department of Transportation, and county DMVs will be essential to ensure consistent statewide application.

Testimony for H.B. No. 2023, H.D. 1
February 18, 2026
Page 2

Given these significant operational considerations, we respectfully request that the Legislature provide clear guidance on funding, resources, and the necessary time available for implementation. CSD DMV urges the Legislature to consider the impact on county operations and, should this measure move forward, requests a phased approach to implementation that allows a reasonable and adequate amount of time for the counties to research and assess implementation requirements, staffing, funding requirements, information technology and other resource impacts, necessary updated administrative procedures, staff training, and good public outreach.

With these considerations in mind, CSD appreciates the opportunity to comment on H.B. No. 2023, H.D. 1.

Sincerely,

for Kimberly M. Hashiro
Director

February 16, 2026

Rep. David Tarnas, Chair
Rep. Mahina Poepoe, Vice-Chair
Members of the House Committee on Judiciary & Hawaiian Affairs

Re: **HB 2023_HD1 Relating to Intelligent Speed Assistance Systems**

AAA Hawai'i is pleased to support House Bill 2023_HD1. This measure establishes a statewide Active Intelligent Speed Assistance (ISA) program and requires installation of an active ISA system for individuals convicted of excessive speeding, with courts authorized to extend the requirement beyond their license suspension period. HB 2023_HD1 also grants courts discretion to order active ISA for repeated speeding and street racing offenses, and makes tampering with an ISA system a misdemeanor.

AAA supports ISA technology as part of Advanced Driver Assistance Systems (ADAS) to improve roadway safety. We support the use of aftermarket active ISA systems. These devices prevent speed violations by limiting engine power rather than engaging the brakes, and can be fully integrated into the vehicle.

Demonstrated Technology

ISA technology has been in use for more than two decades, including in commercial fleets, with more than one million installations worldwide. Transport for London plans to fully implement ISA across its bus fleet by 2032. Prior to rollout, London buses exceeded posted 20 mph speed limits 15%–19% of the time; after ISA installation, that figure declined to just 1%–3% according to the European Transport Safety Council.

Similarly, New York City launched a pilot program in 2022 equipping 300 municipal vehicles, including 50 school buses, with ISA devices. Those vehicles traveled more than one million miles, with 99% adherence to posted speed limits. The city also reported a 37% reduction in hard braking events, indicating safer driving behavior. New York State is now considering ISA requirements for “super speeders.”

ISA devices are relatively simple to install. They use GPS technology to recognize posted speed limits and prevent a vehicle from exceeding a pre-set maximum speed. When that limit is reached, the accelerator becomes unresponsive. An emergency override function allows temporary acceleration, if needed, for safety purposes.

1130 N. Nimitz Highway, Suite A170, Honolulu, HI 96817

Auto Club Enterprises provides service to more than 14 million members



We're always with you.®

Speed — A Major Factor in Traffic Deaths

Speed remains one of the leading contributors to roadway fatalities. According to the Institute for Highway Safety, field assessments over the past 25 years have consistently shown reductions in speeding when ISA technology is used. Nationally, nearly 12,000 deaths — 28% of all crash fatalities — occurred in speed-related crashes in 2023. In Hawai'i, speed was a contributing factor in 58% of traffic deaths in 2023 according to the National Highway Traffic Safety Administration.

Higher speeds increase both crash likelihood and crash severity. Drivers have less time to react, stopping distances are longer, and even small increases in speed dramatically increase crash energy. Driver behavior data reinforces this concern. In a 2022 national survey conducted by the AAA Foundation for Traffic Safety, 49% of drivers reported exceeding the speed limit by 15 mph on a freeway in the past month, and 35% reported exceeding the speed limit by 10 mph on a residential street.

A Safer Alternative to License Suspension

Traditionally, repeat speeders or reckless drivers face license suspension. For many individuals, losing a license can lead to job loss and significant family hardship. Yet research from the American Association of Motor Vehicle Administrators indicates a substantial majority of suspended drivers continue to drive.

ISA provides a safer alternative. Rather than removing driving privileges entirely, ISA allows individuals to continue driving legally while preventing excessive speeding. This approach promotes compliance, protects public safety, and supports economic stability.

In 2024, the District of Columbia became the first jurisdiction in the nation to require ISA for repeat speeding offenders who would otherwise have faced full license suspension. Virginia, Georgia, and Washington State have since enacted similar measures, and several other states are considering comparable policies along with Hawai'i.

For these reasons, AAA Hawai'i respectfully urges your support and a YES vote on HB 2023_HD1.

Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist



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

February 16, 2026

TO: Chair, Representative David Tarnas
Vice-Chair, Representative Mahina Poepoe
And House Members of the Committee on Judiciary and Hawaiian Affairs

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

RE: HB 2023 HD1, Relating to Transportation and the use of active intelligent speed assistance
technology – 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 HD1, 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.

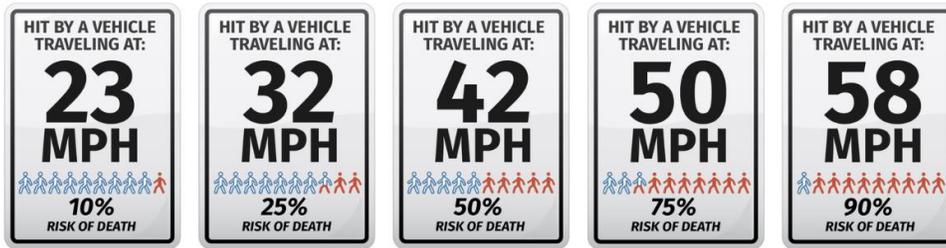
ISA uses location-based technology to recognize speed limits and prevent the vehicle from operating beyond a pre-set limit as determined by the state. Once that speed limit is reached, the pedal becomes unresponsive and will not allow the vehicle to accelerate further. A temporary speed allowance button 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.



**Testimony of Amy Cohen
Founder & President, Families for Safe Streets
In Support of HB2023 HD1 – 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 HB2023, particularly its provisions for Active Intelligent Speed Assistance (Active 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, twelve states have introduced legislation this session targeting “super speeders” that mandate active ISA, and several 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.familiesforsafestreeets.org/stop-super-speeders>.

Conclusion

Families for Safe Streets strongly supports HB2023 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.



February 19, 2026

Hawai'i State Legislature
House Committee on Judiciary & Hawaiian Affairs

Re: Testimony with **Comments** on HB 2023 HD1, Relating to Transportation

Aloha Chair Tarnas, Vice Chair Poepoe, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing with **comments** on HB 2023 HD1, relating to transportation.

HADA appreciates the Transportation Committee's amendments to this measure, including the removal of provisions that would have required new passenger vehicles to be equipped with passive intelligent speed assistance systems beginning with the 2030 model year. This change addresses significant concerns related to vehicle affordability, consumer choice, and vehicle availability in Hawai'i's unique and geographically isolated market.

HADA remains concerned about provisions authorizing the Department of Transportation to implement active intelligent speed assistance systems prior to July 1, 2030, creating uncertainty for manufacturers, dealers, and consumers. Hawai'i's vehicle market depends heavily on national production and distribution systems, and state-specific requirements that differ from national standards could limit the availability of certain vehicle models or increase costs for Hawai'i residents.

HADA recognizes the Transportation Committee's intent to allow additional discussion and careful consideration of this issue. We appreciate the opportunity to engage in this process and welcome continued dialogue with policymakers to ensure that safety goals are achieved in a way that is practical, cost-effective, and aligned with national vehicle standards.

Mahalo for the opportunity to offer comments on this measure.

The Hawai'i Automobile Dealers Association is the voice of 71 new car dealerships across the islands, accounting for over 4,000 direct jobs, \$6 billion total sales and more than \$250 million in general excise taxes paid.



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

February 18, 2026

The Honorable David A. Tarnas, Chair
The Honorable Mahina Poepoe, Vice Chair
House Committee on Judiciary & Hawaiian Affairs
Hawaii State Legislature
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Tarnas and Vice Chair Poepoe:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of House Bill (HB) 2023 to establish an intelligent speed assistance (ISA) program. Use of ISA by specified individuals convicted of excessive speeding or racing on a highway would be required while judges would be able to require ISA for other repeat speeding offenders. This safety upgrade is critical and timely.

In 2024, there were an overall estimated 102¹ fatalities on Hawaii roads according to the National Highway Traffic Safety Administration (NHTSA) which is a 10 percent increase since 2015.² Additionally, 58 percent (54 people killed) of Hawaii traffic deaths in 2023 involved speeding which is the highest proportion of any state, much higher than any other state (the next highest state is 45 percent) and double the national average of 29 percent.³ Moreover, traffic fatalities involving speeding increased 50 percent in the state from 2014 to 2023.⁴

In addition to the physical and emotional impact, these crashes impose a tremendous financial burden. Traffic crashes cause \$580 million of economic damage to Hawaii annually which is equivalent to a “crash tax” of \$410 per resident, according to a 2019 analysis.⁵ When updated for inflation alone, in 2026, costs would equate to \$749 million to the state.⁶

ISA is technology that can identify the speed limit in real time and limit the speed of vehicles exceeding the specified threshold, which in this bill’s case is the posted speed limit. A recent study on an ISA pilot program in New York City which involved 500 city fleet vehicles and over 2.9 million miles of driving showed ISA produced a 64 percent reduction in overall time spent speeding (more than 11 mph over limit), including an 82 percent reduction in time spent speeding on higher-speed roads (50 mph).⁷ Due to the program’s success, it is now being expanded to 2,100 vehicles.⁸

This technology is urgently needed because excess speed contributes to both the frequency and severity of motor vehicle crashes and proves especially dangerous for vulnerable road users such as pedestrians, bicyclists and roadside first responders who lack the protective structure of a vehicle. Small increases in speed cause serious declines in safety. The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.⁹ Vehicle occupants suffer its impacts as well, crash tests showed that modest five to 10 mph increases in speed can have a severe impact on a driver’s risk of injury or death.¹⁰

We strongly urge the passage of HB 2023. Last year Washington and Virginia became the first states to enact ISA laws, following the District of Columbia doing so in 2024, and many states have pending ISA legislation this year including California and Arizona. Hawaii can become a leader in this emerging safety trend and save lives by enacting HB 2023. Thank you for your consideration.

Sincerely,

Catherine Chase, President

- ¹ Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.
- ² State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ³ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Speeding, NHTSA, Jun. 2025, DOT HS 813 721, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813721>.
- ⁴ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ⁵ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- ⁶ CPI Inflation Calculator, BLS, January 2019 to January 2026 dollars, available [here](#).
- ⁷ New York City Department of Citywide Administrative Services. (2024, October 30). DCAS & U.S. DOT Volpe Announce Municipal Speeding Reduction of 64% in New Report on Intelligent Speed Assistance [Press release] available [here](#).
- ⁸ New York City Department of Citywide Administrative Services. (2024, October 30). DCAS & U.S. DOT Volpe Announce Municipal Speeding Reduction of 64% in New Report on Intelligent Speed Assistance [Press release] available [here](#).
- ⁹ Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- ¹⁰ Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastoredocument/bibliography/2218>.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Judiciary & Hawaiian Affairs

02/19/26 2:00 PM
CR 325 & Videoconference

HB2023 HD1 RELATING TO TRANSPORTATION

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2023 HD1** which will make circumventing or tampering with an active intelligent speed assistance system a misdemeanor, require the Department of Transportation to select a vendor for the installation and maintenance of active intelligent speed assistance systems, and allow the Judiciary to impose the installation of active intelligent speed assistance systems as an additional penalty and as part of a license suspension or revocation for repeat offenders of certain traffic violations.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities in Hawaii increased twenty (20) percent between 2024 and 2025; most alarming, Oahu saw an increase of over sixty (60) percent in fatalities in the same period. 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.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 19, 2026

TO: Representative David A. Tarnas
Chair, Committee on Judiciary & Hawaiian Affairs

FROM: Tiffany Yajima

RE: **H.B. 2023, H.D.1 - Relating to Transportation**
Hearing Date: Thursday, February 19, 2026 at 2:00 p.m.
Conference Room: 325

Dear Chair Tarnas, Vice Chair Poepoe, 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. 2023, H.D.1, Relating to Transportation and offer suggested amendments to clarify automotive responsibility and rights.

The H.D.1 of this measure allows 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 the following clarifying language in section 1 of the bill to ensure that this measure improves public safety while also providing clear expectations for automobile manufacturers:

“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 to the H.D.1, Auto Innovators would support this measure.

Thank you for the opportunity to submit this testimony.

HB-2023-HD-1

Submitted on: 2/17/2026 2:31:17 PM

Testimony for JHA on 2/19/2026 2:00:00 PM

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

Comments:

Please support this bill that uses a technology device (Active Intelligent Speed Assistance) to control the accelerator of a chronic super speeder's car so the car cannot exceed the speed limit.

This bill will not affect most drivers who follow our laws. Even when chronic super speeders have their licenses or registrations suspended, they still drive and cause harm.

This technology works. Let's use it to save lives.

Mahalo!

HB-2023-HD-1

Submitted on: 2/17/2026 8:41:58 PM

Testimony for JHA on 2/19/2026 2:00:00 PM

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

Comments:

My name is Daphne Manago, and I am a member of the Hawai‘i Bicycling League (HBL). I strongly support HB2023 relating to the Stop Super Speeders (Active Intelligent Speed Assistance) device.

As a concerned community member who witnesses dangerous speeding on our roads far too often, I would to see this program implemented.

Lives are being lost because of reckless and excessive speeding — tragedies that are preventable. Every day, families are put at risk by drivers who repeatedly ignore traffic laws and endanger our communities. The status quo is not working.

Active Intelligent Speed Assistance is a targeted, accountable solution aimed specifically at those who continue to break the law. This bill is about prevention and saving lives. We cannot afford to delay meaningful action while more lives are at stake.

I respectfully urge you to stand on the side of safety and keep SB2023 HD1 moving forward.

Mahalo for your consideration.

HB-2023-HD-1

Submitted on: 2/18/2026 1:01:14 AM

Testimony for JHA on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
M. Leilani DeMello	Individual	Oppose	Written Testimony Only

Comments:

Aloha,

I KĀKO‘O ‘OLE this bill. There are much more important things to spend tax dollars on in regards to crime and criminals.

Mahalo,

M. Leilani DeMello

‘Ōla‘a, Puna, Hawai‘i

Law Office of Georgette A. Yaindl, LLLC
Georgette Anne Yaindl 8940
P.O. Box 307
Kailua-Kona Hawai'i 96745-0307
(808) 224-0219 v/txt (877) 300-8869 fax
gyaindl@gyattorney.com

February 18, 2026

Rep. Ravid A. Tarnas, Chair
Rep. Mahina Poepoe, Vice Chair
Committee on Judiciary and Hawaiian Affairs
House of Representatives
33rd Legislature, State of Hawai'i

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

Dear Committee leadership and members,

Re: **SUPPORT NUI LOA FOR HB2023 HD1 RELATING TO
TRANSPORTATION**

DATE: Wednesday, February 19, 2026
TIME: 2:00 p.m.
PLACE: Conference Room 325 & Videoconference
State Capitol
415 South Beretania Street

This bill proposes to establish an active intelligent speed assistance program and require installation of the technology in vehicle(s) operated by scofflaw (repeat) speeders (§291C-102) and highway drag racers (§291C-103) and first time excessive speeders (§291C-105). May Representatives Kila, Chun, and Grandinetti henceforth be known as the premier champion warriors of this legislative session for introducing this bill!

According to *Land Line Magazine*, the states of Virginia and Washington have enacted intelligent speed assistance law, and legislatures in the state of Hawai'i, along New Hampshire, Pennsylvania, Wisconsin, Vermont, New York, and Arizona are currently taking up the matter. See, *States Turn To Tech To Slow Down Speed Addicts*, available at: <https://landline.media/states-turn-to-tech-to-slow-down-speed-addicts/#:~:text=Intelligent%20Speed%20Assistance%20in%20two,sure%20you%20go%20to%20work>.

Active speed assistance technology is not new, nor is need and demand for it..

Almost as soon as cars began taking over cities, people understood intuitively that slowing them down was the key to keeping pedestrians safe, and there was broad popular support for reducing speeds. In 1923, the public outcry against automotive scourge came to a head: Some 42,000 people in Cincinnati signed petitions

in favor of an ordinance requiring automobiles to be equipped with a mechanical governor that would limit cars to a top speed of twenty-five miles per hour. Supporters of this campaign did not mince words. ‘Which Shall It Be?’ asked an ad in The Cincinnati Post. ‘A Limit of 23 Miles Per Hour and SAFETY and No Limit and the Lurking Danger of DEATH!’

Sarah Goodyear and Doug Gordon, Life After Cars, Penguin Random House (2025), at 14 (*emphasis added*) (EMPHASIS IN ORIGINAL).

In the first panel of Action Comics number 12, published in *May 1939*, mild-mannered Clark Kent is outside the offices of the ‘Daily Star’, a precursor to the more famous ‘Daily Planet.’ A small crowd has gathered, and when Kent asks someone what has happened, he is shocked to learn that a friend of his has been hit and killed by a reckless driver.

Enraged, Kent calls the city’s mayor and asks why Metropolis has ‘one of the worst traffic situations in the country.’ . . . ‘It’s really too bad,’ the mayor says. ‘But—what can anyone do about it?’

Kent vows to do something about it himself. He changes into Superman’s iconic blue and red uniform and, in a single bound, takes to the skies, smashing through the window of a radio station and commandeering the live broadcast. ‘The auto accident death rate of this community is one that should shame us all,’ he tells listeners. ‘Moe people have been killed needlessly by autos than dies during the world war!’ Then in a panel that shows the superhero in close-up for emphasis, Superman proclaims into the microphone, ‘From this moment on, I declare war on reckless drivers—henceforth, homicidal drivers answer to me!’

The subsequent pages and panels flow by in a cinematic montage of vengeance against automotive carnage. . . . (In the story’s humorous coda, Clark Kent is about to get in his car to drive to city hall to cover an announcement about the mayor’s traffic safety initiative only to discover that, thanks to the city’s zero-tolerance policy for traffic violations, he’s received a parking ticket.)

Id. at 3-5 (*emphasis added*) (emphasis in original).

While installation of speed limiting governors is appropriate in all jurisdictions, in the state of Hawai‘i, it is pono. “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.” Haw. const. art 9, §10.

Thank you for your consideration of my testimony. Aloha.

/s/ Georgette A. Yaindl
GEORGETTE ANNE YAINDL

HB-2023-HD-1

Submitted on: 2/18/2026 5:19:05 PM

Testimony for JHA on 2/19/2026 2:00:00 PM

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

Comments:

I, Johnnie-Mae L. Perry, Support. I stay on OMPO testimony dated 2/19/26.

2023 HB RELATING TO TRANSPORTATION

HB-2023-HD-1

Submitted on: 2/18/2026 7:39:10 PM

Testimony for JHA on 2/19/2026 2:00:00 PM

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

Comments:

Aloha. I strongly support this bill because it empowers the court with the ability to target habitual speeders with a speed assistance system. Speeding is extremely dangerous, and repeat offenders need to face serious consequences before they kill someone. I would also support any amendment that would make it easier for courts to impound vehicles of habitual speeders.

WRITTEN TESTIMONY IN SUPPORT OF HB2023 HD1

House Committee on Judiciary & Hawaiian Affairs (JHA)

Hearing Date: Thursday, February 19, 2026 Time: 2:00 P.M.

Location: House Conference Room 325

Aloha Chair Tarnas, Vice Chair Poepoe, and Honorable Members of the Committee,

My name is Germaine Meyers. I am a native Hawaiian beneficiary, Nanakuli Hawaiian Homestead Lessee, and an elected member of the Nanakuli-Maili Neighborhood Board No. 36, where I currently serve as Chair of the Transportation Committee.

I respectfully submit testimony in strong support of HB2023, HD1.

As someone who represents a community along the Waianae Coast that relies heavily on Farrington Highway as our primary - and often only - transportation corridor, I regularly hear concerns from residents about excessive speeding, racing, and reckless driving that put our kupuna, keiki, commuters, and pedestrians at risk.

In communities like ours, where sidewalks, crosswalks, and lighting infrastructure may already be limited in certain areas, dangerous speeding behaviors can have especially severe consequences.

HB2023, HD1 offers a thoughtful, preventative approach by allowing courts to require the installation of Active Intelligent Speed Assistance (ISA) systems for repeat offenders of serious traffic violations, including excessive speeding and racing.

Rather than relying solely on punitive enforcement after harm has occurred, ISA systems proactively reduce the likelihood of repeat dangerous driving by limiting a vehicle's ability to exceed posted speed limits.

Importantly, this measure targets repeat offenders whose driving behavior has already demonstrated a disregard for traffic safety laws, provides a monitored, technology-based safeguard that helps ensure compliance during license suspension or restriction periods, supports safer roadways without broadly burdening law-abiding drivers, and helps prevent traffic-related injuries and fatalities before they occur.

In my role as Transportation Committee Chair, I have supported initiatives that improve safety while maintaining mobility for residents who depend on driving for work, school, and caregiving responsibilities.

HB2023, HD1 aligns with that balanced approach by enabling individuals to continue limited driving privileges - when permitted by the court - while ensuring that their vehicles are

equipped with systems that prevent excessive speeding.

This bill represents a meaningful step toward improving roadway safety across Hawaii's communities, including rural and underserved regions like the Waianae Coast, where the impacts of reckless driving are felt deeply and disproportionately.

For these reasons, I respectfully urge the Committee to pass HB2023, HD1.

Ke Akua pu,

Germaine Meyers

native Hawaiian Beneficiary | Nanakuli Hawaiian Homestead Lessee

Transportation Committee Chair

Nanakuli-Mailii Neighborhood Board No. 36 | Waianae Coast, Oahu

HB-2023-HD-1

Submitted on: 2/19/2026 11:46:55 AM

Testimony for JHA on 2/19/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kapua Keliikoa-Kamai	Individual	Support	Remotely Via Zoom

Comments:

Aloha kakou,

I support ***HB2023 HD1 RELATING TO TRANSPORTATION***: Beginning 7/1/2030: makes circumventing or tampering with an active intelligent speed assistance system a misdemeanor; requires the Department of Transportation to select a vendor for the installation and maintenance of active intelligent speed assistance systems; and allows the Judiciary to impose the installation of active intelligent speed assistance systems as an additional penalty and as part of a license suspension or revocation for repeat offenders of certain traffic violations. Effective 7/1/3000.

We need to increase the safety on our roads, measures like this will facilitate and cause a reduction in speeding offenses. Mahalo.