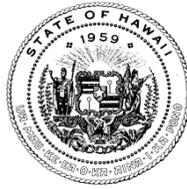


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Tuesday, March 3, 2026  
10:15 AM  
State Capitol, 016

**SB2667,SD1  
RELATING TO TRANSPORTATION**

Senate Committee on Judiciary

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The Hawaii Department of Transportation (HDOT) supports S.B. No. 2667 SD1, which restricts motor vehicles that tow a motor vehicle or trailer from the far-left lane on roads with three or more lanes going in the same direction. This legislation improves safety by prohibiting oversized commercial vehicles and motor vehicles towing trailers from occupying the leftmost lane unless they are actively overtaking or turning left, thereby improving traffic flow and reducing the risk of accidents.

The bill specifically defines “commercial vehicle” in accordance with existing statutes, which excludes vehicles that are simply carrying freight or cargo. It also includes important exemptions for vehicles engaged in turning maneuvers, exiting roads, and those used for public transit, school buses, and emergency services. These exemptions ensure that essential transportation functions are not unduly hindered while still maintaining the intent to enhance road safety.

Additionally, the bill establishes clear penalties for violations, including fines and potential attendance at traffic safety courses, which will encourage compliance and reinforce responsible driving behavior. Importantly, the restriction applies only to counties with a population of 500,000 or more, aligning with the HDOT's understanding that high-density areas experience greater traffic congestion and thus require targeted interventions.

This measure reflects sound transportation policy and supports the HDOT's ongoing efforts to promote safer, more efficient roadways. The inclusion of specific language regarding when such vehicles may legally occupy the left lane particularly during overtaking or turning ensures that the law is both enforceable and practical for drivers and law enforcement alike.

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



**TESTIMONY OF TINA YAMAKI, MANAGING DIRECTOR  
HAWAII TRANSPORTATION ASSOCIATION  
MARCH 3, 2026  
SB 2667 SD1 RELATING TO TRANSPORTATION.**

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

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

HTA Hawaii strongly supports SB 2667 SD1. This measure restricts motor vehicles that tow a motor vehicle or trailer from the far left lane on roads with three or more lanes going in the same direction with exemptions; specifies penalties for restricted motor vehicles who drive in the far left lane on roads with three or more lanes moving in the same direction; and applies restrictions and penalties to a county with a population of 500,000 or more.

In high-density traffic corridors such as those in the City and County of Honolulu, efficient lane discipline is critical to maintaining traffic throughput, minimizing bottlenecks, and improving roadway safety. When vehicles towing trailers or operating as heavier commercial combinations occupy the far left lane without maintaining prevailing traffic speed, they create rolling roadblocks. This disrupts traffic flow, increases unsafe lane changes, and contributes to congestion and rear-end collision risks.

From a transportation systems perspective, the far-left lane functions operationally as a passing or higher-speed flow lane. Vehicles towing trailers, particularly those with load limitations, acceleration constraints, or longer stopping distances are generally not optimized for sustained left-lane travel unless overtaking.

We support specifying that a commercial vehicle or motor vehicle towing a vehicle or trailer may use the far-left lane when:

- The vehicle is able to maintain the prevailing speed of traffic; or
- The vehicle is actively overtaking and passing another vehicle.

This refinement ensures the bill promotes proper lane discipline without creating unnecessary operational restrictions. For example: (1) A fully loaded delivery truck merging to pass a slower-moving construction vehicle should not be penalized if it can safely and temporarily use the left lane; and (2) A commercial vehicle traveling at freeway speed consistent with traffic flow should not be forced into repeated lane changes that could increase risk. This approach balances enforcement with operational efficiency.

We also support expanding the exemption from the far-left-lane restriction to include **all buses**, including tour buses and other commercially operated passenger buses.

On buses frequently transport large volumes of residents and visitors to and from employment centers, hotels, airports, and attractions. Whether operated by public transit or private carriers, buses require predictable routing and lane access for schedule reliability; must maneuver safely around merging traffic and slower vehicles; and serve a public mobility function that reduces overall vehicle congestion.

Restricting buses from using the far left lane in all circumstances could inadvertently increase congestion and reduce transit efficiency. A comprehensive exemption ensures operational flexibility while maintaining roadway safety.

By allowing qualified left-lane use when maintaining speed or overtaking, and expanding the exemption to all buses, the measure will achieve its safety and efficiency goals without unintended operational consequences.

Mahalo for this opportunity to testify.

**SB-2667-SD-1**

Submitted on: 2/25/2026 6:22:23 PM

Testimony for JDC on 3/3/2026 10:15:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2667 SB RELATING TO TRANSPORTATION