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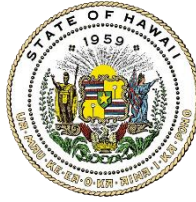
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April 6, 2026

HB 2023 HD2: RELATING TO TRANSPORTATION

**Chair Donovan M. Dela Cruz, Vice Chair Sharon Y. Moriwaki and
Members of the Senate Committee on Ways and Means**

**Chair Karl Rhoads, Vice Chair Mike Gabbard and members of the
Senate Committee on Judiciary**

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.

However, 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 that the AISAS is only required for: "...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). Thus, AISAS systems in these circumstances would be required for any vehicle a qualifying defendant operates, including non-automobile type vehicles for work on private property. This would lead to sever costs to employers or the termination of employment for operators of said vehicles. 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.

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

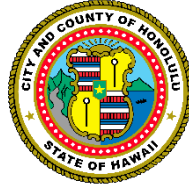
ADMINISTRATION

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RICK BLANGIARDI
MAYOR
MEIA

KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



April 6, 2026

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Sharon Y. Moriwaki, Vice Chair
and Members of the Senate Committee on Ways and Means

The Honorable Karl Rhoads, Chair
The Honorable Mike Gabbard, Vice Chair
and Members of the Senate Committee on Judiciary

State Capitol, Conference Room 211
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Dela Cruz, Chair Rhoads, Vice Chair Moriwaki, Vice Chair Gabbard,
Members of the Senate Committee on Ways and Means, and Members of the Senate
Committee on Judiciary:

SUBJECT: H.B. No. 2023, H.D. 2 - Relating To Transportation
HEARING: Wednesday, April 8, 2026, 10:15 a.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.

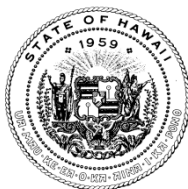
Given these significant operational considerations, we respectfully request that the Legislature provide clear guidance on funding, resources, and the necessary time available for implementation. CSD DMV urges the Legislature to consider the impact on county operations and, should this measure move forward, 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,

Kimberly M. Hashiro
Director

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



LATE

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

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

Wednesday, April 8, 2026
10:15 AM
State Capitol, 211

**HB2023, HD2
RELATING TO TRANSPORTATION**

Senate Committees on Judiciary and Ways & Means

The Department of Transportation (DOT) supports HB2023, HD2, 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.

HB2023, HD2 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 HB2023, HD2.

Thank you for the opportunity to provide testimony.



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

April 6, 2026

TO: The Honorable Senator Donovan M. Dela Cruz, Chair
The Honorable Senator Sharon Y. Moriwaki, Vice Chair
and Senate Members of the Senate COMMITTEE ON WAYS AND MEANS

and

The Honorable Senator Karl Rhoads, Chair
The Honorable Senator Mike Gabbard, Vice Chair
And Senate COMMITTEE ON JUDICIARY

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).

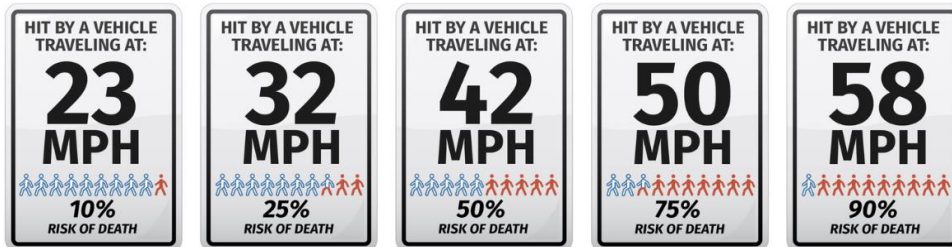
ISA technology has been used for more than 30 years on commercial fleets and is emerging as an innovative countermeasure for Super Speeders. As noted in the January 2026 National Conference of State Legislators Legisbrief, the District of Columbia, Virginia, and Washington state have passed similar laws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



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Judiciary and Senate Committee on Ways and Means

04/08/26 10:15 AM
CR 415 & Videoconference

HB2023 HD2 RELATING TO TRANSPORTATION

Dear Chairs Rhoads and Dela Cruz, Vice Chairs Gabbard and Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2023 HD2** which 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, limits the civil liability of motor vehicle manufacturers, distributors, and retailers for active intelligent speed assistance systems, makes circumventing or tampering with an active intelligent speed assistance system a misdemeanor, 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.

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.

April 8, 2026

Sen. Karl Rhoads, Chair
Sen. Mike Gabbard, Vice-Chair
Members of the Senate Committee on Judiciary

Sen. Donovan Dela Cruz, Chair
Sen. Sharon Moriwaki, Vice Chair
Members of the Senate Committee on Ways and Means

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

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becomes unresponsive. An emergency override function allows temporary acceleration, if needed, for safety purposes.

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



Testimony of Amy Cohen
Founder & President, Families for Safe Streets
In Support of HB 2023/HD 2– Intelligent Speed Assistance to Stop Super Speeders

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 HB 2023/HD 2 that would mandate anti-speeding technology called Intelligent Speed Assistance (ISA) to Stop Super Speeders.

What ISA Does

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. 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 ISA.

Why ISA Saves Lives

Speeding is a leading factor in traffic fatalities and dramatically increases both the likelihood and severity of crashes. 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, 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, 16 states have introduced legislation this session targeting “super speeders” that mandate 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 the 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.familiesforsafestreets.org/stop-super-speeders>.

Conclusion

Families for Safe Streets strongly supports HB 2023/HD 2 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.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: April 6, 2026

TO: Senator Karl Rhoads
Chair, Committee on Judiciary

Senator Donovan Dela Cruz
Chair, Committee on Ways and Means

FROM: Tiffany Yajima

RE: **H.B. 2023, HD2 – Relating to Transportation**
Hearing Date: Wednesday, April 8, 2026 at 10:15 a.m.
Conference Room: 211

Dear Chair Rhoads, Chair Dela Cruz, and Members of the Joint Committees:

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 requires the Department of Transportation to administer a statewide program for certification of active intelligent speed assistance systems and allows the Judiciary 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 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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Kailua-Kona Hawai`i 96745-0307
(808) 224-0219 v/txt (877) 300-8869 fax
gyaindl@gyattorney.com

April 7, 2026

Senator Donovan M. Dela Cruz, Chair
Senator Sharon Y. Moriwaki, Vice Chair
Committee on Ways and Means
Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair
Committee on Judiciary
The Senate
33rd Legislature, State of Hawai`i

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

Dear Honorable Committees leadership and members,

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

DATE: Wednesday, April 8, 2026
TIME: 10:15 a.m.
PLACE: Conference Room 211 & Videoconference
State Capitol
415 South Beretania Street

Thank you, Chairs Dela Cruz and Rhoads, for advancing this bill. 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.**

A new study commissioned by Ramos James Law (Austin, TX) published on March 21, 2026 examined several traffic safety factors to rank states by how reckless their drivers are. The State of Hawai`i came in a close second behind New Mexico.

2. Hawaii is also among the states with the worst driving culture. **Motorists here cause more speeding-related deaths than anywhere else in America, with nearly half of fatal incidents involving exceeding the speed limit.** Negligent driving is also quite common across the state, as about 1 in every 10 deadly

crashes happens because of drivers holding a phone or talking to someone. **Hit-and-run cases are another problem, occurring at a 50% higher rate than the national average.**

The Street, “Watch the road: these 5 states have the most irresponsible drivers”, *available at: /<https://www.thestreet.com/automotive/watch-the-road-these-5-states-have-the-most-irresponsible-drivers>* (emphasis added), citing the Ramos James Law report.

Furthermore, **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 or No Limit and the Lurking Danger of DEATH!’

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

Our State of Hawai‘i 33rd legislature is called upon to be modern superheroes, like Superman some ninety years ago.

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. ‘More people have been killed needlessly by autos than died during the world war!’* Then in a panel that shows the superhero 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 in original) (*emphasis added*).

While installation of speed limiting governors is appropriate in all jurisdictions, in the state of Hawai‘i, it is pono and constitutionally compelled. “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



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PHONE
808-735-5

LATE

JOINT SENATE COMMITTEE ON JUDICIARY and WAYS and MEANS
Wednesday, April 8, 2026 - 10:15am

Hawai'i Bicycling League Supports HB 2023, relating to Transportation

Aloha Chair Rhoads and Dela Cruz, Vice Chairs Gabbard and Moriwaki, and Members of the Committees,

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

HBL supports HB2023 HD2 which 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, limits the civil liability of motor vehicle manufacturers, distributors, and retailers for active intelligent speed assistance systems, makes circumventing or tampering with an active intelligent speed assistance system a misdemeanor, 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.

This bill supports the 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, O'ahu saw an increase of over sixty (60) percent in fatalities in the same period. In 2024, the State of Hawai'i 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.

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

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League

HB-2023-HD-2

Submitted on: 4/6/2026 12:22:19 PM

Testimony for JDC on 4/8/2026 10:15:00 AM

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.

HB-2023-HD-2

Submitted on: 4/7/2026 7:31:03 AM

Testimony for JDC on 4/8/2026 10:15:00 AM

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

Comments:

Aloha, Thank you for taking traffic safety seriously by moving forward the active ISA and other bills!

I have the following comments in SUPPORT.

1. Pass a bill into law. HB2023hd2 or S2429 allow DOT to get going.
2. Chronic speeders should be treated the same as super speeders and racers. My sense is the lesser requirements (contained in HB2023hd2) for someone who is a chronic speeder (multiple speeding tickets within 5 years) compared with super speeders (30mph over) and highway racers does not relate to the frequency of crashes, injuries and deaths caused by chronic speeders. Super speeding and racing may show reckless disregard and when a crash occurs death is more certain to occur. Chronic speeding with inattention at intersections and crosswalks, however, seem to me to be much more frequent and as much or more a cause of crashes and injuries as super speeding and racing. Could this Committee ask the DOT and others with data to illuminate this issue? If the data show that chronic speeding causes a significant percentage of crashes and injuries, then the penalties requiring installation of active ISA should be the same for chronic speeders--basically no tolerance.

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

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

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

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

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

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

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

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

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

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

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

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

LATE

HB-2023-HD-2

Submitted on: 4/7/2026 2:35:21 PM

Testimony for JDC on 4/8/2026 10:15:00 AM

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

Comments:

I strongly support HB2023 HD2. I've witnessed far too many dangerous speeding on our roads recently. 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 support SB2023 HD2.

LATE

HB-2023-HD-2

Submitted on: 4/7/2026 8:53:35 PM

Testimony for JDC on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael A. Cobb Jr	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill. Some of the speed limits on our roads have been lowered from their original limits. This is just a way to track people and control people. vote no.