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March 16, 2026

HB 2023 HD2: RELATING TO TRANSPORTATION

Chair Lorraine R. Inouye, Vice Chair Brandon J. C. Elefante and Members of the Senate Committee on Transportation

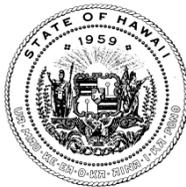
The Office of the Public Defender (OPD) offers the following comments on HB 2023 HD 2:

First, the OPD is very grateful to the legislature for the changes made to the original draft of HB 2023 regarding the tampering of the Active Intelligent Speed Assistance systems (AISAS) and the requirement that said system be installed on every vehicle used by the subject driver. The changes make it clear that criminal tampering only occurs when it is done with the knowledge to circumvent the vehicular speed laws of the state and that the AISAS is only required on vehicles used on the public highway.

On the issue of public highway use, the OPD would ask that the language throughout the bill be consistent. Proposed language to HRS section 291C-102 (a)(2)(c) states in part: "... on all vehicles operated by the person on a public highway". This language is critical, because the definition of "vehicle" in the HRS can include non-automobile work vehicles used on private property, farms and construction sites which is beyond the scope of HB 2023 HD 2. However, in other parts of the bill the language: "...on all vehicles operated by a person on a public highway" is absent. Please see the proposed sections: 291C-103 (c)(1)(B)(C), (2)(B)(C), (4)(B)(d)(1) and 291C-105(c)(1)(D), (c)(2)(C), (ii)(d)(4) and (ii)(f)(1). The OPD would respectfully request that said language be consistent in the bill to avoid any confusion in application.

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 HAWAII
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

LATE

Tuesday, March 17, 2026
3:05 PM
State Capitol, 229

**HB2023, HD2
RELATING TO TRANSPORTATION**

Senate Committee on Transportation

The Department of Transportation (DOT) supports H.B. 2023, H.D.2, which establishes a statewide framework for the certification and court-ordered installation of active intelligent speed assistance (AISA) systems for repeat excessive speeding and racing offenders.

According to data from the Fatality Analysis Reporting System (FARS), speeding continues to be a leading contributing factor in Hawai'i's traffic fatalities. In recent years, approximately one-third of all traffic fatalities in the State have involved speeding-related factors. These crashes disproportionately result in severe injuries and loss of life, underscoring the need for targeted interventions focused on high-risk drivers.

H.B. 2023, H.D.2 appropriately adopts a court-ordered model that allows judges to require installation of active intelligent speed assistance systems during suspension or revocation periods, and in certain cases beyond those periods. This approach targets repeat dangerous drivers rather than imposing requirements on all motorists.

The measure also authorizes DOT to administer a certification and monitoring program, establishes vendor oversight and system standards, creates penalties for tampering or circumvention, and clarifies liability protections. Together, these provisions provide a structured and enforceable framework to reduce excessive speeding and improve roadway safety.

For these reasons, DOT supports H.B. 2023, H.D.2.

Thank you for the opportunity to provide testimony.

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

ADMINISTRATION

925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
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RICK BLANGIARDI
MAYOR
MEIA

KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



March 16, 2026

The Honorable Lorraine R. Inouye, Chair
The Honorable Brandon J.C. Elefante, Vice Chair
and Members of the Senate Committee on Transportation
State Capitol, Conference Room 229
415 South Beretania Street
Honolulu, Hawai'i 96813

Dear Chair Inouye, Vice Chair Elefante, and Members of the Senate Committee on Transportation:

SUBJECT: H.B. No. 2023, H.D. 2 - Relating To Transportation
HEARING: Tuesday, March 17, 2026, 3:00 p.m.

The City and County of Honolulu, Department of Customer Services (CSD) offers **comments** on H.B. No. 2023, H.D. 2. 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. 2
March 16, 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. 2.

Sincerely,

for Kimberly M. Hashiro
Director



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 16, 2026

TO: Senator Lorraine Inouye
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **H.B. 2023, HD2 – Relating to Transportation**
Hearing Date: Tuesday, March 17, 2026 at 3:00 p.m.
Conference Room: 229

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of H.B. 2023, HD2, Relating to Transportation.

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.

This measure establishes a framework for the use of active intelligent speed assistance technology. The HD2 of this measure allows the court to require active intelligent speed assistance 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 also appreciates and supports the amendments made in the prior committees to establish clear expectations for automobile manufacturers and with these amendments supports this bill.

Thank you for the opportunity to submit this testimony.



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February 28, 2026

TO: The Honorable Senator Lorriane R. Inouye, Chair
The Honorable Senator Brandon J.C. Elefante, Vice Chair
and Senate Members of the Senate Committee on Transportation

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

RE: HB 2023 HD2, Relating to Transportation and the use of active intelligent speed assistance
technology – Strong Support

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 strong support of HB 2023 HD.2***

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 strongly support this measure and believe it represents an important step toward keeping Hawaii's roads safe. Thank you for the opportunity to provide support for this important bill.



IMPAIRED
DRIVING
ENDS HERE.

March 12, 2026

Support HB 2023/HD 2 (Representative Kila) to promote traffic safety

The Honorable Lorraine Inouye
Chair, Senate Transportation Committee

Dear Chair Inouye and Senate Transportation Committee Members,

Mothers Against Drunk Driving (MADD) urges you to support HB 2023/HD 2 by Representative Kila allowing for the use of Intelligent Speed Assistance (ISA) technology in lieu of license suspension for people repeatedly charged with speeding.

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 HB 2023/HD 2 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. HB 2023/HD 2 provides a safe alternative to license suspension alone as ISA ensures they drive the speed limit.

MADD urges you to please support HB 2023/HD 2. 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 black ink that reads "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>

March 17, 2026

Sen. Lorraine Inouye, Chair
Sen. Brandon Elefante, Vice-Chair
Members of the Senate Committee on Transportation

Re: **HB 2023_HD2 Relating to Intelligent Speed Assistance Systems**

AAA Hawai'i is pleased to support House Bill 2023_HD2. This measure establishes a statewide Active Intelligent Speed Assistance (ISA) program and requires installation of an active ISA device for individuals convicted of excessive speeding, with courts authorized to extend the requirement beyond the license suspension period. HB 2023_HD2 also ensures liability is appropriately assigned to responsible parties.

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.

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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_HD2.

Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist

HB-2023-HD-2

Submitted on: 3/15/2026 12:07:08 PM

Testimony for TRS on 3/17/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Testifying for Hawaii Bicycling League, Families for Safe Streets	Support	Written Testimony Only

Comments:

I strongly support HB2023 relating to the Stop Super Speeders (Active Intelligent Speed Assistance) device. As a concerned community member, I witness dangerous speeding on our roads far too often. I would like 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 pass HB2023. Mahalo for your consideration.

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

March 15, 2026

Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante, Vice Chair
Committee on Transportation
The Senate
33rd Legislature, State of Hawai`i

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

Dear Committee leadership and members,

Re: **SUPPORT NUI LOA FOR HB2023 HD2 RELATING TO
TRANSPORTATION**

DATE: Tuesday, March 17, 2026
TIME: 3:00 p.m.
PLACE: Conference Room 229 & 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), highway drag racers (§291C-103) and first time excessive speeders (§291C-105). Please pass this bill.

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 was 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



IMPAIRED
DRIVING
ENDS HERE.

March 16, 2026

Support HB 2023/HD 2 (Representative Kila) to promote traffic safety

The Honorable Lorraine Inouye
Chair, Senate Transportation Committee

Dear Chair Inouye and Senate Transportation Committee Members,

Mothers Against Drunk Driving (MADD) urges you to support HB 2023/HD 2 by Representative Kila allowing for the use of Intelligent Speed Assistance (ISA) technology in lieu of license suspension for people repeatedly charged with speeding.

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 HB 2023/HD 2 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. HB 2023/HD 2 provides a safe alternative to license suspension alone as ISA ensures they drive the speed limit.

MADD urges you to please support HB 2023/HD 2. 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', is written in black ink.

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>



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

March 16, 2026

The Honorable Lorraine R. Inouye, Chair
The Honorable Brandon J.C. Elefante, Vice Chair
Senate Committee on Transportation
Hawaii State Legislature
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Inouye and Vice Chair Elefante:

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 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

Active 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 for city fleet vehicles in New York City, which involved 500 vehicles and over 2.9 million miles of driving, showed ISA produced a 64 percent reduction in overall time spent speeding (more than 11 miles per hour [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

ISA 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 (VRUs) 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 VRUs are particularly at risk in Hawaii as 32 percent of those killed in traffic crashes in 2023 were a pedestrian, bicyclist or other cyclist compared to the national average of 21 percent.¹¹

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, which recently passed an ISA bill in the House. 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

cc: Senate Committee on Transportation members

- 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/datastore/document/bibliography/2218>.
- ¹¹ State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Summary of Motor Vehicle Traffic Crashes, NHTSA, Oct. 2025, DOT HS 813 762, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813762>.



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Transportation

03/17/26 3:00 PM

CR 229 & Videoconference

HB2023 HD2

RELATING TO TRANSPORTATION

Dear Chair Inouye, Vice Chair Elefante, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2023 HD2** 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.



**Testimony of Amy Cohen
Founder & President, Families for Safe Streets
In Support of HB2023 HD2 – 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 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.familiesforsafestreeets.org/stop-super-speeders>.

Conclusion

Families for Safe Streets strongly supports HB2023 D2 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.



March 17, 2026

Hawai'i State Legislature
Senate Committee on Transportation

Re: Testimony Commenting on HB 2023, HD2 Relating to Transportation

Aloha Chair Inouye, Vice Chair Elefante, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing with comments on HB 2023, HD2 relating to transportation. Beginning with the 2030 model year, this bill, among other provisions, requires the Department of Transportation to administer a statewide program for certification of active intelligent speed assistance systems and select a vendor for the installation and maintenance of systems. It limits the civil liability of motor vehicle manufacturers, distributors, and retailers for active intelligent speed assistance systems.

We appreciate the significant revisions that have been made to this bill, including the liability protections included in the House Draft 2, and support their inclusion should this bill move forward.

We have always wanted to ensure that any governmental program or requirement for the installation of after-market devices not unintentionally impact the availability and variety of vehicles in the Hawai'i market. HADA believes it is important to carefully evaluate these potential impacts to ensure that well-intentioned safety goals do not create unintended burdens for Hawai'i consumers.

We continue to wish to proactively engage in dialog with policy leaders and hope to serve as a resource for legislators during the session and beyond.

Mahalo for the opportunity to offer comments.

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.

HB-2023-HD-2

Submitted on: 3/14/2026 1:18:44 PM

Testimony for TRS on 3/17/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

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.

Amendments proposed by AutoInnovators, the Public Defender, and SmartStart have made the bill better.

Active Intelligent speed assistance (like breathalyzer IID ignition interlock devices) proactively prevent proven dangerous road users from speeding once they have proved incapable of controlling themselves and following the laws.

Active Intelligent Speed Assistance devices installed in the cars of "super speeders" who have broken speeding laws multiple times or perhaps once outrageously will prevent the car accelerator from exceeding the speed limit by more than a certain percent.

Virginia, Washington state, and Washington DC have already passed "stop super speeder" laws and more states are in the process.

The technology has been used in many private and public vehicle fleets for decades and has proven effective.

Excellent information is available at Families for Safe Streets website. Families for Safe Streets is a nonprofit organization of survivors whose family members have been killed in the roads. They want to prevent future tragedy.

HB-2023-HD-2

Submitted on: 3/14/2026 6:46:36 PM

Testimony for TRS on 3/17/2026 3:00:00 PM

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

Comments:

I support HB2023 HD2, which establishes an innovative framework for using active intelligent speed assistance (ISA) systems to combat speeding in Hawaii. This technology-based approach represents a significant advancement in traffic safety that could help achieve Vision Zero goals and reduce the devastating impact of speeding-related crashes.

Speeding remains one of the primary factors in traffic fatalities and serious injuries in Hawaii. Traditional enforcement methods have proven insufficient to deter repeat offenders and extreme speeding. This bill's approach of preventing speeding through technology rather than just punishing it afterward offers a more effective solution to protect all road users.

The bill's comprehensive framework for ISA system certification, monitoring, and mandatory installation for repeat offenders creates a strong deterrent against dangerous speeding behavior. By focusing on the most dangerous drivers—those who repeatedly speed or exceed limits—the bill targets the population most likely to cause serious harm.

However, I recommend several amendments to strengthen this important legislation:

1. Add equity provisions including income-based payment scales or subsidies for low-income offenders to prevent disproportionate financial burdens.
2. Include privacy protections for driver data collected by ISA systems, including encryption, retention limits, and use restrictions.
3. Establish an appeals process for ISA system malfunctions or incorrect readings.
4. Add specific technical standards for system accuracy, calibration, and performance.
5. Require competitive vendor selection to ensure cost-effectiveness and reliability
6. Connect to broader transportation goals by analyzing ISA systems' impact on transportation equity and multimodal transportation.

By implementing ISA systems for repeat offenders, Hawaii can create safer streets for pedestrians, cyclists, transit users, and drivers alike. This technology-based approach complements traditional enforcement and infrastructure improvements to create a comprehensive traffic safety strategy.

I respectfully urge your support of HB2023 HD2 with these amendments to create more effective and equitable traffic safety enforcement for Hawaii.

Mahalo for your consideration.

HB-2023-HD-2

Submitted on: 3/15/2026 5:17:14 AM

Testimony for TRS on 3/17/2026 3:00:00 PM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2023 HB RELATING TO TRANSPORTATION

PUBLIC SAFETY IS EVERYONE'S RESPONSIBILITY