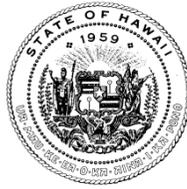


JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



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

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

Tuesday, March 17, 2026  
9:30 am  
State Capitol, 430

**SB2667, SD1  
RELATING TO TRANSPORTATION**

House Committee on Transportation

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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.



*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, March 17, 2026 at 9:30 a.m.  
State Capitol, Conference Room 430 & Videoconference

By

Michelle Acosta  
Deputy Chief Court Administrator, Hawai'i State Judiciary

**WRITTEN TESTIMONY ONLY**

**Bill No. and Title:** Senate Bill No. 2667, SD1, Relating to Transportation.

**Purpose:** 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. Applies restrictions and penalties to a county with a population of 500,000 or more. (SD1)

**Judiciary's Position:**

The Judiciary provides the following comments. As currently written, the measure would take effect immediately upon approval. The Judiciary respectfully requests that the effective date be set no earlier than January 1, 2027. This additional time is critical to ensure proper implementation by the courts which would include necessary updates to the Judiciary Information Management System (JIMS) and to the traffic payment system, and the adjustment of operational resources to account for a possible increase to the traffic court calendar.

Thank you for the opportunity to testify on Senate Bill 2667.



**TESTIMONY OF TINA YAMAKI, MANAGING DIRECTOR  
HAWAII TRANSPORTATION ASSOCIATION  
MARCH 17, 2026  
SB 2667 SD1 RELATING TO TRANSPORTATION.**

Aloha Chair Kila and members of the House Committee on Transportation. 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.

Restricting commercial vehicles to slower lanes increases stop-and-go operation, leading to higher fuel consumption and greater emissions counter to Hawaii's emission-reduction objectives. Modern commercial vehicles commonly operate with governed speeds. Policies based on outdated fleet performance assumptions do not reflect current operational realities. Concentrating heavy vehicles in right lanes contributes to speed variance, vehicle platooning, and increased lane-change conflicts as faster vehicles weave between lanes, elevating crash risk.

Distributing heavy vehicles more evenly across lanes reduces exposure to merge turbulence and improves overall traffic stability.

Buses, including tour buses, reduce the number of individual rental and private vehicles on the roadway, improving person-throughput. Tour buses share key operational characteristics with public and school buses (1) comparable gross vehicle weight; (2) similar acceleration and deceleration performance; (3) long stopping distances; (4) wide turning radii; and (5) operation by commercially licensed professional drivers.

Tour bus drivers are CDL licensed, trained in defensive driving, and subject to hours-of-service regulations, leading to more predictable driving behavior relative to the general driving population. Tour bus operations often involve fixed itineraries, airport transfers, and time-sensitive group travel. Improved travel-time reliability reduces curb congestion, schedule disruptions, and downstream traffic effects.

Smoother operating speeds and reduced stop-and-go conditions improve fuel efficiency and reduce emissions per passenger-mile, while lowering congestion-related idling. Tour buses are operationally indistinguishable from other large passenger buses in traffic flow terms. Providing equal left-lane access promotes safety, flow stability, emissions reduction, and person-mobility efficiency statewide.

For these reasons, we respectfully urge the Committee to pass SB 2667 SD1.

Mahalo for this opportunity to testify.

**SB-2667-SD-1**

Submitted on: 3/12/2026 5:15:11 PM

Testimony for TRN on 3/17/2026 9:30:00 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