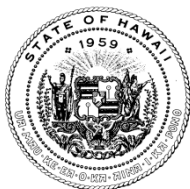


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

Thursday, April 9, 2026
10:30 AM
State Capitol, 211

HB2033, HD2, SD1
RELATING TO TRANSPORTATION

Senate Committee on Ways & Means and Judiciary

The Department of Transportation (DOT) strongly supports HB2033, HD2, SD1, relating to transportation safety measures including front number plate mounting brackets, street racing regulations, automated speed enforcement systems, automated license plate recognition systems, school bus infraction detection systems, and related transportation law changes.

This bill amends Hawaii Revised Statutes in several critical areas of transportation safety. Specifically, it requires front number plate mounting brackets, strengthens the Traffic Code with respect to street racing, expands the existing Automated Speed Enforcement Systems Program, establishes a new Automated License Plate Recognition (ALPR) Systems Program, and authorizes school bus infraction detection systems. The bill also appropriates funds necessary for the effective implementation of these measures.

The DOT strong support this comprehensive bill as it addresses multiple dimensions of roadway safety in a coordinated and strategic manner. Speed-related fatalities continue to pose a serious threat to Hawaii's communities. According to preliminary 2023 state data, 57 percent of Hawaii's traffic fatalities were speed-related. The expansion of the Automated Speed Enforcement Systems Program directly targets this alarming trend by extending the reach and effectiveness of speed monitoring tools across the state, thereby deterring dangerous driving behavior and reducing fatalities and injuries.

The establishment of the ALPR Systems Program is a significant step forward in modernizing Hawaii's traffic enforcement capabilities. License plate visibility and accurate identification are foundational to the success of any automated enforcement program. As the DOT has previously supported measures prohibiting license plate flipping devices and ensuring clear recorded images of license plates serve as prima facie evidence in enforcement proceedings, this new ALPR systems program further strengthens the state's ability to identify vehicles involved in traffic violations, including street racing and other dangerous behaviors.

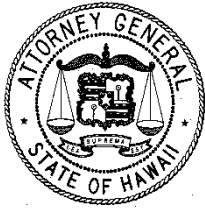
The requirement for front number plate mounting brackets similarly reinforces the integrity of automated enforcement systems. Vehicles without properly displayed front license plates can evade detection by automated cameras and recognition systems, undermining the effectiveness of the broader enforcement framework. Mandating front bracket installation ensures consistent compliance and supports the operational reliability of the ALPR and speed enforcement programs.

The strengthened provisions relating to street racing reflect the urgent public safety need to deter this extremely hazardous activity on Hawaii's roadways. Street racing endangers not only participants but innocent bystanders, pedestrians, and other drivers. Amending the Traffic Code to more robustly address street racing is consistent with the DOT's ongoing commitment to reducing preventable traffic fatalities and injuries.

The authorization of school bus infraction detection systems is another vital component of this bill. School zones and school buses represent environments where the safety of Hawaii's children must be paramount. Automated detection systems on school buses will help enforce traffic laws in proximity to school buses, protecting keiki as they board and alight from buses across the state. This measure complements prior legislative efforts to establish enhanced penalties for speeding in school zones and reflects a shared commitment to safeguarding our youngest and most vulnerable roadway users.

The DOT strongly supports the appropriation of funds associated with this bill, as adequate resourcing is essential to translating these policy goals into meaningful, on-the-ground safety improvements. The DOT is committed to working collaboratively with the legislature, county partners, and community stakeholders to implement these measures effectively and equitably statewide.

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



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

ON THE FOLLOWING MEASURE:

H.B. NO. 2033, H.D. 2, S.D. 1, RELATING TO TRANSPORTATION.

BEFORE THE:

SENATE COMMITTEES ON WAYS AND MEANS AND ON JUDICIARY

DATE: Thursday, April 9, 2026

TIME: 10:30 a.m.

LOCATION: State Capitol, Room 211

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Marjorie A. Lau,
Deputy Attorney General, at (808) 587-2966)

Chairs Dela Cruz and Rhoads and Members of the Committees:

The Department of the Attorney General (Department) provides the following comments on parts IV and V of the bill.

Part IV's section 6 establishes a new chapter for an automatic license plate recognition system to identify vehicles without current inspection or registration certificates for issuance of citations. Part V includes section 7 that establishes a new chapter for a school bus infraction detection system based upon cameras on the stop arm of a school bus recording footage for evidence of a violation of passing or overtaking a school bus while the bus is stopped and its visual signals are actuated. Both new chapters require the Department of Transportation (DOT) to adopt rules pursuant to chapter 91, Hawaii Revised Statutes (HRS), as may be necessary to implement the chapter.

To take into account the need and time for rulemaking under sections 6 and 7 of the bill, the Department recommends that the effective date of the bill be delayed as to part IV's section 6 and part V's sections 7, 8, and 9, with the exception of the bill's provisions for DOT to adopt chapter 91 rules for the new chapters. The Department recommends the following wording to address this item: "This Act shall take effect upon its approval; provided that section 6 (except for section A-10 that shall take effect upon

this Act's approval), section 7 (except for section B-10 that shall take effect upon this Act's approval), section 8, and section 9 shall take effect on _____, 202_."

Additionally, the Department recommends the following technical changes. First, on pages 8 and 18 in the respective parts IV and V new chapters, the Department recommends including in sections A-1 and B-1 a definition of "State" for the State of Hawaii which could be that "'State' has the same meaning as in section 286-2." Next, in section A-2 on page 8, line 6, the subsection "(a)" designation may be omitted since there is no other subsection, and on page 8, line 14, the reference to chapter "291" should be to chapter "291D."

Thank you for the opportunity to testify.



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

Date: 04/09/2026

Time: 10:30 AM

Location: CR 211 & Videoconference

Committee: JDC/WAM

Department: Education

Person Testifying: Keith T. Hayashi, Superintendent of Education

Title of Bill: HB2033, 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 seller, 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: Establishes the Automated License Plate Recognition Systems Program. Allows the State and counties to administer the Automated License Plate Recognition Systems Program for the purpose of using automatic license plate recognition systems to identify vehicles without current inspection or registration certificates. Establishes a process for summons or citations to be issued for an offense based upon a photo or other image taken by an automatic license plate recognition system. Establishes a registered owner's liability for a summons or citation issued under the Automated License Plate Recognition Systems Program. Specifies that the district court shall issue a notice of entry of judgment of default to a registered owner that fails to respond to a citation issued under the Automated License Plate Recognition Systems Program. Establishes fines for the unauthorized disclosure of all personal and confidential information made available by an automatic license plate recognition system. PART V: Authorizes school buses to install a school bus infraction detection system on the stop arm of the school bus. Establishes a process for summons or citations to be issued for an offense based upon a photo or other image taken by a school bus infraction detection system. Prohibits a school bus infraction detection system from using or being equipped with facial recognition software or biometric identification technology. Clarifies liability for a lessor of a

Department's Position:

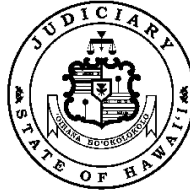
The Hawaii State Department of Education (Department) supports HB 2033, HD 2, SD 1, authorizing the installation and implementation of school bus infraction detection systems on school bus stop arms and establishes a comprehensive statutory framework for enforcing violations of Hawaii Revised Statutes (HRS) §291C-95.

The Department already requires stop arms through school bus transportation contracts. This measure codifies current practice, creates Chapter B, School Bus Infraction Detection Systems Program, and provides uniform enforcement and adjudication procedures that enhance student safety while ensuring due process. The bill also includes an appropriation to support the installation of these systems, helping ensure effective implementation without diverting instructional resources.

HB 2033, HD 2, SD 1, limits use of recorded images to proving a school bus stop violation, prohibits facial recognition or biometric technology, and includes confidentiality safeguards and penalties for unauthorized disclosure. To the extent any recorded images capture students or are maintained by or on behalf of a school or the Department of Education, their collection, use, retention, and disclosure would remain subject to existing privacy protections, including the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g; 34 C.F.R. Part 99), as well as applicable state privacy and due-process requirements.

By strengthening enforcement of school bus stop laws and clarifying driver accountability, HB 2033, HD 2, SD 1, improves safety for students traveling to and from school. The Department appreciates the appropriation provided in this measure but asks that it not adversely affect the priorities identified in the Department's Board-approved budget.

Thank you for the opportunity to provide support for HB 2033, HD 2, SD 1.



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

Testimony to the Thirty-Third Legislature, 2026 Regular Session

Senate Committee on Ways & Means
Senator Donovan M. Dela Cruz, Chair
Senator Sharon Y. Moriwaki, Vice Chair

Senate Committee on Judiciary
Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair

Thursday, April 9, 2026 at 10:30 a.m.
State Capitol, Conference Room 211

By

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

WRITTEN TESTIMONY ONLY

Bill No. and Title: House Bill No. 2033, H.D. 2, S.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 seller, 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: Establishes the Automated License Plate Recognition Systems Program. Allows the State and counties to administer the Automated License Plate Recognition Systems Program for the purpose of using automatic license plate recognition systems to identify vehicles without current inspection or registration certificates. Establishes a process for summons or citations to be issued for an offense based upon a photo or other image taken by an automatic license plate recognition system. Establishes a registered owner's liability for a summons or citation issued under the Automated License Plate Recognition Systems Program. Specifies that the district court shall



House Bill No. 2033, H.D. 2, S.D. 1, Relating to Transportation
Senate Committee on Ways & Means
Senate Committee on Judiciary
April 9, 2026
Page 2

issue a notice of entry of judgment of default to a registered owner that fails to respond to a citation issued under the Automated License Plate Recognition Systems Program. Establishes fines for the unauthorized disclosure of all personal and confidential information made available by an automatic license plate recognition system. PART V: Authorizes school buses to install a school bus infraction detection system on the stop arm of the school bus. Establishes a process for summons or citations to be issued for an offense based upon a photo or other image taken by a school bus infraction detection system. Prohibits a school bus infraction detection system from using or being equipped with facial recognition software or biometric identification technology. Clarifies liability for a lessor of a rental or U-drive motor vehicle. Specifies the penalties imposed on drivers who are determined to have violated overtaking and passing school bus laws through a school bus infraction detection system. Clarifies the liability of registered vehicle owners in the same lane as, or in a lane adjacent to, a school bus that is actively monitored by a school bus infraction detection system. Appropriates funds. 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. PART VIII: Requires the Director of Transportation to adopt rules allowing for mobile vehicle safety inspections of passenger cars. Effective 7/1/3000. (SD1)

Judiciary's Comments:

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

The Judiciary acknowledges the significant work invested in this bill and appreciates the continued requirement that the Department of Transportation consult with and advise affected district courts before implementation. This continued consultation will be critical with regards to Part V of the measure as school buses traverse the entire state and the district courts in the areas that will see an increase in citations will need advance notice to ensure proper training and staffing is available to those courts.

This collaborative approach proved effective during the recent rollout of the Department's automated speed enforcement program on O'ahu, enabling the Judiciary to make necessary system adjustments to process additional citations and ensure timely, fair adjudication. Ongoing interagency consultation will remain essential to preserving the integrity and efficiency of court operations.

Thank you for the opportunity to testify on this matter.

C. Kimo Alameda, Ph.D.
Mayor



Reed K. Mahuna
Police Chief

William V. Brillhante Jr.
Managing Director

Sherry D. Bird
Deputy Police Chief

County of Hawai`i

POLICE DEPARTMENT

349 Kapi`olani Street • Hilo, Hawai`i 96720-3998
(808) 935-3311 • Fax (808) 961-2389

April 7, 2026

Senator Donovan M. Dela Cruz, Chair
Senator Sharon Y. Moriwaki, Vice Chair
And Members
Committee on Ways and Means

Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair
And Members
Committee on Judiciary
State Capitol
415 South Beretania Street
Honolulu, HI 96813

Dear Senators Dela Cruz and Moriwaki, Rhoads and Gabbard, and Members:

RE: HOUSE BILL 2033, HD2 SD1 RELATING TO TRANSPORTATION
DATE: APRIL 9, 2026
TIME: 10:30 A.M.
PLACE: CONFERENCE ROOM 211 & VIDEOCONFERENCE

Thank you for the opportunity to provide comments on HB 2033 HD2 SD1. The Hawai`i Police Department (HPD) supports efforts to improve roadway safety across the State; however, we respectfully offer comments regarding provisions that require county police departments to review, verify, and certify images generated by automated enforcement systems.

HB 2033 HD2 SD1 places significant new responsibilities on county police departments by requiring review and verification of all images captured through the Automated License Plate Recognition Systems Program and the School Bus Infraction Detection System Program. These responsibilities include determining whether each image clearly supports the alleged violation and certifying or affirming those images as evidence before citations are issued within the bill's mandated ten-day mailing period. These are substantial and continuous administrative duties that demand dedicated staffing, specialized processes, and consistent quality assurance.

At this time, HPD does not have personnel available to conduct routine review of automated traffic images, nor do we have staff trained or assigned to prepare sworn certifications for large volumes of automated evidence. The Department also lacks the necessary supervisory capacity,

HOUSE BILL 2033, HD2 SD1 RELATING TO TRANSPORTATION

DATE: APRIL 9, 2026

TIME: 10:30 A.M.

PLACE: CONFERENCE ROOM 211 & VIDEOCONFERENCE

Page 2

funding, and technical infrastructure required to support these new responsibilities while continuing to maintain timely responses to emergencies, investigations, and community needs.

Our officers currently enforce these statutes through plain-view observations during patrol and targeted traffic enforcement operations. This work is resource-intensive and requires constant prioritization based on calls for service, investigative needs, and community safety demands. Without additional resources, staffing, and logistical support, the new image-review and certification requirements in this bill would displace personnel from existing enforcement duties. The Department cannot absorb these administrative responsibilities without reducing the availability of officers and civilian staff who are essential to fulfilling our core public safety mission.

For these reasons, the Department respectfully requests that the Legislature reconsider assigning these administrative obligations to county police departments. These functions may be more feasibly carried out by the administering agency or a centralized state-level processing unit with dedicated staffing and resources.

Thank you for the opportunity to provide comments.

Na'u Me Ka Ha'aha'a,

A handwritten signature in black ink, appearing to be 'R. Mahuna', with a long horizontal line extending to the right.

REED K. MAHUNA
POLICE CHIEF

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

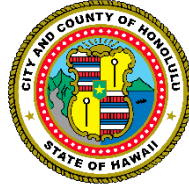
ADMINISTRATION

925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
PHONE: (808) 768-3392 • FAX: (808) 768-3750 • WEBSITE: honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA

KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



April 8, 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. 2033, H.D. 2, S.D. 1 - Relating To Transportation
HEARING: Thursday, April 9, 2026, 10:30 a.m.

The City and County of Honolulu, Department of Customer Services (CSD) provides **comments** to H.B. No. 2033, H.D. 2, S.D. 1, Relating to Transportation. 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.

CSD **supports Part I, Section 1** of H.B. No. 2033, H.D. 2, S.D. 1, 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.

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 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.

CSD **opposes Part VIII, Section 17** of H.B. No. 2033, H.D. 2, S.D. 1, which amends section 286-26(g), HRS to include mobile vehicle safety inspection provisions.

While intended to improve accessibility, allowing mobile vehicle safety inspections at locations determined by the vehicle owner and inspector creates significant concerns regarding safety, oversight, and consistency. The lack of clearly defined standards and controlled inspection environments increases the risk of inconsistent enforcement and undermines the integrity of the safety inspection system.

The measure also does not address key implementation requirements, including quality control, equipment standards, inspector accountability, data management, and public safety considerations. In addition, no funding or cost recovery mechanism is identified to support the added operational demands of mobile inspection services.

For these reasons, CSD opposes the mobile safety inspection provisions of this measure and recommends further evaluation before implementation.

Thank you for this opportunity to provide **comments** on H.B. No. 2033, H.D. 2, S.D. 1.

Sincerely,

Kimberly M. Hashiro
Director



Date: April 7, 2026

To: 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

From: Don Lefevé
President & CEO, American Car Rental Association
don.lefeve@acradrives.org

RE: HB 2033 HD2 SD1 – Relating to Transportation – Comments, Request Amendment

Aloha Chairs Dela Cruz and Rhoads, Vice Chairs Moriwaki and Gabbard and members of the Committees:

My name is Don Lefevé, President & CEO, for the American Car Rental Association (“ACRA”). We appreciate this opportunity to respectfully submit comments to HB 2033 HD2 SD1, specifically relating to Part V, School Bus Infraction Detection Systems Program, and the provision which clarifies the liability for a lessor of a rental or U-drive motor vehicle.

Section B-7, page 23 of the proposed new chapter of the Hawaii Revised Statutes (“HRS”), would hold liable “any registered owner on record who is the lessor of a rental or U-drive motor vehicle [...] for any summons or citation issued under the chapter” while not precluding the registered owner from pursuing reimbursement from the applicable renter or lessee.

We appreciate the state’s commitment to ensure the safety of Hawaii’s school children, and understand the need to enforce the laws against passing stopped school buses which could potentially lead to tragic accidents. However, we believe the liability should rest with the applicable renter or lessee.

Therefore, we request that HB 2033 HD2 SD1 be amended to allow any registered owner on record who is the lessor of a rental or U-drive motor vehicle to be relieved of any responsibility by notifying the issuer of the summons or citation with the appropriate contact information of the renter or lessee, so the citation issuer may then pursue the renter of the u drive vehicle in accordance with the chapter.

Thank you for your consideration. We ask that you pass the bill with our proposed amendment.

Sincerely,

Don Lefevé
President & CEO, American Car Rental Association

A handwritten signature in black ink, appearing to read "Don Lefevé", written in a cursive style.



Testimony of the Oahu Metropolitan Planning Organization

Senate Committees on Ways and Means and Judiciary

04/09/26 10:30 AM
CR 415 & Videoconference

HB2033 HD2 SD1 RELATING TO TRANSPORTATION

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2033 HD2 SD1** which amends the Traffic Code relating to street racing, expands the Automated Speed Enforcement Systems Program, 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 fines, and clarifies language relating to photo red light enforcement, automated speed enforcement, and penalty provision.

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 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).

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.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: April 8, 2026

TO: Senator Donovan Dela Cruz
Chair, Senate Committee on Ways and Means

Senator Karl Rhoads
Chair, Senate Committee on Judiciary

FROM: Tiffany Yajima

RE: **H.B. 2033, HD2, SD1 - Relating to Transportation**
Hearing Date: Thursday, April 9, 2026 at 10:30 a.m.
Conference Room: 211

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

On behalf of our client Verra Mobility we submit these **comments** on H.B. 2033, HD2, SD1.

Verra Mobility is a leading provider of smart mobility technology solutions that make transportation safer, smarter, and more connected. As the world's largest provider of road safety camera systems, Verra Mobility operates more than 12,000 systems—including school bus stop-arm, speed, red-light, and noise abatement technologies—across over 300 communities in 28 countries.

As a mission-driven organization, Verra Mobility is committed to building safer, more accessible communities by improving urban mobility, changing driver behavior, and reducing crashes to help save lives.

Verra Mobility respectfully suggests the following amendments pertaining to Part V of the bill on the school bus infraction detection systems program. These proposed amendments are intended to ensure that the statutory terminology aligns with how these systems are actually utilized and deployed. These technical adjustments will help to improve clarity as this program is implemented.

Thank you for the opportunity to submit this testimony.

On page 17, lines 13-21:

"School bus infraction detection system" means a device or combination of devices used for traffic enforcement pursuant to this chapter that includes a ~~vehicle sensor working in conjunction and synchronization with~~ camera to automatically produce and record one or more sequenced photographs, microphotographs, ~~or video or other recorded images of the rear of the motor vehicle and motor vehicle license plate~~, at the time that ~~a~~ the motor vehicle fails to stop ~~for behind~~ a school bus with visual signals activated pursuant to section 291C-95.

On page 18, lines 2-6:

§B-2 School bus infraction detection system requirements. (a) A contractor may install a school bus infraction detection system on the ~~exterior stop arm~~ of the contractor's vehicle to record photographs, microphotographs, video, or other recorded images ~~to be sued~~ for proof of a violation of section 291C-95.

On page 19, lines 15-21 through page 20, lines 1-12:

§B-4 Summons or citations. (a) Notwithstanding any other law to the contrary and except as provided otherwise by this chapter, beginning January 1, , when any motor vehicle is determined, by means of a school bus infraction detection system, to have violated 291C-95, ~~the State's or county's~~ a third party contractor shall cause a summons or citation, as described in this section, to be sent by first class mail to the registered owner of the motor vehicle. The summons or citation shall be mailed to the registered owner's address on record at the vehicle licensing division and submitted to the post office within ten calendar days after the date of the incident. The ~~State, county, or State's or county's~~ third party contractor shall implement a process to record the date on which summons or citation was submitted to the post office and the record shall be prima facie evidence of the date the summons or citation was submitted to the post office. If the end of the ten day calendar period falls on a Saturday, Sunday, or holiday, then the ending period shall run until the end of the next day that is not a Saturday, Sunday, or holiday.

On page 23, lines 3-9:

§B-7 Liability for rental or U-drive motor vehicle. Notwithstanding any other law to the contrary, ~~the renter or lessee any registered owner on record who is the lessor~~ of a rental or U-drive motor vehicle, including those defined in section 286-2, shall be liable for any summons or citation issued under this chapter. The registered owner shall not be precluded from pursuing reimbursement from any applicable renter or lessee.

On page 28, lines 1-4:

(a) Any school bus contract between the State and the contractor shall include a provision requiring the contractor to equip the contractor's vehicles with the signs and visual signals described in section 291C-95(d) and (g)[.] and authorizing the contractor to equip a school bus infraction detection system on the ~~exterior stop arm~~ of the contractor's vehicles pursuant to chapter B.

Douglas Meller
2615 Aaliamanu Place
Honolulu, Hawaii 96813
douglasmeller@gmail.com

**Comments Submitted to the 4/9/26 WAM/JDC Hearing on
HB 2033, HD2, SD1 Relating to Transportation**

Mail sometimes gets lost or delivered to the wrong address. People sometimes move without updating the mail address for their vehicle registration. Before dramatically expanding AI-generated mailed traffic citations, the Legislature and Judiciary should reform what now automatically happens if the owner of a registered vehicle is sent but does not receive a mailed citation. And because it is possible for the registered owner of a vehicle that did violate any law to receive a mailed citation because of a violation by another vehicle with an illegally altered license plate, I suggest that State law should require a mailed citation to include both side and rear pictures of the vehicle which committed the violation.

Some scofflaws on Oahu are already printing and attaching “fake” registration and safety check stickers. And it would be easy for a scofflaw to print and attach an almost undetectable sticker to change just 1 letter or number on a license plate. In fact almost 20 years ago, when I worked for DOT Highways Division, a research report on traffic camera-enforcement mentioned that some teachers at some Virginia high school were mailed computer-generated speeding citations because students had (1) taken pictures of teachers’ license plates, (2) printed color paper copies, (3) pasted the copies over students’ license plates, and (4) driven student vehicles with pasted/fake license plates above the speed limit.

Here is some personal “backstory” which illustrates the potential risks of automated traffic enforcement without an adequate remedy for “mistakes”. My wife and I are retired and live near downtown. In May 2025 we received a letter from Traffic Court demanding that we pay a \$250 default judgment because we did not respond to 2/7/25 parking citation (1DTI-1-25-034787) which alleged expired vehicle safety check and expired vehicle registration. But our vehicle safety check and registration were not expired and we had never seen any parking citation. Although court rules required me to drive to Kaneohe to obtain a paper print of the citation, I somehow convinced downtown Traffic Court staff to let me take a cellphone picture of the citation on their computer screen. Based on my cell phone picture my wife and I learned that a paper citation had been placed on the windshield of a car we did not own in a part of Kailua we have never been.

My current understanding is that a traffic court clerk misread one letter of a license plate no. which a policeman had scrawled on the original paper citation. (It’s unlikely that the policeman wrote the wrong license plate no.) After the deadline passed for response to that citation, automated Traffic Court search of City MVSO data (using the misread license plate no.) incorrectly identified us as the registered owners of the car which received the citation. Although we never received notice that a citation had been issued, because we did not contest that citation, Traffic Court “robo-ruled” that we owed a \$250 default judgment and mailed us a letter demanding payment. Although we were innocent, there was NO opportunity for appeal.

But this story gets more interesting. Unlike an AI-generated mailed traffic citation, the original 2/7/25 paper parking citation included the policeman's hand written observations on vehicle age, color, no. of doors, make, date safety check expired (April 2024), and date vehicle registration expired (July 2025). None of this applied to our vehicle. Moreover, vehicle registration would have to be renewed in July 2024 in order to expire in July 2025. But I did not understand how the City MVSO would allow a vehicle with a safety check which expired April 2024 to renew its registration in July 2024. More worse, although the 2/7/25 citation explicitly indicated that vehicle registration expired July 2025, the citation inexplicably alleged and the Traffic Court default judgment inexplicably ruled that vehicle registration was expired when the citation was issued.

In the hope of obtaining safety check pictures of the vehicle which received the 2/7/25 parking citation, I contacted the City official in charge of vehicle safety checks. Based upon the license plate no. and vehicle description in the 2/7/25 citation, he informed me that the license plates had been issued to a different vehicle. (In plain English, the license plates had been moved from one vehicle to another which is not allowed in Hawaii.) He also informed me that neither safety check stickers nor registration stickers had been issued for that license plate no. in more than a decade. He confirmed my analysis that the City MVSO would not allow a vehicle to have both a safety check sticker which expired in April 2024 and a vehicle registration sticker which expired in July 2025. How can be? His theory was that the 2/7/25 parking citation had been issued to a vehicle with stolen/invalid license plates, a “fake” safety check sticker, and a “fake” vehicle registration sticker.

At Brian Black’s advice, my wife and I paid the \$250 default judgment, waited for hours in a freezing Kaneohe courtroom, and then tried to request a judge to set aside the default judgment and refund our \$250. After a morning of dealing with petty criminals that judge did not want to read anything we had submitted or listen to anything we had to say. But he set aside the default judgment to make us stop yelling at him. His parting words were: "I hope you have learned your lesson and will promptly renew your registration and safety check.” Rather than laughing and forgetting this, **I am asking you not to let the same thing happen to other Hawaii residents.**

HB-2033-SD-1

Submitted on: 4/7/2026 2:53:50 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Co Le Vavul	Individual	Support	Written Testimony Only

Comments:

Chair Dela Cruz, Chair Rhoads, Vice Chair Moriwaki, Vice Chair Gabbard, and members of the committees:

Educational workers play a critical role in keeping our schools safe for children. When educators and staff face harassment or threats without clear protections or consistent response procedures, it affects not only employees, but entire school communities.

HB1888 establishes clear expectations for how incidents are addressed, including investigation, documentation, and response. This ensures concerns are taken seriously and handled consistently, rather than informally or in isolation. It is a practical step toward preventing situations from escalating and creating safer school environments.

The lack of meaningful support when harassment occurs also takes a serious toll on the well-being of educational workers. When educators feel unsafe or unsupported, it impacts their ability to do their jobs and support students effectively.

I respectfully ask for your support of HB1888

HB-2033-SD-1

Submitted on: 4/7/2026 6:39:54 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2033 HB RELATING TO TRANSPORTATION

HB-2033-SD-1

Submitted on: 4/7/2026 8:58:10 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Shanair Austin	Individual	Support	Written Testimony Only

Comments:

It is our civic duty to support the physical and mental well-being of our educators in support of their mission to instructor and mentor our keiki.

HB-2033-SD-1

Submitted on: 4/7/2026 9:12:40 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

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

Comments:

I oppose this bill. We spend enough money picking on motorists. Stop focusing only on one part of the problem.

HB-2033-SD-1

Submitted on: 4/8/2026 1:36:22 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Marsha Hee	Individual	Support	Written Testimony Only

Comments:

Aloha,

I support the measures set forth in HB2033 HD2 SD1 relating to transportation.

Please vote to pass it.

Sincerely,

Marsha Hee

Life long Hawaii resident on O'ahu, Kaua'i & Hawaii islands.

LATE

HB-2033-SD-1

Submitted on: 4/8/2026 4:11:58 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

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

Comments:

Aloha. I am a resident of Nanakuli.

I am writing to support the core safety measures in HB 2033 SD1 while recommending amendments to protect equity and privacy.

We need this bill. Farrington Highway is a constant source of grief for our community. Speeding and reckless driving are not just statistics to us; they are the reason we lose ohana, keiki, and kapuna. I strongly support expanding automated speed enforcement and authorizing stop-arm cameras on school buses. These are proven, data-backed tools that change driver behavior. I also support requiring front license plates; you cannot enforce the law if you cannot identify the vehicle.

However, I believe that two areas of the bill require reconsideration.

While I support strict enforcement of school bus passing laws, the fine structure in Section 8 amending HRS §291C-95 is a flat tax on the poor. A \$1,000 fine for passing a school bus on a state highway will devastate a family in Nanakuli. It could mean eviction or inability to pay for groceries. For a wealthy tourist or a high-income earner, it is pocket change. If we want deterrence, the pain of the penalty must be equal. I urge you to amend this bill to allow for income-based fines or mandatory community service alternatives, so that a violation carries the same weight regardless of the zip code you live in.

Part IV establishes an Automated License Plate Recognition (ALPR) program. I was alarmed to learn that the Committee deleted statutory data retention limits from this section. Without strict limits, this technology creates a mass surveillance system tracking the movements of every resident. In communities that are already over-policed, this is dangerous. I urge you to restore a 30-day data retention limit for non-hit data. We should enforce the law, not build a permanent database of our daily movements.

On the positive side, I appreciate the 30-day waiver for expired registration/inspection citations detected by ALPR. This is exactly how equity works: it prioritizes compliance over revenue generation. It allows people to fix the problem without falling into debt.

I also oppose Part VIII allowing mobile vehicle safety inspections. The Department of Customer Services raised valid concerns about the lack of standards. Weakening inspection integrity to save a trip to the station is not a trade-off we should make.

Please pass this bill, but fix the privacy gap and the regressive fines. Safety must not come at the cost of our civil liberties or our ability to survive.

Mahalo for the opportunity to testify.

LATE

Dear Chair Dela Cruz, Vice Chair Moriwaki, Chair Rhoads, Vice Chair Gabbard, and Members of the Committees:

Thank you for the opportunity to submit testimony in support of this measure, which will undoubtedly save countless lives across the state. It is estimated that motor vehicles illegally pass school buses approximately 40 million times per year across the nation – a statistic that parents, community leaders, and law enforcement professionals alike find completely unacceptable. Student safety is a cause that unites us all – regardless of political persuasion.

BusPatrol America LCC (“BusPatrol”) is the nation’s top provider of school bus stop-arm safety camera services, operating on over 45,000 school buses nationwide, and often serves as a subject matter expert in supporting legislative efforts to craft thoughtful traffic safety camera policy that maximizes student safety and program integrity.

Many years of experience in this space tells us that a successful traffic safety camera program relies on a clear statutory framework.

While BusPatrol supports this purposeful legislation, we respectfully offer amendments to ensure a future school bus stop-arm camera program is implemented in a manner that effective, legally sound, and standardized and consistent across Hawaii’s other traffic safety camera programs, including speed and red-light camera programs.

Across Hawaii’s other traffic safety camera programs, the state has established a model that works well and is already saving lives, to the credit of many leaders, including Ed Sniffen from the Department of Transportation. The established model includes clearly defined program authority and ownership, civil enforcement tied to the registered owner, and dedicated program special funds to ensure predictable program financing. The amendments offered to this bill apply that same framework to school bus stop arm safety cameras to ensure consistency across all of the State’s traffic camera enforcement programs.

Specifically, the amendments seek to achieve the following

- Clarify that the camera is technically not installed on the actual stop sign of the school bus, rather, it is securely affixed to a place on the bus that can clearly record the activation of the school bus stop sign and adjacent roadway. The bill’s current language describes the camera as being placed *on* the stop sign, which would not effectively enable the system to clearly record the stop sign’s motion and ultimately jeopardize effective enforcement of the law.

- Clarify that the Department of Education (the “Department”) will serve as the implementing authority, aligning with its existing responsibility for administering school bus contracts.
- Authorize the Department to contract with third-party providers for the installation and operation of school bus stop-arm camera systems, using language consistent with Hawaii’s other traffic camera enforcement programs.
- Establish a uniform civil penalty in state law and create a dedicated special fund where violation proceeds can be remitted to fund the program – the exact framework employed for the speed and red-light camera programs. This ensures that revenue generated from violations is directed toward program implementation, operations, and maintenance, without having to continuously rely on continuous annual appropriations from the state budget. Importantly, it is important to stress that this approach reflected in the amendments offered *simply mirrors the other camera programs in Hawaii* and provides a sustainable program funding structure.

The amendments also strengthen the enforcement framework by maintaining law enforcement review of alleged violations, reinforcing registered owner liability, and clarifying evidentiary standards. Updates to the overtaking and passing statute further ensure that the law applies clearly across modern roadway configurations, reducing ambiguity and improving compliance.

From BusPatrol’s experience implementing similar programs across the country across 25 states, the most effective state laws ensure consistency with existing law and provide clear administration guidelines, which ultimately helps programs to withstand legal scrutiny. These amendments are designed to incorporate best practices while maintaining the Legislature’s intent to improve student and traffic safety.

Ultimately, this bill is about changing driver behavior and saving lives. When implemented within a strong and consistent statutory framework, school bus safety camera programs have been shown to significantly reduce illegal passing violations and improve safety outcomes.

We appreciate the Legislature’s leadership on this issue and stand ready to serve as a resource as this bill moves through the legislative process.

Steve Randazzo
BusPatrol America LLC
Chief Growth Officer
cell: (631) 804-7381

Hawaii School Bus Safety Camera Bill – Proposed Amendments (One-Pager)

Bottom Line

The proposed amendments align Hawaii’s school bus camera program with existing automated enforcement frameworks by, standardizing procurement, clarifying vendor participation, and strengthening enforcement provisions—resulting in a more consistent, defensible, and scalable program.

1. Competitive Procurement for Automated Speed Enforcement Systems Program

Establishes open, competitive procurement expectations consistent with other Hawaii automated enforcement programs.

Aligns statutory language across school bus, speed and red-light.

2. Centralized Program Authority (DOE-Led)

Designates the Department of Education (DOE) as the implementing authority.

Aligns with DOE’s existing role administering school bus contracts statewide.

Replaces inconsistent references to 'state or county' with DOE where applicable.

Why it matters: Creates clear accountability and aligns program oversight with existing operations.

3. Standardized Procurement & Program Uniformity

Establishes open, competitive procurement expectations consistent with other Hawaii automated enforcement programs.

Aligns statutory language across school bus, speed, red-light, and ALPR programs.

Why it matters: Ensures transparency, avoids fragmented implementation, and reduces legal risk.

4. Clear Authorization for Third-Party Vendors

Explicitly authorizes DOE to contract with third-party vendors for installation and operation.

Clarifies distinction between school bus contractors (vehicle operators) and technology

vendors (equipment providers).

Why it matters: Enables program implementation while maintaining clear contractual roles.

5. Improved Definitions of Stop Arm Camera & Enforcement Scope

Clarifies systems are affixed directly to school buses.

Expands violation coverage to include vehicles passing from behind or in front of the bus.

Removes conflicting definitions.

Why it matters: Ensures the law reflects real-world driving behavior and eliminates ambiguity.

6. Strengthened Citation & Liability Framework

Maintains law enforcement review prior to citation issuance.

Establishes a rebuttable presumption that bus signals were properly operating and the recorded violation is valid.

Reinforces registered owner liability consistent with other camera programs.

Why it matters: Improves enforceability while maintaining due process protections.

7. Clarification of Overtaking & Passing Law

Updates statutory language to address roadway configurations including raised medians and physical dividing sections.

Why it matters: Closes enforcement gaps and aligns statute with modern roadway design.

8. Establishes Statewide Fine and Dedicated Program Fund

Sets a **uniform civil penalty (\$300)** in state law for violations captured by school bus cameras (Section B-8).

Creates a **School Bus Infraction Detection Systems Special Fund** to receive all program revenues (Section B-10).

Directs funds to be used by the Department of Education for **program implementation, operations, maintenance, and oversight.**

Why it matters: Aligns with other Hawaii automated enforcement programs by creating a dedicated funding structure, ensures consistency statewide, and eliminates the need for the Department to return to the Legislature for additional funding after initial implementation.

Overall Impact

Aligns the program with Hawaii's existing automated enforcement structure.

Provides clear governance and procurement standards.

Enables effective public-private partnerships.

Strengthens enforcement while reducing legal ambiguity.

Conclusion

These changes clarify, standardize, and operationalize the program, ensuring Hawaii can implement a school bus safety camera program that is consistent, enforceable, and administratively sound.

LATE

HB-2033-SD-1

Submitted on: 4/8/2026 5:30:03 PM

Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Disa Hauge	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and members of the committe,

I am testifying in support of HB 2033. Safety is of utmost importance to our community and this bill does much towards that end, especially the heightened bus requirements and consequences. Thank you for your consideration.

LATE

HB-2033-SD-1

Submitted on: 4/8/2026 6:48:11 PM
Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Chris Abe	Individual	Oppose	Written Testimony Only

Comments:

I oppose HB2033 because it lacks guardrails and will send us sliding down the slippery slope to a techno-fascist surveillance state. Flock cameras, facial recognition, AI, Ring doorbells... all these technologies will be used to surveil citizens under the ostensible justification of public safety.

I encourage lawmakers to amend this bill, or the state constitution, to put guardrails in to prove to the public there will be no mission creep or expansion of scope of use.

LATE

HB-2033-SD-1

Submitted on: 4/8/2026 7:34:27 PM
Testimony for WAM on 4/9/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
TERI SAVAIINAEA	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and Members of the Committee,

I support HB2033 HD2 SD1 *with important considerations.*

This measure includes several provisions that address real and ongoing public safety concerns. Strengthening enforcement around street racing, improving school bus safety, and ensuring vehicles are properly registered are all reasonable and necessary steps to protect our communities.

However, the expansion of automated enforcement systems and license plate recognition programs requires careful and deliberate implementation. While these tools can support enforcement efforts, they must be used responsibly and with clear limits.

Safeguards for privacy, data protection, and transparency should be clearly defined. Residents should also have a fair, accessible process to respond to citations, especially when enforcement relies on automated systems rather than direct officer interaction.

It is important that these programs are not perceived as revenue-driven, but rather as tools focused on safety and compliance. Clear communication, accountability, and ongoing oversight will be key to maintaining public trust.

We can strengthen enforcement, but we must do it right—because when trust is lost, it is far harder to rebuild than it is to protect.

I respectfully urge your support with these considerations.

Mahalo for the opportunity to testify.

Teri Kia Savaiinaea

Wai'anae resident

LATE

Dear Chair Dela Cruz, Vice Chair Moriwaki, Chair Rhoads, Vice Chair Gabbard, and Members of the Committees:

Thank you for the opportunity to submit testimony in support of this measure, which will undoubtedly save countless lives across the state. It is estimated that motor vehicles illegally pass school buses approximately 40 million times per year across the nation – a statistic that parents, community leaders, and law enforcement professionals alike find completely unacceptable. Student safety is a cause that unites us all – regardless of political persuasion.

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Many years of experience in this space tells us that a successful traffic safety camera program relies on a clear statutory framework.

While BusPatrol supports this purposeful legislation, we respectfully offer amendments to ensure a future school bus stop-arm camera program is implemented in a manner that effective, legally sound, and standardized and consistent across Hawaii’s other traffic safety camera programs, including speed and red-light camera programs.

Across Hawaii’s other traffic safety camera programs, the state has established a model that works well and is already saving lives, to the credit of many leaders, including Ed Sniffen from the Department of Transportation. The established model includes clearly defined program authority and ownership, civil enforcement tied to the registered owner, and dedicated program special funds to ensure predictable program financing. The amendments offered to this bill apply that same framework to school bus stop arm safety cameras to ensure consistency across all of the State’s traffic camera enforcement programs.

Specifically, the amendments seek to achieve the following

- Clarify that the camera is technically not installed on the actual stop sign of the school bus, rather, it is securely affixed to a place on the bus that can clearly record the activation of the school bus stop sign and adjacent roadway. The bill’s current language describes the camera as being placed *on* the stop sign, which would not effectively enable the system to clearly record the stop sign’s motion and ultimately jeopardize effective enforcement of the law.

- Clarify that the Department of Education (the “Department”) will serve as the implementing authority, aligning with its existing responsibility for administering school bus contracts.
- Authorize the Department to contract with third-party providers for the installation and operation of school bus stop-arm camera systems, using language consistent with Hawaii’s other traffic camera enforcement programs.
- Establish a uniform civil penalty in state law and create a dedicated special fund where violation proceeds can be remitted to fund the program – the exact framework employed for the speed and red-light camera programs. This ensures that revenue generated from violations is directed toward program implementation, operations, and maintenance, without having to continuously rely on continuous annual appropriations from the state budget. Importantly, it is important to stress that this approach reflected in the amendments offered *simply mirrors the other camera programs in Hawaii* and provides a sustainable program funding structure.

The amendments also strengthen the enforcement framework by maintaining law enforcement review of alleged violations, reinforcing registered owner liability, and clarifying evidentiary standards. Updates to the overtaking and passing statute further ensure that the law applies clearly across modern roadway configurations, reducing ambiguity and improving compliance.

From BusPatrol’s experience implementing similar programs across the country across 25 states, the most effective state laws ensure consistency with existing law and provide clear administration guidelines, which ultimately helps programs to withstand legal scrutiny. These amendments are designed to incorporate best practices while maintaining the Legislature’s intent to improve student and traffic safety.

Ultimately, this bill is about changing driver behavior and saving lives. When implemented within a strong and consistent statutory framework, school bus safety camera programs have been shown to significantly reduce illegal passing violations and improve safety outcomes.

We appreciate the Legislature’s leadership on this issue and stand ready to serve as a resource as this bill moves through the legislative process.

Steve Randazzo
BusPatrol America LLC
Chief Growth Officer
cell: (631) 804-7381

Hawaii School Bus Safety Camera Bill – Proposed Amendments (One-Pager)

Bottom Line

The proposed amendments align Hawaii’s school bus camera program with existing automated enforcement frameworks by, standardizing procurement, clarifying vendor participation, and strengthening enforcement provisions—resulting in a more consistent, defensible, and scalable program.

1. Centralized Program Authority (DOE-Led)

Designates the Department of Education (DOE) as the implementing authority.
Aligns with DOE’s existing role administering school bus contracts statewide.
Replaces inconsistent references to 'state or county' with DOE where applicable.

Why it matters: Creates clear accountability and aligns program oversight with existing operations.

2. Standardized Procurement & Program Uniformity

Establishes open, competitive procurement expectations consistent with other Hawaii automated enforcement programs.
Aligns statutory language across school bus, speed, red-light, and ALPR programs.

Why it matters: Ensures transparency, avoids fragmented implementation, and reduces legal risk.

3. Clear Authorization for Third-Party Vendors

Explicitly authorizes DOE to contract with third-party vendors for installation and operation.
Clarifies distinction between school bus contractors (vehicle operators) and technology vendors (equipment providers).

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Clarifies systems are affixed directly to school buses.

Expands violation coverage to include vehicles passing from behind or in front of the bus.

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Maintains law enforcement review prior to citation issuance.

Establishes a rebuttable presumption that bus signals were properly operating and the recorded violation is valid.

Reinforces registered owner liability consistent with other camera programs.

Why it matters: Improves enforceability while maintaining due process protections.

6. Clarification of Overtaking & Passing Law

Updates statutory language to address roadway configurations including raised medians and physical dividing sections.

Why it matters: Closes enforcement gaps and aligns statute with modern roadway design.

7. Establishes Statewide Fine and Dedicated Program Fund

Sets a **uniform civil penalty (\$300)** in state law for violations captured by school bus cameras (Section B-8).

Creates a **School Bus Infraction Detection Systems Special Fund** to receive all program revenues (Section B-10).

Directs funds to be used by the Department of Education for **program implementation, operations, maintenance, and oversight.**

Why it matters: Aligns with other Hawaii automated enforcement programs by creating a dedicated funding structure, ensures consistency statewide, and eliminates the need for the Department to return to the Legislature for additional funding after initial implementation.

Overall Impact

Aligns the program with Hawaii's existing automated enforcement structure.

Provides clear governance and procurement standards.

Enables effective public-private partnerships.

Strengthens enforcement while reducing legal ambiguity.

Conclusion

These changes clarify, standardize, and operationalize the program, ensuring Hawaii can implement a school bus safety camera program that is consistent, enforceable, and administratively sound.

A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

PART I

SECTION 1. Section 249-7, Hawaii Revised Statutes, is amended by amending subsection (b) to read as follows:

"(b) Upon [~~an original registration~~] a legally authorized registration, the director of finance shall fix, and shall charge to the owner, a fee equal to the cost of the number plate and tag or emblem plus the administrative cost of furnishing the plate and tag or emblem and effecting the registration. Upon the issuance of a new series of number plates as determined by the directors of finance of each county through majority consent, the director of finance shall charge the owner a fee equal to the costs of the number plate plus the administrative cost of furnishing the plates. Upon issuing a tag or emblem, the director of finance shall charge the owner a fee of 50 cents. A seller or licensed dealer shall ensure that a motor vehicle is equipped with a front number plate mounting bracket or device securely affixed to the vehicle before sale or delivery to the purchaser. The seller, licensed dealer, or owner shall securely fasten the number plates on the vehicle, one on the front and the other on the rear, at a location

provided by the manufacturer or, in the absence of such a location, upon the bumpers of the vehicle and in conformance with section 291-31, in [such] a manner [as to prevent] that prevents the plates from swinging. Number plates shall at all times be displayed entirely unobscured and be kept reasonably clean. In the case of trailers, semitrailers, or motorcycles, one plate shall be used and [it shall be] fastened to the rear thereof at a location provided by the manufacturer or, in the absence of such a location, at the rear thereof, and in the case of motorcycles in conformance with section 291-31."

PART II

SECTION 2. Section 291C-103, Hawaii Revised Statutes, is amended to read as follows:

"§291C-103 Racing on highways. (a) Except as provided in section 291C-149, no person shall recklessly or negligently drive any vehicle in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or for the purpose of making a speed record, and no person shall in any manner participate in or organize any race, competition, contest, test, street takeover, or exhibition prohibited by this section.

(b) Any person who violates this section [~~, except in the case of an exhibition of speed or acceleration,~~] shall be fined [~~not more than \$500 or imprisoned not more than six months, or both.~~ Any person who violates this section by way of an exhibition of speed or acceleration shall be fined not more than

~~\$500 or~~ \$1,000 and be sentenced to perform forty hours of community service [~~, or both~~].

(c) Any person who violates this section while operating a vehicle at a speed exceeding the posted speed limit by thirty miles per hour or more shall be subject to a fine of [~~not more than~~] \$2,000, a term of imprisonment of [~~not~~] no more than one year, or both [~~+~~], and be sentenced to perform eighty hours of community service; provided that the following additional penalties shall also apply:

(1) For an offense that occurs within five years of a prior conviction, a one-year license suspension;

(2) For an offense that occurs within five years of two prior convictions:

(A) A three-year license suspension; and

(B) A vehicle owned by the defendant and used in the commission of the offense which has been used in at least two prior offenses that resulted in convictions may be ordered by the court to be subject to forfeiture under chapter 712A; and

(3) For all offenses under this section, a surcharge of up to [~~\$100~~] \$500 may be deposited in the trauma system special fund [~~if the court so orders~~].

(d) As used in this section:

"Drag race" means the operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course, from the

same point to the same point, for the purpose of comparing the relative speeds or power of acceleration of the vehicle or vehicles within a certain distance or time limit.

"Exhibition of speed or acceleration" means the sudden acceleration of a vehicle resulting in the screeching of the vehicle's tires that is done to intentionally draw the attention of persons present toward the vehicle. "Exhibition of speed or acceleration" includes burnouts, donuts, drifting, wheelies, or other stunts intended to demonstrate speed or control.

"Racing" means the use of one or more vehicles in an attempt to outgain, outdistance, or prevent another vehicle from passing, to arrive at a given destination ahead of another vehicle or vehicles, or to test the physical stamina or endurance of drivers over long distance driving routes.

"Street takeover" means the intentional obstruction of a public highway or street by using motor vehicles to facilitate a speed contest or exhibition of speed, including blocking traffic or creating a barricade."

PART III

SECTION 3. Section 291L-2, Hawaii Revised Statutes, is amended to read as follows:

"~~[§]§291L-2[§]~~ **Automated speed enforcement systems program; established.** There shall be established the automated speed enforcement systems program, which shall be implemented by the State to enforce the speed restriction laws of the State. The automated speed enforcement ~~[system]~~ systems program, notwithstanding any systems currently

installed and in operation, shall only be procured through an open, competitive, sealed bid process after the effective date of this act, and only then [~~shall be limited to only those locations where a photo red light imaging detector system has been implemented pursuant to chapter 291J.~~] may be implemented in any high-risk location of a state or county highway as determined by the department based on an analysis of the studies conducted pursuant to section 291L-3(c); provided that the department may consult with the judiciary regarding implementation; provided further that the judiciary shall not control or delay the department's authority to determine camera locations or implementation timelines."

SECTION 4. There is appropriated out of the state highway fund the sum of \$ or so much thereof as may be necessary for fiscal year 2026-2027 to be deposited into the automated speed enforcement systems program special fund.

SECTION 5. There is appropriated out of the automated speed enforcement systems program special fund the sum of \$ or so much thereof as may be necessary for fiscal year 2026-2027 for the expanded implementation of automated speed enforcement systems and operation of the automated speed enforcement systems program.

The sum appropriated shall be expended by the department of transportation for the purposes of this part.

PART IV

traffic abstract and shall not be used for insurance purposes in the provision of motor vehicle insurance.

§A-9 Fines for unauthorized disclosure. All personal and confidential information made available by an automatic license plate recognition system to an officer, employee, or agent of the State or any county, including third party contractors, shall be kept confidential and be used only for the purposes for which the information was furnished. Any office, employee, or agent of the State or any county, including a third party contractor, who intentionally discloses or provides a copy of personal and confidential information obtained from an automatic license plate recognition system to any person or agency without authorization shall be fined not more than \$500; provided that the fine shall not preclude the application of penalties or fines otherwise provided for by law.

§A-10 Rules. The department shall adopt rules pursuant to chapter 91 to carry out the purposes of this chapter."

PART V

SECTION 7. The Hawaii Revised Statutes is amended by adding a new chapter to be appropriately designated and to read as follows:

"CHAPTER B

SCHOOL BUS INFRACTION DETECTION SYSTEMS PROGRAM

§B-1 Definitions. As used in this chapter:

~~"Department" means the department of transportation.~~

"Motor vehicle" has the same meaning as defined in section 286-2.

"Owner" or "registered owner" has the same meaning as defined in section 286-2.

"School bus infraction detection system" means a device or combination of devices affixed to a school bus and used for traffic enforcement pursuant to this chapter that includes a vehicle sensor working in conjunction and synchronization with a camera to automatically produce and record one or more sequenced photographs, microphotographs, video, or other recorded images of the rear of the motor vehicle and motor vehicle license plate, at the time that the motor vehicle fails to stop ~~behind a~~ for a school bus with visual signals activated pursuant to section 291C-95.

"State highway" has the same meaning as defined in section

§B-2 School bus infraction detection system and program requirements. (a) There shall be established the school bus infraction detection system program, which shall be implemented by the department of education to enforce the school bus stopping laws of the State. The department of education may contract with a third party A contractor ~~may to~~ install a school bus infraction detection system on ~~the stop arm of the~~ a school bus contractor's vehicle to record photographs, microphotographs, video, or other recorded images to be ~~sued~~ used for proof of a violation of section 291C-95; provided that the department of education may consult with the judiciary regarding implementation of a school bus infraction detection system program; provided further that the judiciary shall not

control or delay the department of education's authority to determine system locations or implementation timelines.

(b) Proof of a violation of section 291C-95 shall be evidenced by information obtained from a school bus infraction detection system authorized under this chapter. A certificate, sworn to or affirmed by the reviewing police department, or a facsimile thereof, based on the inspection of photographs, microphotographs, video, or other recorded images produced by the camera that contains a clear and unobstructed image of a motor vehicle license plate shall be prima facie evidence that the motor vehicle to which the license plate is attached is the motor vehicle for which the license plate was issued. Any photographs, microphotographs, video, or other recorded images evidencing a violation shall be available for inspection in any proceeding to adjudicate the liability for that violation.

§B-3 Facial recognition software; prohibited. (a) No school bus infraction detection system authorized under this chapter shall use or be equipped with facial recognition software or biometric identification technology.

(b) This section shall not apply to:

- (1) Automated license plate reader systems; or
- (2) Any non-biometric technology used to verify vehicle identity, registration status, or generate photographic evidence of a violation.

(c) For the purposes of this section:

"Biometric identification" includes but is not limited to recognition of facial features, iris scans, retinal scans, fingerprints, or voice patterns.

"Facial recognition software" means technology that analyzes facial features to identify or verify the identity of an individual.

§B-4 Summons or citations. (a) Notwithstanding any other law to the contrary and except as provided otherwise by this chapter, beginning January 1, , when any motor vehicle is determined, by means of a school bus infraction detection system, to have violated 291C-95, the ~~State's or county's~~ department of education's third party contractor shall cause a summons or citation, as described in this section, to be sent by first class mail to the registered owner of the motor vehicle. The summons or citation shall be mailed to the registered owner's address on record at the vehicle licensing division or applicable motor vehicle registry and submitted to the post office within ten calendar days after the date of the incident. The ~~State, county, or State's or county's~~ department of education or its third party contractor shall implement a process to record the date on which summons or citation was submitted to the post office and the record shall be prima facie evidence of the date the summons or citation was submitted to the post office. If the end of the ten day calendar period falls on a Saturday, Sunday, or holiday, then the ending period shall run until the end of the next day that is not a Saturday, Sunday, or holiday.

(b) The form and content of the summons or citation shall be adopted or prescribed by the administrative judge of the district courts and shall be printed on a form commensurate with the form or summonses or citations used in modern methods of arrest, so designed to include all necessary information to make the summons or citation valid within the laws of the State; provided that any summons or citation issued pursuant to a violation detected by a school bus infraction detection system shall contain a clear and unobstructed image of the motor vehicle license plate that shall be used as evidence of the violation.

(c) Every summons or citation shall be consecutively numbered and each copy thereof shall bear the number of its respective original.

(d) Before mailing the summons or citation for a traffic infraction pursuant to subsection (a), the applicable county police department shall review and verify the clear and unobstructed image of the license plate of the motor vehicle required under subsection (b).

(e) Upon receipt of the summons or citation the registered owner shall answer as provided for in section 291D-6. A record of the mailing of the summons or citation prepared in the ordinary course of business shall be prima facie evidence of the notification. The registered owner shall be determined by the identification of the motor vehicle license plate.

(f) Procedures regarding answering a notice, court hearings, and court actions shall be pursuant to sections 291D-

6, 291D-7, 291D-8, and 291D-13; provided that it shall be a defense to any prosecution for a violation of section 291C-95 as evidenced by information contained from a ~~camera on a stop arm of a school bus~~ school bus infraction detection system authorized under this chapter that the ~~camera~~ system was malfunctioning at the time of the alleged violation; provided further that it shall not be a defense of any citation issued under this chapter that another person was driving the defendant's motor vehicle at the time of incident, unless the motor vehicle was stolen as documented by a police report; provided further that any reference to the defendant's commission of the traffic infraction or similar language shall be interpreted to mean commission of the traffic infraction; provided further that there shall be a rebuttable presumption that for a citation issued under this chapter that a school bus and its visual signals were operating in compliance with section 291C-95 at the time of the violation.

§B-5 Registered owner's liability for a summons or citation. In any proceeding for a violation of this chapter the information contained in the summons or citation that is mailed pursuant to section B-4 shall be deemed prima facie evidence that a violation of section 291C-95 occurred. The registered owner shall be strictly liable for a violation of section 291C-95.

§B-6 Failure to comply with a summons or citation. If the registered owner of the motor vehicle fails to respond to a

summons or citation within thirty days from the date of the mailing of the summons or citation, the district court shall issue, pursuant to section 291D-7(e), a notice of entry of judgement of default to the registered owner of the motor vehicle.

§B-7 Liability for rental or U-drive motor

vehicle. Notwithstanding any other law to the contrary, any registered owner on record who is the lessor of a rental or U-drive motor vehicle, including those defined in section 286-2, shall be liable for any summons or citation issued under this chapter. The registered owner shall not be precluded from pursuing reimbursement from any applicable renter or lessee.

§B-8 Penalties. (a) ~~Any~~ Notwithstanding any other provision of law, a civil fine ~~penalty~~ for a violation of overtaking and passing a school bus through a school bus infraction detection system shall be ~~imposed in accordance with section 291C-161~~ \$300.

(b) Any summons or citation issued under this chapter or convictions resulting from this chapter shall not be recorded on a person's traffic abstract and shall not be used for insurance purposes in the provision of motor vehicle insurance coverage.

§B-9 Fines for unauthorized disclosure. All personal and confidential information made available by a school bus infraction detection system to an officer, employee, or agent of the State or any county, including third party contractors, shall be kept confidential and be used only for the purposes for which the information was furnished. Any office, employee, or

agent of the State or any county, including a third party contractor, who intentionally discloses or provides a copy of personal and confidential information obtained from a school bus infraction detection system to any person or agency without authorization shall be fined not more than \$500; provided that the fine shall not preclude the application of penalties or fines otherwise provided for by law.

§B-10. School bus infraction detection systems program special fund; established. (a) There is established in the state treasury a school bus infraction detection systems program special fund to be administered by the department of education, into which shall be deposited all fines collected pursuant to this chapter and section 291C-161.

(b) Moneys in the school bus infraction detection systems program special fund shall be expended by the department of education in the county in which the fine was imposed, for the establishment, implementation, operation, oversight, management, maintenance, and repair of a school bus infraction detection system, and implementation of the school bus infraction detection systems program.

§B-10 11 Rules. The department of education shall adopt rules pursuant to chapter 91 to carry out the purposes of this chapter.

SECTION 8. Section 291C-95, Hawaii Revised Statutes, is amended to read as follows:

"§291C-95 Overtaking and passing school

bus. (a) Whenever a school bus is stopped on a highway or road in a residential area with its visual signals actuated as described in subsection (g), the driver of any motor vehicle on the same highway or road in a residential area in the lane occupied by the school bus and all lanes adjacent to the lane occupied by the school bus, regardless of the direction of traffic in those lanes, shall stop the driver's vehicle [~~not~~] no less than twenty feet from the school bus and shall not proceed until the school bus resumes motion and the visual signals are turned off.

(b) Subsection (a) shall not apply to a vehicle when the school bus and the vehicle are on different roadways; [~~except~~] provided that where a highway or road in a residential area has been divided into two or more lanes by ~~an intervening space,~~ a physical barrier, or a clearly indicated raised or otherwise physical dividing section, subsection (a) shall apply to all drivers of motor vehicles in all lanes on the same side as a school bus [~~which~~] that is stopped with visual signals actuated as required under subsection (c).

(c) The driver of the school bus shall actuate the visual signals described in subsection (g) only when the school bus is stopped for the purpose of receiving or discharging school children.

(d) The front and rear of every school bus shall be marked with the words "SCHOOL BUS" in plainly visible letters [~~not~~] no less than eight inches in height and strokes [~~not~~] no less than three-fourths of an inch in width.

(e) No vehicle, other than a school bus, shall display a "SCHOOL BUS" sign.

(f) When a school bus is being operated upon a highway for purposes other than as an incident to the transportation of children, all marking thereon indicating "SCHOOL BUS" shall be covered or concealed.

(g) The visual signals actuated as required under subsection (c) shall consist of four red signal lamps meeting the following requirements:

(1) Two lamps shall face forward and two shall face the rear;

(2) The two forward lamps shall flash alternately and shall be mounted at the same level, but as high and as widely spaced as practical;

(3) The two rear lamps shall flash alternately and shall be mounted at the same level but as high and as widely spaced as practical; and

(4) Each of the lamps shall be of sufficient intensity as to be plainly visible at a distance of five hundred feet in normal sunlight and shall be capable of being actuated from the driver's seat by a single switch.

(h) Any person who violates this section shall be fined not more than \$500 or sentenced to perform community service, or both; provided that any person who violates subsection (a) on a state highway shall be fined not more than \$1,000 or sentenced to perform community service, or both.

(i) Whenever a school bus is actively monitored by a school bus infraction detection system under chapter B, each registered owner of a motor vehicle on the same highway or road in a residential area in the lane occupied by the school bus and all adjacent lanes, regardless of the direction of traffic in those lanes, shall be held strictly liable for the motor vehicle's compliance with subsection (a), to the extent that registered owners may be cited and held accountable for non-compliance via civil traffic infractions imposed pursuant to chapter 291C. To the extent that a registered owner's motor vehicle fails to comply with any other law or ordinance, the registered owner of the vehicle shall not be held strictly liable unless otherwise provided by law."

SECTION 9. Section 302A-407, Hawaii Revised Statutes, is amended by amending subsection (a) to read as follows:

"(a) Any school bus contract between the State and the contractor shall include a provision requiring the contractor to equip the contractor's vehicles with the signs and visual signals described in section 291C-95(d) and (g) [~~→~~] and authorizing the contractor to equip a school bus infraction detection system on ~~the stop arm of~~ the contractor's vehicles pursuant to chapter B. The contract shall also include other

provisions as may be deemed necessary by the State for the safety of school bus passengers and shall include provisions requiring compliance with the rules and standards described in section 286-181."

SECTION 10. There is appropriated out of the general revenues of the State of Hawaii the sum of \$ _____ or so much thereof as may be necessary for fiscal year 2026-2027 for the department of education to provide funding for the installation of school bus infraction detection systems.

The sum appropriated shall be expended by the department of education for the purposes of this part.

PART VI

SECTION 11. Section 291J-12, Hawaii Revised Statutes, is amended to read as follows:

"§291J-12 Photo red light imaging detector systems program special fund established. (a) There is established a photo red light imaging detector systems special fund to be administered by the [~~department,~~] department's motor vehicle safety office, into which shall be paid revenues collected pursuant to this chapter.

(b) All fines collected under this chapter shall be deposited into the photo red light imaging detector systems program special fund. Moneys in the fund shall be expended by the [~~department]~~ department's motor vehicle safety office in the county in which the fine was imposed, for purposes that include the establishment, operation, oversight, repair, and maintenance