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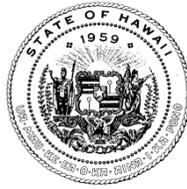
STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF TRANSPORTATION | KA ʻOIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Thursday, February 19, 2026
9:00 a.m.
State Capitol, 430

HB2057
RELATING TO APPROPRIATION TO THE DEPARTMENT OF INFORMATION
TECHNOLOGY OF THE CITY AND COUNTY OF HONOLULU

House Committee on Transportation

The Department of Transportation (DOT)supports H.B. 2057, which appropriates $10,000,000 in state general revenues for fiscal year 2026-2027 as a grant-in-aid to the City and County of Honolulu's Department of Information Technology to upgrade its driver's license and motor vehicle application systems.

The current driver's license and motor vehicle application systems, dating back to the 1970s and operating on antiquated mainframe technology, are in urgent need of modernization. This upgrade is crucial for improving efficiency, enabling better access for law enforcement and motor vehicle departments, and reducing long-term maintenance costs by transitioning to a cloud-based infrastructure.

The DOT recognizes the critical importance of maintaining up-to-date and efficient systems for managing driver's licenses and motor vehicle applications. Modernizing these systems aligns with our ongoing efforts to enhance the overall transportation infrastructure and services in Hawaii. The proposed upgrade will not only improve the user experience for residents but also strengthen the integrity and security of our licensing and registration processes.

Furthermore, this investment in technology infrastructure complements our department's initiatives to expand online services and digital capabilities. As evidenced by our support for recent legislation such as Act 243, SLH 2023, which authorized the renewal of driver's licenses online or by electronic means, we are committed to leveraging technology to provide more convenient and accessible services to the public.
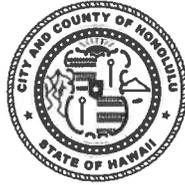
We believe that this significant investment will yield long-term benefits in terms of operational efficiency, cost savings, and improved service delivery to the residents of Honolulu and, by extension, the entire state of Hawaii.

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

RICK BLANGIARDI
MAYOR
MEIA

BRIAN McKEE
DIRECTOR AND CHIEF INFORMATION
OFFICER
PO'O AND KAHU LUNA 'IKEPILI

STEPHEN COURTNEY
DEPUTY DIRECTOR
HOPE PO'O

February 17, 2026

The Honorable Darius K. Kila, Chair
The Honorable Tyson K. Miyake, Vice Chair
 and Members of the Committee on Transportation
The House of Representatives
State Capitol, Conference Room 430
415 South Beretania Street
Honolulu, Hawaii 96813

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

SUBJECT: H.B. No. 2057 – Making an Appropriation to the Department of Information
Technology of the City and County of Honolulu.

The City and County of Honolulu Department of Information Technology (DIT) supports House Bill 2057, which appropriates $10,000,000 as a grant-in-aid to the City and County of Honolulu (City) Department of Information Technology (DIT) for upgrading the driver's license and motor vehicle registration (DL/MVR) application systems.

Current Costs and Legacy Infrastructure

The current system, which supports driver licensing, State ID, and motor vehicle registration, is operated on a legacy mainframe system, established as a Mainframe-as-a Service contract. This contract costs the DIT $2,900,000 yearly, with the State of Hawaii providing $900,000 per year for application and database development staff assigned within DIT.

Why the Legacy Mainframe Must Be Replaced

1. **Technical debt** – The core applications are written in Common Business-Oriented Language (COBOL) that is now over 30 years old; documentation is sparse and only a handful of senior programmers with COBOL competency remain in the City. Any change request is therefore risky, expensive and time-consuming.

2. **Citizen expectations** – Residents desire on-demand, continuously operating self-service portals, mobile driver's licenses, instant fee payment and real-time access to records—capabilities our existing batch-oriented mainframe cannot provide.

3. **Operational inflexibility** – Adding new business rules, integrating with insurers, dealers or law-enforcement agencies, and complying with emerging regulations all require extensive COBOL rewrites and long batch windows.

4. **Cost and sustainability** – Combined county and State staff expenditures exceed $3.8 million annually; hidden integration, security-hardening and data-quality costs further inflate the budget. A modern cloud platform would dramatically reduce on-going hosting, maintenance and staffing expenses.

5. **Security & compliance gaps** – The current mainframe does not meet today's NIST/FedRAMP or DPPA (Driver's Privacy Protection Act) audit-trail standards, exposing the State to potential compliance penalties.

6. **Scalability** – Seasonal tourism spikes regularly overload batch processing in the legacy mainframe, causing licensing and vehicle registration renewal delays. Cloud auto-scaling can meet demand instantly.

Alignment with H.B. No. 2057

Section 1 correctly identifies that Hawaii's unique county-managed DL/MVR system is antiquated and that a cloud-based upgrade will improve sustainability, increase efficiency, improve accessibility for the Department of Motor Vehicles or equivalent and law-enforcement partners, and lower maintenance costs. Section 2 authorizes $10 million for fiscal year 2027-2028, matching the preliminary "AZ MAX" migration estimate as researched by DIT (in-house development, vendor advisory, development, cloud hosting, data migration, testing and contingency). This amount is sufficient to:

- Conduct a full architecture design and knowledge-transfer phase.
- Perform the necessary data-cleansing and safe/secure migration of >2 million driver and vehicle records.
- Build the required APIs (Application Programming Interface), mobile-license interfaces and secure web services on a cloud platform that meets FedRAMP-High and DPPA requirements.
- Provide training, testing and change-management resources to ensure a seamless transition for both State, county and public users.

Recommendation

The City and the Department of Information Technology/City and County respectfully urge the Committee to pass the bill as drafted. The $10 million grant-in-aid will enable DIT to replace an aging mainframe with a scalable, secure, cloud-native solution that:

- Delivers the modern, on-demand services that Hawaiians expect.
- Improves security posture and compliance with federal and state standards.
- Positions Hawaii's motor-vehicle services to adopt future innovations such as AI-driven chatbots, electronic titling and API-first data sharing.

If the legislature has concerns with provision of funding via the grant-in-aid process, the City and the Department of Information Technology respectfully requests provision of funding via the Hawaii Department of Transportation to ensure that this critically necessary modernization will still be performed under the oversight of the Hawaii Department of Transportation, who provides state oversight of this system as it relates to driver licensing, State ID, and other functions. The City and the Department of Information Technology would greatly prefer to fund this process via appropriation in order to avoid burdening residents with the costs of additional fees if no appropriation is made to address system modernization.

By approving this appropriation, the Legislature will honor the historic partnership between the State and the City and County of Honolulu while safeguarding a critical public-safety function for the next generation of Hawaiians.

Thank you for this opportunity to provide testimony on H.B. No. 2057.

Sincerely,

Brian C. McKee
Director and Chief Information Officer

DEPARTMENT OF CUSTOMER SERVICES
KA ʻOIHANA LAWELAWE KUPA
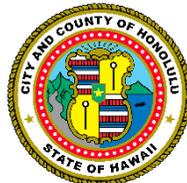# CITY AND COUNTY OF HONOLULU

ADMINISTRATION
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RICK BLANGIARDI
MAYOR
MEIA

KIMBERLY M. HASHIRO
DIRECTOR
POʻO

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE POʻO

February 18, 2026

The Honorable Darius K. Kila, Chair
The Honorable Tyson K. Miyake, Vice Chair
  and Members of the House Committee on Transportation
State Capitol, Conference Room 430
415 South Beretania Street
Honolulu, Hawaiʻi 96813

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

> SUBJECT: H.B. No. 2057 - Making An Appropriation to the Department of Information Technology of the City and County of Honolulu
> HEARING: Thursday, February 19, 2026, 9:00 a.m.

The City and County of Honolulu, Department of Customer Services (CSD), appreciates the opportunity to testify in strong **support** of H.B. No. 2057, which would appropriate funds to the City and County of Honolulu's Department of Information Technology (DIT) for fiscal year 2026-2027 to facilitate upgrades to the State of Hawaiʻi's driver's license and motor vehicle application systems managed and operated by DIT. Pursuant to Section 6-402 of the Revised Charter of the City and County of Honolulu, CSD Division of Motor Vehicles (DMV) administers the driver's license and motor vehicle registration programs for the island of Oʻahu.

DIT has been the long-term steward of the State's driver's license, state identification, and motor vehicle registration system, providing the mainframe platform, facilities and operational staff, as well as up to this point, covering the associated capital and operating costs through its own budget. The counties' ability to deliver secure, efficient, and customer-centered DMV services is directly dependent on the reliability and capability of its core technology systems. The current driver's license and motor vehicle systems were developed decades ago and operate on aging infrastructure and

legacy code that is increasingly difficult to maintain, enhance, and secure. Simply put, the system is not sustainable in the long term.

Although the system is hosted and technically managed by DIT, it is not a Honolulu-only system. All four counties — Hawaiʻi, Maui, Kauaʻi, and the City and County of Honolulu — rely on this same core driver's license, state identification, and motor vehicle registration system every single day to conduct, record, validate, and store transactions. This includes the issuance and renewal of driver's licenses and state identification cards, vehicle registrations, title transfers, and data access by law enforcement. Any system instability, performance limitation, or security vulnerability affects customer transactions statewide, disrupts front-line staff processing in every county, and directly impacts the public's ability to receive essential government services. Modernizing this system is therefore not a county-specific improvement, but a critical statewide investment in continuity of secure operations, public safety, and daily service delivery across Hawaiʻi.

Modernizing these systems will significantly improve operational efficiency for staff by streamlining workflows, reducing manual processing, and minimizing system constraints that slow transaction times. Faster, more intuitive systems allow staff to complete transactions accurately and efficiently, enabling them to focus on customer assistance and complex cases rather than navigating outdated technology.

From a security and compliance standpoint, system modernization is critical to strengthening safeguards against fraud, identity theft, and unauthorized access to protected data. Legacy systems limit the ability to implement modern security controls, monitoring tools, and fraud-detection capabilities. Updated platforms will enhance data protection, improve auditability, and better protect sensitive personal and vehicle information entrusted to county DMVs.

For customers, upgraded systems create meaningful opportunities to expand self-service and remote transaction options. By moving more services online and automating routine transactions, customers can complete business without needing to visit a DMV office, reducing wait times and improving overall access and convenience. At the same time, reduced in-person demand allows DMV offices to operate more efficiently and provide higher-quality service to those who require in-person assistance.

Investment in modernization also positions the counties to remain current with evolving service expectations and regulatory requirements. A flexible, modern system architecture enables future enhancements, integrations, and service innovations without requiring repeated large-scale system replacements.

Finally, workforce sustainability is a growing concern. The current system relies on specialized legacy programming languages that are no longer widely taught or

supported. The few remaining programmers with expertise in these systems are nearing retirement, creating significant operational risk to the system. Transitioning to modern technologies ensures continuity of operations, expands the pool of available technical talent, and reduces dependency on an increasingly limited workforce.

H.B. No. 2057 represents a critical investment in secure, efficient, and future-ready DMV operations. By improving staff efficiency, enhancing customer experience, strengthening security, and ensuring long-term system sustainability, this measure supports the continued delivery of essential public services. For these reasons, the CSD DMV strongly **supports** this bill.

Thank you for this opportunity to provide testimony on H.B. No. 2057.

Sincerely,

for Kimberly M. Hashiro
Director

HB-2057
Submitted on: 2/18/2026 10:59:43 AM
Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Anna Marie Odom	Individual	Oppose	Written Testimony Only

Comments:

Testimony in Opposition to HB2057

Chair, Vice Chair, and Members of the Committee:

I strongly oppose HB2057 unless operational reforms are fully mandated alongside any $10 million modernization funding.

The DMV's problems are not just technological—they are procedural and administrative, and they directly waste citizens' time, money, and patience while creating operational inefficiency at the agency itself.

Sole Proprietor Overreach & Operational Waste

Sole proprietors are required to produce letters granting themselves permission to act on behalf of their own business. A sole proprietor is legally the business. The State already issued their ID and registered their company. Making a business owner leave the DMV to generate redundant documentation that could be verified instantly wastes hours of their time, increases congestion at the DMV, and forces staff to process unnecessary paperwork instead of serving other residents efficiently.

Chain-of-Title Burden Shifting

When qualified buyers purchasing vehicles from licensed auctions such as Copart, citizens are told to provide proof of the seller's authority and, in some cases, prior ownership verification beyond statutory requirements. Regulatory due diligence should not be outsourced to residents. This is an inefficient misuse of both citizen and state resources.

Safety Check Loop

Residents must make multiple trips because safety stations cannot verify registration electronically. This creates unnecessary travel costs, lost time, and operational bottlenecks that could be avoided through integration.

Appointment-Only Access

Appointments are often booked months in advance, yet standby lines still operate. If a document is missing, residents cannot correct the issue same-day—they must reschedule entirely. This rigid system eliminates human discretion, penalizes minor oversights, and reduces overall efficiency.

None of these structural failures are addressed in HB2057.

Before any $10 million is appropriated for modernization, the Legislature must require:

A full operational audit

Integration reform between safety checks and registration systems

Elimination of redundant documentation requirements

Policy clarification on chain-of-title responsibilities

Mandatory customer service and statutory compliance training

Clear fiscal accountability measures

Unless any and all of these reforms are fully addressed, there shall be no blank check written to the DMV for modernization.

Modernization without structural reform will simply digitize dysfunction, waste citizen time, and perpetuate inefficiency.

I urge the Committee to withhold support for HB2057 until these operational and procedural issues are resolved.

Respectfully,

Anna Odom