



STATE OF HAWAII
DEPARTMENT OF EDUCATION
KA 'OIHANA HO'ONA'AUAO
P.O. BOX 2360
HONOLULU, HAWAII 96804

Date: 02/19/2026

Time: 02:00 PM

Location: 325 VIA VIDEOCONFERENCE

Committee: JHA

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB2033, HD1, RELATING TO TRANSPORTATION.

Purpose of Bill: PART I: Requires sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device. Requires a licensed dealer or owner to securely fasten number plates on vehicles. PART II: Amends the Traffic Code relating to street racing. PART III: Expands the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions. Appropriates funds. PART IV: Allows counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates and issue citations with fines waivable if compliance is demonstrated. Establishes data privacy and retention requirements. Allows counties, in coordination with the Department of Transportation, to use red light and speed camera systems for enforcement. PART V: Authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. PART VI: Specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund. PART VII: Clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions. Effective 7/1/3000. (HD1)

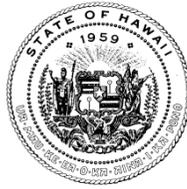
Department's Position:

The Hawaii State Department of Education (Department) supports HB 2033, HD 1, authorizing the installation and implementation of stop arm cameras on school buses. Although the current contracts require stop arm camera installation on all school bus vehicles, this measure authorizes and formalizes penalties for stop arm violations in the state by law enforcement.

By clarifying driver responsibilities with regard to stop arms on school buses, HB 2033, HD 1 provides essential updates to Hawaii's traffic laws.

Thank you for the opportunity to provide support for HB 2033, HD 1.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

HB2033, HD1
RELATING TO TRANSPORTATION

House Committee on Judiciary & Hawaiian Affairs

The Department of Transportation (DOT) is in strong support of HB2033, HD 1.

This comprehensive bill addresses several critical areas of transportation safety and enforcement, aligning with the DOT's mission to ensure safe and efficient transportation systems across Hawaii.

Part I of the bill, requiring front number plate mounting brackets and secure fastening of number plates, will enhance vehicle identification and law enforcement efforts. This measure is crucial for automated enforcement systems and will aid in the prevention and investigation of traffic violations and crimes.

The amendments to the Traffic Code relating to street racing in Part II are essential for public safety. Street racing poses significant risks to both participants and innocent bystanders, and strengthening these regulations will help deter this dangerous activity.

Part III's expansion of the Automated Speed Enforcement Systems Program to high-risk locations on state and county highways is a proactive step towards reducing speeding-related accidents and fatalities. This aligns with our department's ongoing efforts to implement data-driven safety measures in areas of concern.

The provisions in Part IV allowing counties to use automatic license plate recognition systems for identifying non-compliant vehicles and the use of red light and speed camera systems will significantly enhance traffic law enforcement capabilities. These technologies have proven effective in other jurisdictions in improving compliance with traffic laws and reducing accidents.

Part V, authorizing cameras on school bus stop arms, addresses a critical safety issue for our children. This measure will help enforce laws against passing stopped school buses, potentially preventing tragic accidents involving students.

The DOT believes that the combined effect of these measures will lead to substantial improvements in road safety, more effective enforcement of traffic laws, and ultimately, a reduction in traffic-related injuries and fatalities across the state.

Thank you for the opportunity to testify in strong support of this bill.



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 Judiciary & Hawaiian Affairs
Representative David A. Tarnas, Chair
Representative Mahina Poepoe, Vice Chair

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

By

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

Bill No. and Title: House Bill No. 2033, H.D. 1, Relating to Transportation

Purpose: PART I: Requires sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device. Requires a licensed dealer or owner to securely fasten number plates on vehicles. PART II: Amends the Traffic Code relating to street racing. PART III: Expands the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions. Appropriates funds. PART IV: Allows counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates and issue citations with fines waivable if compliance is demonstrated. Establishes data privacy and retention requirements. Allows counties, in coordination with the Department of Transportation, to use red light and speed camera systems for enforcement. PART V: Authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. PART VI: Specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund. PART VII: Clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions. Effective 7/1/3000. (HD1)



Judiciary's Position:

The Judiciary takes no position on the merits of this measure and is providing the following comments regarding Part III of the measure for consideration.

The Judiciary appreciates the Transportation Committee's acknowledgment and insertion of a provision requesting the Department of Transportation to consult and advise the affected district courts prior to implementation. This collaborative approach has proven effective during the recent rollout of the Department's automated speed enforcement program, allowing the Judiciary to make necessary system adjustments to manage the ingestion of additional citations and ensure timely and fair adjudication.

The Judiciary acknowledges the provisions of House Bill No. 2031, H.D. 1, which would establish administrative hearings for automatic red light and speed camera enforcement systems. The measure, if passed, includes provisions for judicial review by the courts. As such, continued interagency consultation would remain necessary to maintain the integrity and efficiency of court operations.

Thank you for the opportunity to testify on this matter.

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

RICK BLANGIARDI
MAYOR
MEIA

ADMINISTRATION
925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
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KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



February 18, 2026

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

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

SUBJECT: H.B. No. 2033, H.D. 1 - Relating To Transportation
HEARING: Thursday, February 19, 2026, 2:00 p.m.

The City and County of Honolulu, Department of Customer Services (CSD) **supports** H.B. No. 2033, H.D. 1, specifically **Part I**, which clarifies the responsibility of sellers and licensed dealers to ensure that motor vehicles are equipped with a properly affixed front license plate mounting bracket or device prior to sale or delivery. 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 registration program for the island of O'ahu.

This clarification addresses a recurring operational issue faced by county motor vehicle registration offices. Increasingly, vehicles are presented for registration without a front mounting bracket, requiring customers to return to dealers or obtain aftermarket solutions before registration can be completed. This results in customer inconvenience, additional trips to DMV offices, and avoidable processing delays.

By placing clear responsibility on sellers and licensed dealers at the point of sale, the bill promotes compliance earlier in the vehicle lifecycle, improves customer experience, and supports more efficient registration transactions. It also reinforces

Testimony for H.B. No. 2033, H.D. 1
February 18, 2026
Page 2

existing statutory requirements that license plates be securely affixed and properly displayed, which assists law enforcement and inspection personnel.

CSD does not anticipate significant administrative or fiscal impacts from this provision. Rather, the clarification is expected to reduce corrective actions at DMV counters and streamline registration workflows.

For these reasons, CSD **supports** H.B. No. 2033, H.D. 1 and appreciates the Legislature's consideration of this measure to improve clarity, compliance, and efficiency in motor vehicle registration processes.

Thank you for this opportunity to provide testimony in support of H.B. No. 2033, H.D. 1.

Sincerely,

for Kimberly M. Hashiro
Director



February 18, 2026

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

Dear Chair Tarnas and Vice Chair Poepoe:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of a provision, Section 3 of House Bill (HB) 2033, to expand automated speed enforcement (ASE). This legislation expands the ability to use ASE to all high-risk locations of a state or county roadway as determined by the Hawaii Department of Transportation. We urge you to take swift action to expand use of this proven, lifesaving technology to curb speeding and the deadly consequences.

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

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

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.⁷ Speed increases also immensely impact pedestrians and other VRUs. 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.⁸ Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.⁹

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.¹⁰ A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.¹¹ Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.¹² A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.¹³ Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for automated enforcement programs in school and work zones.

Law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop and will improve safety.

Advocates urges you to support Section 3 of HB 2033 and ASE expansion to save lives.

Sincerely,

cc: House Committee on Judiciary & Hawaiian Affairs 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 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>.
- ⁸ 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>.
- ⁹ Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- ¹⁰ Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- ¹¹ Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- ¹² Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- ¹³ Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at https://ppms.cit.emu.edu/media/project_files/Guerra_Erick_420.pdf.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Judiciary & Hawaiian Affairs

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

HB2033 HD1 RELATING TO TRANSPORTATION

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2033 HD1** which amends the Traffic Code relating to street racing, expands and appropriates funds to the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions, authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on and amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on, and clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions.

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. The Hawai'i Department of Transportation reported that over the past 5 years, nearly half of all deaths on Hawai'i's highway system were attributable to speed. Vehicle speed is a critical factor in whether or not a person can survive a collision with a car. A person hit at 20 mph has a 90% chance of survival vs. 20% if the person is hit by a vehicle going 40 mph.

The National Institute of Justice indicates that deterrence is strongest when sanctions impose consequences beyond financial penalties. Studies show that individuals ordered to perform community service have lower rates of reoffending than those punished only with fines, suggesting greater behavioral impact and accountability (U.S. Office of Justice Programs, NCJRS).

Expanding the Automated Speed Enforcement Systems Program shows a commitment to the reduction of crashes as a result of speeding and frees law enforcement to address other priority work that cannot be automated.

Twenty-nine states, including most recently, Nevada, implement Stop-Arm Camera Programs. In its pilot phase, more than 11,000 moving violations were caught on camera involving motorists who failed to stop for the school bus in [Clark County](#), which amounts to 5.6 violations per school bus per day. We appreciate the initiative to protect our keiki, who some of our most vulnerable road users.

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.

HB-2033-HD-1

Submitted on: 2/18/2026 5:30:31 PM

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

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

Comments:

I, Johnnie-Mae L. Perry, Support. I also stay on HDOT & OMPO testimonies.

2033 HB RELATING TO TRANSPORTATION.

HB-2033-HD-1

Submitted on: 2/18/2026 7:44:59 PM

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

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

Comments:

Aloha. I support this bill because it expands the ability of the government to enforce traffic laws, which ultimate will work to improve the safety of all road users. I support empowering the use of photo and automated forms of enforcement. If the driver is on a public road, then they should not expect privacy: follow the law or be fined.

WRITTEN TESTIMONY IN SUPPORT OF HB2033 HD1

House Committee on Judiciary & Hawaiian Affairs (JHA)

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

Location: House Conference Room 325

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

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

I respectfully submit testimony in strong support of HB2033, HD1.

HB2033, HD1 represents a comprehensive, statewide effort to strengthen roadway safety through the responsible expansion of automated red light and speed enforcement programs.

Currently, many speed and red-light violations must be processed through the judicial system, which has cited limited staffing capacity as a barrier to expanding enforcement camera programs.

This measure establishes an administrative hearing process to be administered by the Department of Transportation, similar to a traffic court model, which will allow enforcement programs to expand to more communities that need stronger deterrence to improve driving behavior.

We know that law enforcement cannot be everywhere at once. Automated enforcement programs can serve as an important supplemental safety tool to encourage compliance with traffic laws and reduce dangerous driving behaviors.

In addition, HB2033, HD1 extends safety protections to school bus safety zones by authorizing the installation of stop-arm cameras to deter and document violations involving the passing or overtaking of school buses while children are boarding or exiting.

These protections are critical to ensuring that our keiki are safer during one of the most vulnerable moments of their daily commute.

In my role as Transportation Committee Chair, I support balanced approaches that improve roadway safety while maintaining fair administrative processes.

HB2033, HD1 aligns with that approach by creating a pathway for safer roads statewide through improved enforcement capacity, while incorporating privacy protections, data retention limits, and compliance safeguards.

For these reasons, I respectfully urge the Committee to pass HB2033, HD1.

Ke Akua pu,

Germaine Meyers

native Hawaiian Beneficiary | Nanakuli Hawaiian Homestead Lessee

Transportation Committee Chair

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

HB-2033-HD-1

Submitted on: 2/19/2026 12:09:46 PM

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

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

Comments:

Aloha kakou,

RHB2033 HD1 - RELATING TO TRANSPORTATION: PART I: Requires sellers and licensed dealers to ensure that a motor vehicle is equipped with a front number plate mounting bracket or device. Requires a licensed dealer or owner to securely fasten number plates on vehicles. PART II: Amends the Traffic Code relating to street racing. PART III: Expands the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation, under certain conditions. Appropriates funds. PART IV: Allows counties to use automatic license plate recognition systems to identify vehicles without current inspection or registration certificates and issue citations with fines waivable if compliance is demonstrated. Establishes data privacy and retention requirements. Allows counties, in coordination with the Department of Transportation, to use red light and speed camera systems for enforcement. PART V: Authorizes the installation of cameras on the stop arm of a school bus to record footage for evidence of a violation for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. Amends the fines for passing or overtaking a school bus while the bus is stopped and its visual signals are turned on. PART VI: Specifies that the Department of Transportation's Motor Vehicle Safety Office shall administer the Photo Red Light Imaging Detector Systems Program Special Fund and Automated Speed Enforcement Systems Program Special Fund. PART VII: Clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provisions. Effective 7/1/3000. We need to increase the safety on our roads, measures like this will cause a reduction in speeding offenses, especially racing. Mahalo.

I support measures that increases road safety, eliminates obstacles that allow for proper enforcement and/or judicial procedure.

I'd also like to recommend similar guidelines (PART V) for Emergency First Responders (Ambulances, HPD, HFD, etc.), if they don't already exist. These EFR vehicles should have forward camera's to capture images of vehicles that don't move to the side, or somewhere safe & necessary, to allow EFR's to expeditiously and safely proceed. Rear facing cameras too, for those vehicles that follow too close. It's so upsetting to observe delays in EFR movement. Citations should be sent to these non-compliant vehicle owners making the consequence more severe with repeat offenders. Mahalo.

HB-2033-HD-1

Submitted on: 2/19/2026 12:55:42 PM

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

Submitted By	Organization	Testifier Position	Testify
Nikos Leverenz	Individual	Comments	Remotely Via Zoom

Comments:

Aloha Chair Tarnas, Vice Chair Poepoe, and JHA Members:

Experiences on the continent demonstrate that the use of street speed cameras also [disproportionately impacts those from under-resourced communities](#).

It must be noted that this state lacks uniform guidance or statutory parameters regarding the collection, retention, use, access, transfer, and disposal of camera footage and other information, including biometric data, obtained from cameras and other surveillance tools in the context of state and local government operations, contracted service providers, and commercial businesses. Mechanisms to ensure transparency, accountability, oversight, and continual public engagement should also be implemented.

Given the increased use of video surveillance in [urban Honolulu business districts](#), otherwise [under-resourced communities like Paho](#), and potential extension to public housing, state policymakers should tread more carefully and endeavor to ensure that fundamental privacy rights recognized under the state constitution are not turned into an operational nullity in the era of uncontested and unconstrained mass electronic surveillance.

With a federal government that is already trampling upon under-resourced communities with migrants, or those who appear to be migrants, Hawai‘i should be wary of providing surveillance mechanisms and data that can be commandeered or otherwise facilitate prospective federal enforcement actions.

One in five Hawai‘i residents were born in another country, though it appears that country of origin, green card status, visa status, and even citizenship status are far from dispositive factors in removal and consignment to facilities in other states and nations in a manner that runs afoul of established international human rights law—including the 1984 Convention Against Torture and Other Cruel, Inhuman, or Degrading Treatment or Punishment, 1999 International Convention on the Protection of the Rights of All Migrant Workers and Members of Their Families, and 2006 International Convention for the Protection of All Persons from Enforced Disappearance.

Mahalo for the opportunity to provide testimony.