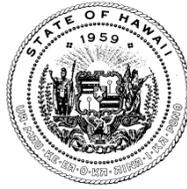


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

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

Tuesday, February 10, 2026
9:30 a.m.
State Capitol, 430

HB2023
RELATING TO TRANSPORTATION

House Committee on Transportation

The Department of Transportation (DOT) supports the intent of H.B. No. 2023, which advances a comprehensive approach to reducing excessive speeding and improving roadway safety statewide, and respectfully requests one amendment to strengthen the effectiveness of the measure.

DOT respectfully recommends that Part I be amended to replace the universal requirement for passive intelligent speed assistance systems in all new passenger vehicles with a targeted, court-ordered active intelligent speed limiter requirement for individuals who have been cited for excessive speeding a specified number of times within a defined period. A court-ordered active intelligent speed limiter ensures that the highest-risk repeat offenders are prevented from exceeding posted speed limits, providing a direct and measurable safety intervention while avoiding the costs and implementation challenges associated with applying passive warning systems to all new vehicles.

DOT supports Part II of the measure, which establishes the framework for certification, installation, monitoring, and enforcement of active intelligent speed assistance systems. These provisions provide the operational structure necessary to ensure system reliability, oversight, and accountability, and create an important enforcement tool for addressing persistent and dangerous speeding behavior. Together with existing penalties for excessive speeding, the targeted deployment of active speed-limiting technology offers a meaningful opportunity to reduce severe crashes and fatalities.

For these reasons, DOT supports the intent of H.B. No. 2023 and respectfully requests an amendment to Part I to prioritize the use of court-ordered active intelligent speed limiter systems for repeat excessive-speed offenders.

Thank you for the opportunity to provide testimony.

JON N. IKENAGA
PUBLIC DEFENDER

DEFENDER COUNCIL
1130 NORTH NIMITZ HIGHWAY
SUITE A-254
HONOLULU, HAWAII 96817

HONOLULU OFFICE
1130 NORTH NIMITZ HIGHWAY
SUITE A-254
HONOLULU, HAWAII 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 HAWAII
OFFICE OF THE PUBLIC DEFENDER

HAYLEY Y. C. CHENG
ASSISTANT PUBLIC DEFENDER

HILO OFFICE
275 PONAHAHAWI STREET
SUITE 201
HILO, HAWAII 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, HAWAII 96766
TEL. No. (808) 241-7128
FAX No. (808) 274-3422

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

February 6, 2026

HB 2023: RELATING TO TRANSPORTATION

Chair Darius K. Kila, Vice Chair Tyson K. Miyake and Members of the Committee on Transportation

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

First, because the costs of said Active Intelligent Speed Assistance 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 their vehicle would be highly problematic, especially for those that do not have access to public transportation. Furthermore, businesses which employ affected drivers would be left with a choice of installing said equipment on company vehicles or terminating said employee. If the costs related to the use of said systems is shown to be prohibitive, perhaps the use of said devices should only be required for those that demonstrate a repetitive or habitual disregard for our speeding laws.

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 any person that "tampers" with said device would be subject to a misdemeanor offense. Said language is too broad and could include the prosecution of auto mechanics and technicians, backyard mechanics attempting to repair a vehicle or auto racing enthusiasts who use vehicles for legal off

highway speed competitions. This would then result in the prosecution of individuals who are tampering with said device for reasons other than to violate the highway speed laws. Thus, 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 who “tamper” with said system to violate the speed laws within our state.

Thank you for the ability to comment on this measure.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

02/10/26 9:30 AM
CR 430 & Videoconference

HB2023 RELATING TO TRANSPORTATION

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2023** which will require new passenger vehicles (beginning with the 2030 model year) to be equipped with passive intelligent speed assistance systems, outlines penalties for tampering with active intelligence 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.

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.

February 6, 2026

Rep. Darius Kila, Chair
Rep. Tyson Miyake, Vice-Chair
Members of the House Committee on Transportation

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

AAA Hawai'i is proud to support House Bill 2023, as introduced on January 26, 2026. HB 2023 would require new passenger motor vehicles sold or leased in Hawaii to be equipped with intelligent speed assistance (ISA) technologies beginning with the 2030 model year, strengthen enforcement against tampering with those systems, and expand the use of ISA as a court-ordered remedy for repeat traffic violators.

AAA supports a multi-pronged approach to address speeding, which includes education, road design, and technology. We agree ISAs are an important tool in helping adjust dangerous driving behaviors. Based on the AAA Foundation for Traffic Safety's 2022 Annual Traffic Safety Culture Index, we know there's often a disconnect between what drivers perceive as dangerous verses their actions behind the wheel. In 2022, more than 60% surveyed agreed exceeding the speed limit by 10 mph on a residential street was very or extremely dangerous yet 28% admitted to speeding at least a few times or more in the prior 30 days. Tools like passive ISAs are helpful in reminding drivers to adjust their speeds.

Passive ISAs, when combined with other traffic safety tools, help motorists correct unsafe behaviors. Other tools include wider use of speed display boards, realistic speed zoning, and effective automated speed enforcement programs. The AAA Clubs also provide a speed management tool called [AAADrive](#) on our AAA Mobile app. Like passive ISAs, [AAADrive](#) sends notifications to parents/guardians when their teen drivers exceed pre-set speed maximums.

The AAA Clubs are motorist organizations with over 180,000 members in Hawai'i. Founded over 120 years ago, we are strongly committed to promoting traffic safety and protecting Hawaiian road users. If HB2023 is enacted, we look forward to sharing the availability of this vehicle feature through our traffic safety education and consumer resources. Accordingly, we encourage you to vote YES on HB 2023.

Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist

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.®



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 10, 2026

TO: Representative Darius Kila
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **H.B. 2023 - Relating to Transportation**
Hearing Date: Tuesday, February 10, 2026 at 9:30 a.m.
Conference Room: 430

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

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

Driver, passenger and pedestrian safety is top priority for automakers who appreciate the state’s efforts to reduce vehicle speeds. However, we are opposed to the requirement for all new motor vehicles sold in the state, beginning with model year 2030, to have passive Intelligent Speed Assistance (IAS) systems installed in the vehicle.

Motor vehicle safety is regulated by Federal Motor Vehicle Safety Standards (FMVSS) and by regulation under the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA). These federal safety standards regulate the minimum safety performance requirements for motor vehicles or items of motor vehicle equipment. These requirements exist to protect the public against unreasonable risk of crashes occurring due to the design, construction, or performance of motor vehicles, and are intended to protect against unreasonable risk of death or injury if crashes do occur.

The National Highway Traffic Safety Administration (NHTSA) is actively working on initiatives aimed at improving road safety through the integration of advanced vehicle technologies, specifically Intelligent Speed Assistance (ISA) and Automatic Emergency Braking (AEB) – both of which are aimed at making vehicles safer and reducing accidents.

As of April 2024, NHTSA has initiated two research projects related to ISA. The first project examines the technologies that enable ISA systems to accurately detect speed limits across various types of roads, and evaluates different approaches for implementing ISA, including passive warnings and active interventions. The second project focuses on assessing consumer acceptance and effectiveness of ISA, using simulators and closed-track tests to gather data that will inform future decisions on its adoption.

Also in 2024, NHTSA finalized a new Federal Motor Vehicle Safety Standard (FMVSS) that will make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks by September 2029. This safety standard is expected to significantly reduce rear-end and pedestrian crashes.

Auto Innovators support efforts to reduce speeding and support a similar bill, S.B. 2429, S.D.1, Relating to Traffic Safety, which gives Hawaii's courts the authority to order the installation of intelligent speed devices on the vehicles of individuals who are habitual and chronic speeders.

For these reasons, we respectfully ask that this measure be held.

Thank you for the opportunity to submit this testimony.



February 10, 2026

Hawai'i State Legislature
House Committee on Transportation

Re: Testimony Commenting on HB 2023, Relating to Transportation

Aloha Chair Kila, Vice Chair Miyake, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing with comments on HB 2023, relating to transportation. Beginning with the 2030 model year, this bill requires new passenger vehicles to be equipped with passive intelligent speed assistance systems.

We are concerned that mandating passive intelligent speed assistance systems beginning with the 2030 model year could increase the cost of new vehicles sold in Hawai'i. Advanced driver-assistance technologies often require additional sensors, software, calibration, and ongoing updates, all of which can add to manufacturing and compliance costs. These added expenses could make new vehicles less affordable for Hawai'i residents—particularly for working families, seniors on fixed incomes, and residents in rural areas who rely heavily on personal vehicles for daily transportation.

In addition to affordability, HADA is concerned about the availability and variety of vehicles in the Hawai'i market. Hawai'i is a small, geographically isolated market, and manufacturers already make selective decisions about which models and trims are shipped to the state. A unique or early mandate could lead some manufacturers to delay offering certain models in Hawai'i, limit vehicle options, or prioritize other markets with fewer regulatory requirements. This could reduce consumer choice and place local dealers at a competitive disadvantage compared to mainland markets.

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 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.



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

February 6, 2026

TO: Chair, Representative Darius K. Kila
Vice-Chair, Representative Tyson K. Miyake
And House Members of the Committee on Transportation

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

RE: HB 2023, 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, 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.***

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:

1. Using the AAMVA model Legislation Definition of Intelligent Speed Assistance. "Active intelligent speed assistance system" means an aftermarket device that actively prevents a motor vehicle from exceeding the applicable speed limit and does not interact with the braking system and is installed in or integrated with a motor vehicle. Active ISA devices determine the applicable speed limit and prevent the vehicle from exceeding that limit, excluding Dynamic Speed zones, using technology such as, but not limited to, integrated location-based technology, digital mapping data, and/or camera-based sign recognition. Active ISA devices include all necessary components for installation, operation, monitoring, and data transmission. [

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

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