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STATE OF HAWAII
OFFICE OF THE PUBLIC DEFENDER

February 4, 2026

SB 2696: RELATING TO TRANSPORTATION

Chair Lorraine R. Inouye, Vice Chair Brandon J.C. Elefante and Members of the Committee on Transportation

The Office of the Public Defender (OPD) **respectfully opposes some parts of SB 2696** which seek to amend Hawai'i Revised Statutes (HRS), Chapter 286 by adding a section dealing with Active intelligent speed assistance systems. While the OPD does share the legislature's concern regarding drivers that violate the law regarding highway speed, we do have concerns about the language used in SB 2696.

First, because the costs of these systems are currently unknown, requiring the use of such systems for some members of the public could become a serious impediment to needed transportation and employment. For those unable to afford the costs of purchase, rental or maintenance of said systems, a prohibition on the use of their vehicle would be highly problematic. Furthermore, employers who utilize affected drivers would be left with a choice of installing said equipment on company vehicles or terminating said employee. If the costs related to the use of said systems is shown to be prohibitive, perhaps the use of said devices should only be required for those that demonstrate a repetitive or habitual disregard for our speeding laws.

Second, the proposed amendments to HRS section 710 which deal with criminal penalties for circumventing or tampering with said speed devices is concerning. As stated in SB 2696, any person that "tamper" with said device would be subject to a misdemeanor offense. This could include the prosecution of auto mechanics and technicians, backyard mechanics and auto racing enthusiasts who use said vehicles for legal off highway speed competitions. This could also result in more individuals being prosecuted for the broad concept of "tampering" with said

devices which would be an unneeded burden on the judicial system and the OPD. Thus, the OPD would suggest the following language be added to the sentence in the proposed subsection (1) after the term 291C:

“and does so with the intention or knowledge to circumvent or aid in the circumvention of any vehicular speed law within the state of Hawaii”. Therefore, with said added language, HRS section 710 can only be used to prosecute those that “tamper” with said system to violate the speed laws within our state.

Thank you for the ability to comment on this measure.



900 FORT ST. MALL, SUITE 1620 • HONOLULU, HI 96813
1-800-880-3394 • 808-695-2416 • SMARTSTARTINC.COM

February 6, 2026

TO: Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante Vice-Chair
And Senate Members of the Committee on Transportation

FR: Debra Coffey, Chief Government Affairs Emeritus
Smart Start LLC, Hawaii Corporate Office

RE: SB 2696, Relating to Transportation and the use of active intelligent speed assistance technology – Support with amendment

I am Debra Coffey, Chief Government Affairs Emeritus for Smart Start LLC, Hawaii Corporate Office. Smart Start has been the vendor contracted by the Hawaii Department of Transportation to install and service alcohol ignition interlocks in Hawaii since 2011. Smart Start will also be offering distribution of active Intelligent speed devices. *I am offering written testimony in support of SB 2696, requesting that the Active definition of Intelligent speed assistance reflect suggested best practices and model legislation as developed by AAMVA, the American Association of Motor Vehicle Administrators.*

Speeding causes roughly one-third of our nation's traffic fatalities, according to the National Highway Traffic Safety Administration (NHTSA). Program participants will be allowed to obtain a restricted license with ISA program participation. This is especially important because about 75 percent of people continue to drive on a suspended license (Source: AAMVA).

ISA technology has been used for more than 30 years on commercial fleets and is emerging as an innovative countermeasure for Super Speeders. As noted in the January 2026 National Conference of State Legislators Legisbrief, the District of Columbia, Virginia, and Washington state have passed similar laws and nearly 20 states are expected to consider ISA for Super Speeders legislation this year.

ISA uses location-based technology to recognize speed limits and prevent the vehicle from operating beyond a pre-set limit as determined by the state. Once that speed limit is reached, the pedal becomes unresponsive and will not allow the vehicle to accelerate further. A temporary speed allowance button can be used, if needed, for a pre-programmed distance and time for safety-related acceleration.

Active ISA technology enables individuals to seamlessly integrate back into their daily routines, facilitating their commute to work, school, and home. It also enhances road safety while providing feedback to the driver to promote safer driving habits.

Speed – A Major Factor in Traffic Deaths

- In 2023, 11,775 deaths — 29% of all traffic fatalities — occurred in speed-related crashes. ([NHTSA](#)).
- Speeding remains a hazard on Hawaii roads. In Hawaii, between 2018 to 2022, speeding accounted for at least 40% of all traffic related fatalities.
- Over 115,000 speeding related enforcement contacts were made statewide between 2019 and 2023.
- A 2023, Hawaii Attitudes and Behaviors Survey, asked participants how often they traveled over the speed limit. 46% responded 10 – 20 mph above the speed limit. 21% responded more than 20 mph above the speed limit. (Source: Hawaii DOT Strategic Highway Safety Plan).
- Speed-related crashes caused \$46.4 billion in economic costs and \$225 billion in comprehensive costs in 2019. Updated for inflation alone, in 2025, the economic costs would be \$58.56 billion and comprehensive costs would be nearly \$284 billion. (Advocates for Highway and Auto Safety 2025 [Roadmap](#))
- High speeds increase crash likelihood. Drivers have less time to react and require a longer distance to stop. Modest increases in speed = large increases in crash energy. ([Families for Safer Streets](#))



In Section 5, page 7, line 7, we respectfully request the committee to consider using the AAMVA model legislation definition of "Active Intelligent Speed Assistance System".

"Active intelligent speed assistance system" means an aftermarket device that actively prevents a motor vehicle from exceeding the applicable speed limit and does not interact with the braking system and is installed in or integrated with a motor vehicle. Active ISA devices determine the applicable speed limit and prevent the vehicle from exceeding that limit, excluding Dynamic Speed zones, using technology such as, but not limited to, integrated location-based technology, digital mapping data, and/or camera-based sign recognition. Active ISA devices include all necessary components for installation, operation, monitoring, and data transmission.

We support this measure and believe it represents an important step toward keeping Hawaii's roads safe.

Thank you for the opportunity to provide testimony in support of this important bill.



February 5, 2026

Hawai'i State Legislature
Senate Committee on Transportation

Re: Testimony Commenting on SB 2696, Relating to Transportation

Aloha Chair Inouye, Vice Chair Elefante, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing with comments on SB 2696, relating to transportation. Beginning with the 2030 model year, this bill requires new passenger vehicles to be equipped with passive intelligent speed assistance systems.

We are concerned that mandating passive intelligent speed assistance systems beginning with the 2030 model year could increase the cost of new vehicles sold in Hawai'i. Advanced driver-assistance technologies often require additional sensors, software, calibration, and ongoing updates, all of which can add to manufacturing and compliance costs. These added expenses could make new vehicles less affordable for Hawai'i residents—particularly for working families, seniors on fixed incomes, and residents in rural areas who rely heavily on personal vehicles for daily transportation.

In addition to affordability, HADA is concerned about the availability and variety of vehicles in the Hawai'i market. Hawai'i is a small, geographically isolated market, and manufacturers already make selective decisions about which models and trims are shipped to the state. A unique or early mandate could lead some manufacturers to delay offering certain models in Hawai'i, limit vehicle options, or prioritize other markets with fewer regulatory requirements. This could reduce consumer choice and place local dealers at a competitive disadvantage compared to mainland markets.

HADA believes it is important to carefully evaluate these potential impacts to ensure that well-intentioned safety goals do not create unintended burdens for Hawai'i consumers. We wish to proactively engage in dialog with policy leaders and hope to serve as a resource for legislators during the session and beyond.

Mahalo for the opportunity to offer comments.

The Hawai'i Automobile Dealers Association is the voice of 71 new car dealerships across the islands, accounting for over 4,000 direct jobs, \$6 billion total sales and more than \$250 million in general excise taxes paid.



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Transportation

02/05/26 3:01 PM

CR 229 & Videoconference

SB2696

RELATING TO TRANSPORTATION

Dear Chair Inouye, Vice Chair Elefante, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2696** which establishes a framework for the use of intelligent speed assistance technology for habitual speeders.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased ten percent between 2023 and 2024 in Hawaii. 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.

According to the National Highway Traffic Safety Administration, [Intelligent Speed Assistance](#) (ISA) technology significantly improves road safety by using GPS and camera data to identify speed limits, reducing speeding-related fatalities by an estimated 20% and, in some trials, reducing speeds over 11 mph by over 60%. Mandatory in new EU vehicles since July 2024, these systems, ranging from advisory alerts to active speed limiting, have proven to increase compliance.

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.

LATE

DATE: February 5, 2026

TO: Senator Lorraine R. Inouye
Chair, Committee on Transportation

Senator Brandon Elefante
Vice Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **S.B. 2696 - Relating to Transportation**
Hearing Date: Thursday, February 5, 2026 at 3:01 p.m.
Conference Room: 229

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **opposition** of S.B. 2696, Relating to Transportation.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

Driver, passenger and pedestrian safety is top priority for automakers who appreciate the state’s efforts to reduce vehicle speeds. However, we are concerned that this measure mandates all new motor vehicles sold in the state, beginning with model year 2030, to have Intelligent Speed Assistance (IAS) systems installed in the vehicle. This could create unintended consequences, such as pushing up the cost of entry-level models, thereby narrowing access to new, safer vehicles for consumers in more price-sensitive segments.

The National Highway Traffic Safety Administration (NHTSA) is actively working on initiatives aimed at improving road safety through the integration of advanced vehicle technologies, specifically Intelligent Speed Assistance (ISA) and Automatic Emergency Braking (AEB) – both of which are aimed at making vehicles safer and reducing accidents.

As of April 2024, NHTSA has initiated two research projects related to ISA. The first project examines the technologies that enable ISA systems to accurately

detect speed limits across various types of roads, and evaluates different approaches for implementing ISA, including passive warnings and active interventions. The second project focuses on assessing consumer acceptance and effectiveness of ISA, using simulators and closed-track tests to gather data that will inform future decisions on its adoption.

Also in 2024, NHTSA finalized a new Federal Motor Vehicle Safety Standard (FMVSS) that will make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks by September 2029. This safety standard is expected to significantly reduce rear-end and pedestrian crashes.

Auto Innovators support efforts to reduce speeding and support a similar bill, S.B. 2429, Relating to Traffic Safety, which gives Hawaii's courts the authority to order the installation of intelligent speed devices on the vehicles of individuals who are habitual and chronic speeders.

For these reasons, we respectfully ask that this measure be held.

Thank you for the opportunity to submit this testimony.

Chair Inouye, Vice Chair Elefante, and Members of the Committee,

My name is Makena Young, and I am the Program Director for Mothers Against Drunk Driving (MADD) Hawaii. MADD respectfully submits this testimony in strong support of SB 2696.

Speeding contributes to roughly one-third of traffic fatalities nationwide, according to the National Highway Traffic Safety Administration (NHTSA). SB 2696 allows eligible individuals to obtain a restricted license through participation in an Intelligent Speed Assist (ISA) program, which is particularly important given that approximately 75 percent of people continue to drive even while their license is suspended, according to the American Association of Motor Vehicle Administrators (AAMVA).

Hawaii and the nation are facing a traffic safety crisis. Since 2019, alcohol-impaired driving deaths have increased by more than 30 percent nationwide, and overall traffic fatalities are at levels not seen in over 15 years. As NHTSA data demonstrates, drunk driving and speeding frequently go hand in hand. In 2022, 38 percent of speeding drivers involved in fatal crashes had a BAC of .08 or higher, compared to 18 percent of non-speeding drivers.

SB 2696 helps address this deadly connection by allowing Intelligent Speed Assist (ISA) as an alternative to license suspension in certain circumstances. ISA ensures drivers comply with posted speed limits while still allowing them to drive legally. The bill retains judicial discretion and offers a fair, balanced approach that prioritizes public safety without being overly punitive.

For these reasons, MADD supports SB 2696 and believes it is a thoughtful, evidence-based proposal that can help save lives on Hawaii's roads.

MADD respectfully urges the Committee to pass SB 2696. Mahalo for the opportunity to submit this testimony.

SB-2696

Submitted on: 2/5/2026 8:15:22 AM

Testimony for TRS on 2/5/2026 3:01:00 PM



Submitted By	Organization	Testifier Position	Testify
Austin Martin	Testifying for Young Americans for Liberty	Oppose	Remotely Via Zoom

Comments:

Aloha!

I am Austin Martin with Young Americans for Liberty, and we oppose this bill.

The requirements proposed here only make the economic and social situation much worse, cutting Hawaii off from future inventory solely on the desire to micromanage individual behavior.

A lot of younger folks in the future will have fewer options and a lot more costs just to own a vehicle.

Please kill this bill.

SB-2696

Submitted on: 2/2/2026 5:11:41 PM

Testimony for TRS on 2/5/2026 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Keoni Shizuma	Individual	Comments	Written Testimony Only

Comments:

While I understand that vehicular safety on our roads is an issue in Hawaii, I do not feel that requiring vehicle warnings system for a driver if they are going 10 miles per hour above (or below) the speed limit is going to help increase road safety. This will not bring about any improvements to the safety of our roads and will be a wasted effort.

The larger more systemic issue that can't, but needs to be addressed is the overcrowding of our islands. The population has gotten too high with too many vehicles on our roads. We seen this alleviate during COVID when people stayed home from work. Our roads were feeling safe again like how it previously did decades before. Less tourists resulted in less unsure and distracted drivers, which resulted in safer roads. That is the larger issue that needs to be addressed to improve the safety of our roads.

Creating incentives to curb the use of our roads by businesses and schools would also be helpful and improve safety of our roads. This would decrease the amount of vehicles on the road, increasing the safety. Incentives for companies to have employees work from home instead of being required to go in to the office, establishing offices in more rural location (Kapolei, Wahiawa, Kaneohe, etc) would also disperse the traffic throughout our islands, thus increasing road safety.

I do believe that putting in a warning notification if a driver is going 20 mph over the speed limit does make sense, as a matter of convenience and less of a matter of safety. This would bring about general awareness of ones speed, but I do not think it will improve the safety of our roads.

Mahalo for your consideration,

Keoni Shizuma

SB-2696

Submitted on: 2/3/2026 8:30:39 AM

Testimony for TRS on 2/5/2026 3:01:00 PM

Submitted By	Organization	Testifier Position	Testify
Victor K. Ramos	Individual	Oppose	Written Testimony Only

Comments:

OPPOSE this bill. You will hurt vehicle sales in Hawaii and make vehicles more unaffordable. In addition, to making non compliance a CRIMINAL OFFENSE is ABSOLUTELY mind boggling

SB-2696

Submitted on: 2/5/2026 9:23:47 AM

Testimony for TRS on 2/5/2026 3:01:00 PM

LATE

Submitted By	Organization	Testifier Position	Testify
Ryan Willis	Individual	Oppose	Written Testimony Only

Comments:

Absolutley crazy OVERREACH.

I STRONGLY oppose SB2696