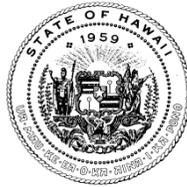


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

HB2033
RELATING TO TRANSPORTATION

House Committee on Transportation

The Department of Transportation (DOT) is in strong support of House Bill 2033.

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 request to amend Hawaii Revised Statutes Sections 291-12 and 291L-10 to transfer the program and funds from TRN 595 to TRN 597 to properly allow both programs to operate administratively under MVSO. We propose the following:

SECTION XX. 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 of a photo red light imaging detector system and implementation of the photo red light imaging detector system program."

SECTION XX. Section 291L-10, Hawaii Revised Statutes, is amended to read as follows:

"§291L-10 Automated speed enforcement systems program special fund; established.

(a) There is established in the state treasury an automated speed enforcement systems program special fund to be administered by the [department,] department's motor vehicle safety office, into which shall be deposited all fines collected pursuant to this chapter and section 291C-108.

(b) Moneys in the automated speed enforcement systems program special fund shall be expended by the [department] department's motor vehicle safety office in the county in which the fine was imposed, for the establishment, implementation, operation, oversight, management, maintenance, and repair of an automated speed enforcement system and implementation of the automated speed enforcement systems program."

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.



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

Date: 02/10/2026
Time: 09:30 AM
Location: 430 VIA VIDEOCONFERENCE
Committee: TRN

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 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. 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.

Department's Position:

The Hawaii State Department of Education (Department) supports HB 2033, 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.

Section 7 of the bill amends HRS § 291C-95 to authorize a county police officer, a Department of Law Enforcement officer, or an authorized Department of Transportation employee to review photographs, microphotographs, video, or other recorded images produced by a camera for the limited purpose of establishing proof of a violation of this section.

Read in context, this authorization appears confined to adjudicating the traffic violation itself and does not expand the permissible use or disclosure of such images for unrelated law-enforcement or investigatory purposes. 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 clarifying driver responsibilities with regard to stop arms on school buses, HB 2033 provides essential updates to Hawaii's traffic laws.

Thank you for the opportunity to provide support for HB 2033.



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

Testimony to the Thirty-Third Legislature, 2026 Regular Session

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

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

By

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

Bill No. and Title: House Bill No. 2033, 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. 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

Judiciary's Comments:

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.



House Bill No. 2033, Relating to Transportation
House Committee on Transportation
February 10, 2026
Page 2

Part III would expand the Automated Speed Enforcement Systems Program to high-risk locations of state or county highways as determined by the Department of Transportation. The Judiciary requests a provision be inserted in the measure that requires the Department of Transportation to consult and advise the affected district courts prior to implementing any expansion under this program. Such consultation is essential to ensure that each judicial circuit has the capacity and resources necessary to manage the anticipated increase in citations arising from expanded automated enforcement. The Judiciary and the Department of Transportation have engaged in coordinated planning for the recent rollout of the Department's automated speed enforcement program. This approach resulted in the Judiciary making necessary operational and system modifications that safeguard the court's ability to handle the additional workload generated by the current automated enforcement program.

The Judiciary acknowledges the provisions of House Bill No. 2031, 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.

Thank you for the opportunity to testify on this matter.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Transportation

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

HB2033 **RELATING TO TRANSPORTATION**

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2033** which amends the Traffic Code relating to street racing.

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.

HB-2033

Submitted on: 2/8/2026 4:49:21 PM

Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Brett Kulbis	Individual	Oppose	Written Testimony Only

Comments:

Chair Kila and Committee Members,

My name is Brett Kulbis, I'm a 26yr retired Navy Veteran, who took a solemn oath to defend the Constitution from all enemies foreign and domestic, and that oath didn't expire when I retired. I live in Ewa Beach.

I STRONGLY OPPOSE BILL HB-2033.

HB-2033 significantly expands automated enforcement and surveillance while offering only modest, localized safety benefits. By authorizing broad use of automated speed enforcement, automatic license plate recognition systems, and school-bus stop-arm cameras, the bill shifts our traffic system toward camera- and database-driven control rather than officer-observed conduct.

These tools primarily ticket the registered owner, not necessarily the actual driver, weakening the traditional due-process principle that the state should prove who committed the offense before imposing punishment.

Building transportation policy on mass data collection and automated citations is a major change in the relationship between citizens and government, and HB-2033 makes that shift without sufficient safeguards, sunset provisions, or independent oversight.

HB-2033 also risks creating a self-funding enforcement machine that depends on fines to sustain itself. The bill directs fine revenues into special funds and system maintenance, tying the financial health of new enforcement technologies to continued or expanded ticket volume. That is a structural incentive to prioritize locations and strategies that generate the most citations rather than those that produce the greatest safety gains.

At the same time, the bill increases penalties and adds new mandates on vehicle dealers and owners—such as required front plate mounting equipment and steeper fines and community-service requirements—placing additional burdens on law-abiding residents and small businesses who are already struggling with high costs. A system that leans more on automated fines and technical violations than on personal responsibility and targeted enforcement undermines trust and the perception of fairness.

Finally, this measure does not address the underlying causes of dangerous driving behavior it seeks to combat. Street racing and “street takeovers” are driven by culture, lack of legal venues, and weak enforcement of existing laws, not by an absence of statutes or cameras.

Likewise, widespread speeding and noncompliance with inspection and registration requirements stem from broader issues of road design, education, and affordability. Instead of investing primarily in surveillance infrastructure, the Legislature should prioritize proven, less intrusive solutions: better road engineering at known high-risk locations, focused in-person enforcement against the worst offenders, and targeted education and outreach.

For these reasons, I urge you to defer HB-2033 or substantially amend it to remove the automated and owner-based enforcement provisions and to focus on measures that enhance safety while respecting privacy, due process, and limited government.

Respectfully,

Brett Kulbis