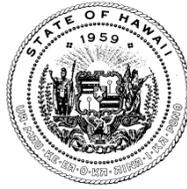


JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



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

HB2031  
**RELATING TO TRANSPORTATION**

House Committee on Transportation

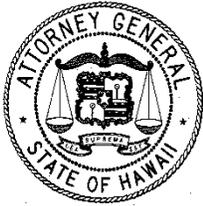
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The Department of Transportation (DOT) is in strong support of H.B. No. 2031, which strengthens DOT's capacity to efficiently administer transportation programs while ensuring clear, consistent processes for enforcement and appeals.

Part I establishes an Administrative Hearings Division within DOT to handle transportation-related matters, including automated traffic citations, commercial driver's license appeals, airport and harbor issues, transportation network company permits, and highway encroachments. DOT supports this provision as it consolidates subject-matter expertise within the department, improves administrative efficiency, and provides a predictable and timely process for resolving disputes. As automated speed and red-light camera programs expand, a dedicated hearings division within DOT will also help alleviate potential administrative burdens on the Judiciary by resolving citation appeals through an appropriate administrative forum, while preserving judicial review under Chapter 91.

Part II requires law enforcement vehicles used for official duty to be equipped with dashboard cameras beginning January 1, 2027. From a transportation perspective, this supports consistent and accountable traffic enforcement, improves documentation of roadway interactions, and helps ensure that transportation-related citations and enforcement actions are supported by reliable evidence. The bill's requirements for agency policies, data retention, reporting, and oversight further support effective implementation.

Overall, H.B. No. 2031 enhances DOT's operational effectiveness, supports fair and efficient enforcement of transportation laws, and improves confidence in the administration of Hawai'i's transportation system. For these reasons, DOT urges your support.



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

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**ON THE FOLLOWING MEASURE:**

H.B. NO. 2031, RELATING TO TRANSPORTATION.

**BEFORE THE:**

HOUSE COMMITTEE ON TRANSPORTATION

**DATE:** Tuesday, February 10, 2026      **TIME:** 9:30 a.m.

**LOCATION:** State Capitol, Room 430

**TESTIFIER(S):** Anne E. Lopez, Attorney General, or  
Marjorie A. Lau, Deputy Attorney General

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Chair Kila and Members of the Committee:

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

Part I of the bill establishes within the Department of Transportation (DOT) an administrative hearings division (Division) to conduct administrative hearings pursuant to chapter 91, Hawaii Revised Statutes (HRS), and part II of the bill adds a new section to chapter 139, HRS, to require vehicle dashboard cameras on all marked vehicles operated by law enforcement agencies within the State.

The Department has the following concerns about: (1) the means of establishing the Division within the DOT; (2) the scope of matters that are described as appropriate for administrative hearings to be heard by the Division; and (3) how the addition of provisions for administrative hearings on certain matters affects the processes already in place for those matters.

Regarding the means of establishing the Division within DOT, section 1 of this bill amends chapter 26, HRS, by adding a new section to that chapter's part II, to establish the Division. Part II is titled "Other General Provisions". However, chapter 26 covers "Executive and Administrative Departments" overall with its section 26-19 specifically addressing DOT. The Department recommends adding the provisions establishing the Division specifically to section 26-19, HRS. As an example, the Department refers to section 26-20, HRS, which establishes the Hawaii Labor Relations Board within the

Department of Labor and Industrial Relations. Specifically, the provisions starting on page 1, line 6, of this bill ("There is established . . . .") could be inserted in section 26-19 as the last subsection (new subsection (g)) with the Department's recommended revisions to the inserted provisions establishing the Division as discussed next.

Regarding the scope of matters appropriate for DOT administrative hearings, the Department recommends several revisions. First, the wording on page 1, line 9, to page 2, line 3, and on page 2, lines 6-7, is unnecessarily broad and potentially subject to misinterpretation. Specifically, "matters under the jurisdiction of the department of transportation" and items such as "harbor matters" and "highway encroachments" could include "matters" not appropriate for an administrative hearing. The Department recommends (1) adding on page 1, line 10, the wording "for which an administrative hearing pursuant to chapter 91 has been specified" after "transportation", and (2) deleting ", including" and the text on page 1, line 11, through page 2, line 3. Additionally, on page 2, line 7, the Department recommends adding the wording ("for which an administrative hearing pursuant to chapter 91 has been specified") after "transportation". In this way, a specific statute can address whether an administrative hearing is intended for the specific statutory matter.

Regarding the proposed DOT administrative hearing process, the Department recommends coordinating the bill's added provisions for DOT administrative hearings within certain statutory provisions with current processes already in place for such matters. First, this bill amends chapter 279J, HRS, addressing transportation network companies, starting on page 2, line 14. The Department recommends limiting the recourse to administrative hearing to a "transportation network company" and deleting "[a]ny person . . . . aggrieved by a decision by the department" because such wording could potentially include a person not having any relation to the transportation network company or even served by the transportation network company.

Second, this bill amends chapter 291J, HRS, addressing photo red light imaging detector systems, starting on page 3, line 9, as well as chapter 291L, HRS, addressing automated speed enforcement systems, starting on page 4, line 1. The Department

recommends that the administrative hearings process be incorporated into both of those chapters.

Third, this bill amends section 261-13, HRS (addressing orders, notice, and opportunity for hearings, judicial review) under chapter 261 (Aeronautics), starting on page 4, line 14. With the addition of the administrative hearings provisions, 261-13(f) is duplicative and may be deleted. This amendment section should be moved so that it is numerically sequential with the other bill amendment sections.

Fourth, this bill amends section 286-241.6, HRS (addressing notification of disqualification, suspension, revocation, cancellation, marking medical certification status as not-certified, or downgrading of commercial driver's licenses or permits) under chapter 286 (Highway Safety), starting on page 7, line 4. On page 7, line 11, the Department recommends deleting "a notice of appeal" and replacing that provision with "a request for administrative hearing with the administrative hearings division of the department". This amendment section should be moved so that it is numerically sequential with the other bill amendment sections.

Fifth, the Department notes that this bill does not address the actual implementation, including funding, staffing, and location, relating to establishing and operating the proposed Division.

Given the significant time and resources required to establish an effective administrative hearings process, the Department strongly recommends delaying the effective date of this bill for at least two years to allow DOT to establish the Division and promulgate administrative rules.

Finally, regarding this bill's part II, which adds a new section covering law enforcement vehicle dashboard cameras to chapter 139, HRS, the bill, on page 9, lines 3-5, provides that "[t]he attorney general shall provide oversight for the use of dashboard cameras by law enforcement agencies pursuant to this section." It is not clear what "oversight" is intended to mean and/or require beyond what is otherwise the law enforcement agency's processes and, therefore, the Department respectfully requests that subsection (d) be deleted.

The Department would be happy to work with the Legislature on language implementing our suggestions.

Thank you for the opportunity to provide comments.



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

**Testimony to the Thirty-Third Legislature, 2026 Regular Session**

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

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

By

Michelle D. Acosta  
Deputy Chief Court Administrator  
District Court of the First Circuit

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**Bill No. and Title:** House Bill No. 2031, Relating to Transportation

**Purpose:** Part I: Establishes the Administrative Hearings Division with the Department of Transportation and transfers certain administrative hearing powers to the Division, including matters related to automated red light camera and speed enforcement traffic citations, oversized and overweight vehicles on state highways, commercial driver's license appeals, on-demand taxi services at airports, transportation network company permit appeals, airport and harbor matters, and highway encroachments. Part II: Beginning 1/1/2027, requires all marked vehicles operated by law enforcement agencies in the State and subsidized vehicles of law enforcement officers to be equipped with functioning dashboard cameras. Requires each law enforcement agency to establish policies and procedures and submit an annual report to the Legislature. Requires the Attorney General to provide oversight for the use of dashboard cameras by law enforcement agencies.

**Judiciary's Position:**

The Judiciary offers the following comments as to sections 3 and 4 of House Bill No. 2031, but takes no position as to the merits of this bill.

Photo red light imaging detector systems (commonly referred to as red light cameras) and automated speed enforcement systems (commonly referred to as speed cameras) were established by the legislature and codified in chapters 291J and 291L of the Hawai‘i Revised



Statutes. Section 1 of House Bill No. 2031 would establish an administrative hearings division within the department of transportation for adjudication of automated traffic citations under chapters 291J and 291L of the Hawai‘i Revised Statutes.<sup>1</sup> As currently drafted, sections 3 and 4 of House Bill No. 2031 would provide for judicial review in the circuit court pursuant to Haw. Rev. Stat. § 91-14.

The Judiciary suggests that review of administrative decisions regarding red light camera citations and speed camera citations issued under chapters 291J and 291L be placed with the district court rather than the circuit court. As the vast majority of traffic citations are handled by district court, district court judges are already familiar with traffic laws, including laws pertaining to red light camera citations and speed camera citations issued under chapters 291J and 291L. Additionally, judicial review of administrative decisions regarding applications for registration of vehicles under chapter 286, part III, of the Hawai‘i Revised Statutes are also heard by the district court, and the framework set forth in Haw. Rev. Stat. §§ 286-58, 286-59, and 286-60 could be replicated to enable the district court to review of administrative decisions regarding red light camera citations and speed camera citations.

To authorize the district court to review administrative decisions regarding red light camera citations issued under chapter 291J, the Judiciary suggests that section 3, page 3, lines 12-21, be stricken and replaced with the following:

§291J-\_\_\_\_\_ Appeals.

(a) Whenever any person is aggrieved by any decision of the director under this part, the person may appeal from the decision of the director to the district court of the circuit in which the county is situated, by filing with the court, within twenty days after the decision, or within such additional time as may have been consented to in writing by the director, an informal notice of appeal setting forth the name of the appellant, the circumstances attending the decision, a general statement as to the ruling appealed from, the date of the decision. A copy of the notice shall be served upon, or mailed, postage prepaid, by registered mail with request for return receipt, to the director within two days after the date of the filing with the court. Informalities in the notice shall not invalidate the notice, and the notice may be amended for good cause shown to the satisfaction of the court.

(b) Upon appeal, the district court shall hold a hearing de novo, and shall have power to enter such judgment or order as in its reasonable judgment may be warranted by all of the circumstances.

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<sup>1</sup> Section 1 also references other administrative hearings for other matters, including oversized and overweight vehicles on state highways, commercial driver’s license appeals, on-demand taxi services at public airports, transportation network company permit appeals, airport and harbor matters, including concession disputes, and highway encroachments. Clarification regarding these matters is needed before the Judiciary is able to assess any operational impact or provide comment.



(c) The supreme court may prescribe rules of procedure relating to the appeals and hearings before the district courts. An appeal shall lie from the judgment or order of the district court to the intermediate appellate court, subject to chapter 602. The rules shall provide for informal procedure and for minimizing expense and delay to litigants therein. The costs upon such appeal to the district court shall be \$1, which may be waived by the court for good cause shown. No costs shall be chargeable against the director.

To authorize the district court to review administrative decisions regarding speed camera citations under chapter 291L, the Judiciary suggests that section 4, page 4, lines 4-13 be replaced with the following:

§291L-\_\_\_\_\_ Appeals.

(a) Whenever any person is aggrieved by any decision of the director under this part, the person may appeal from the decision of the director to the district court of the circuit in which the county is situated, by filing with the court, within twenty days after the decision, or within such additional time as may have been consented to in writing by the director, an informal notice of appeal setting forth the name of the appellant, the circumstances attending the decision, a general statement as to the ruling appealed from, the date of the decision. A copy of the notice shall be served upon, or mailed, postage prepaid, by registered mail with request for return receipt, to the director within two days after the date of the filing with the court. Informalities in the notice shall not invalidate the notice, and the notice may be amended for good cause shown to the satisfaction of the court.

(b) Upon appeal, the district court shall hold a hearing de novo, and shall have power to enter such judgment or order as in its reasonable judgment may be warranted by all of the circumstances.

(c) The supreme court may prescribe rules of procedure relating to the appeals and hearings before the district courts. An appeal shall lie from the judgment or order of the district court to the intermediate appellate court, subject to chapter 602. The rules shall provide for informal procedure and for minimizing expense and delay to litigants therein. The costs upon such appeal to the district court shall be \$1, which may be waived by the court for good cause shown. No costs shall be chargeable against the director.

Should this measure pass, the Judiciary would require time for coordination and implementation, but given the Department of Transportation's broader implementation requirements, we defer to the Department for an appropriate timeline.

Thank you for the opportunity to provide comments on House Bill No. 2031.



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

# POLICE DEPARTMENT COUNTY OF KAUA'I



**ELLIOTT K. KE**, CHIEF OF POLICE  
**MARK T. OZAKI**, DEPUTY CHIEF OF POLICE

February 9, 2026

The Honorable Representative Darius K. Kila, Chair  
And Honorable Members of the Committee on Transportation  
Hawai'i State Capitol  
415 South Beretania Street  
Honolulu, HI 96813

**RE: Testimony in Opposition of House Bill 2031, Relating to Transportation**

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

On behalf of the Kaua'i Police Department, I am submitting testimony in **OPPOSITION** of HB 2031 due to its significant operational and financial impacts on law enforcement agencies.

HB2031 mandates dashboard cameras in all marked state and county law enforcement vehicles, as well as subsidized vehicles used by officers, beginning January 1, 2027. While transparency is an important goal, this requirement creates substantial unfunded mandates. Agencies would incur ongoing costs related to equipment, data storage, maintenance, cybersecurity, training, policy development, supervision, and public records compliance, none of which are addressed in the bill. For the Kaua'i Police Department, based on our current fleet of approximately 200 marked and subsidized vehicles, the initial implementation cost alone is estimated at approximately \$1.5 million, representing a significant and potentially unsustainable financial burden. The bill provides no clarity regarding ongoing costs mentioned above, which could result in escalating and open-ended financial obligations for the County.

The bill also requires annual reporting to the Legislature on the implementation and operation of dashboard camera systems, creating an additional administrative burden that would divert limited personnel and resources away from core public safety functions, particularly for smaller and neighbor island departments.

Additionally, the bill assigns oversight authority to the Attorney General; however, from an operational and professional standards perspective, oversight of law enforcement recording systems would be more appropriately placed with the Hawai'i Law Enforcement Standards Board, which is specifically tasked with establishing and enforcing statewide law enforcement standards.

For these reasons, I respectfully urge the Committee to **OPPOSE HB 2031**.

Thank you for the opportunity to provide testimony.

Chair Kila  
February 9, 2026  
Re: Opposition of HB 2031  
Page 2 of 2

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Elliott K. Ke". The signature is written in a cursive, flowing style.

Elliott K. Ke  
Chief of Police  
Kaua'i Police Department



**TESTIMONY OF TINA YAMAKI, MANAGING DIRECTOR  
HAWAII TRANSPORTATION ASSOCIATION  
FEBRUARY 10, 2026  
HB 2031 RELATING TO TRANSPORTATION.**

Aloha Chair Kila and members of the House Committee on Transportation. I am Tina Yamaki, Managing Director of the Hawaii Transportation Association and I appreciate this opportunity to testify.

The Hawaii Transportation Association (HTA Hawaii) was founded in 1938 and incorporated in 1963, and is a private, non-profit trade organization dedicated to the service and assistance to the commercial ground transportation industry in the State of Hawaii. Our members include family owned small and medium sized businesses, independent owner operators, and national motor carriers range from delivery services to passenger carriers - as well as allied industry partners.

The HTA Hawaii supports HB 2031. This measure in Part I: Establishes the Administrative Hearings Division with the Department of Transportation and transfers certain administrative hearing powers to the Division, including matters related to automated red light camera and speed enforcement traffic citations, oversized and overweight vehicles on state highways, commercial driver's license appeals, on-demand taxi services at airports, transportation network company permit appeals, airport and harbor matters, and highway encroachments. Part II: Beginning 1/1/2027, requires all marked vehicles operated by law enforcement agencies in the State and subsidized vehicles of law enforcement officers to be equipped with functioning dashboard cameras; requires each law enforcement agency to establish policies and procedures and submit an annual report to the Legislature; and requires the Attorney General to provide oversight for the use of dashboard cameras by law enforcement agencies.

Part I of the bill establishes the Administrative Hearings Division within the Department of Transportation and transfers certain administrative hearing authority to the Division. These matters include automated red light camera and speed enforcement traffic citations, oversized and overweight vehicles operating on state highways, commercial driver's license appeals, on-demand taxi services at airports, transportation network company permit appeals, airport and harbor matters, and highway encroachments. Centralizing these hearings within the Department of Transportation promotes consistency, efficiency, and subject-matter expertise in resolving transportation-related cases.

Part II of the bill, beginning January 1, 2027, requires all marked vehicles operated by law enforcement agencies in the State, as well as subsidized vehicles of law enforcement officers, to be equipped with functioning dashboard cameras. It also requires each law enforcement agency to establish policies and procedures governing the use of dashboard cameras, submit annual reports to the Legislature, and subjects these programs to oversight by the Attorney General. These provisions enhance transparency, accountability, and public trust while protecting both the public and law enforcement officers.

In addition, we would like to see automated red light camera enforcement extended to regulated commercial vehicles that fail to display their required Public Utilities Commission and/or Department of Transportation registered numbers. There is concern that some of these vehicles may also be operating without proper or current commercial driver's licenses. Expanding enforcement in this manner would improve public safety, strengthen compliance with existing regulations, and ensure that commercial operators are held to the same standards as other roadway users.

Mahalo for this opportunity to testify.