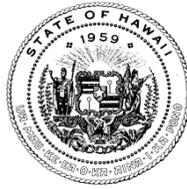


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
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STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

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

SB2812
RELATING TO TRANSPORTATION SAFETY

Senate Committee on Judiciary

The Department of Transportation (DOT) is in strong support of S.B. 2812, relating to driver license testing and penalties for excessive speeding and habitual driving under the influence.

This bill proposes two significant changes to enhance road safety. First, it requires driver license applicants to be tested on the dangers that larger motor vehicles present to pedestrians and bicyclists. Second, it mandates that individuals convicted of excessive speeding or habitually driving under the influence must pass a driver's license examination following each offense.

The DOT strongly supports these measures as they align with our mission to provide a safe transportation system for all road users. The inclusion of testing on the dangers of larger vehicles to vulnerable road users is a critical step in raising awareness and promoting safer driving behaviors. This knowledge is essential in our increasingly multimodal transportation landscape, where interactions between vehicles, pedestrians, and cyclists are frequent.

Furthermore, requiring re-examination for those convicted of excessive speeding or habitual DUI offenses serves as both a deterrent and an educational tool. This measure ensures that these high-risk drivers demonstrate their knowledge and ability to operate a vehicle safely before regaining their driving privileges. It reinforces the serious nature of these offenses and their potential consequences on public safety.

The DOT believes that these proposed changes will contribute significantly to our ongoing efforts to reduce traffic fatalities and serious injuries on our roads. By focusing on education and accountability, we can work towards changing behaviors and creating a culture of safety among all road users.

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

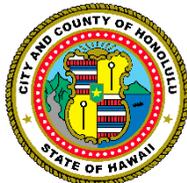
DEPARTMENT OF CUSTOMER SERVICES
KA 'OIHANA LAWELAWE KUPA
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KIMBERLY M. HASHIRO
DIRECTOR
PO'O

MEGAN JOHNSON
DEPUTY DIRECTOR
HOPE PO'O



February 27, 2026

The Honorable Karl Rhoads, Chair
The Honorable Mike Gabbard, Vice Chair
and Members of the Senate Committee on Judiciary
State Capitol, Conference Room 016
415 South Beretania Street
Honolulu, Hawai'i 96813

Dear Chair Rhoads, Vice Chair Gabbard, and Members of the Senate Committee on Judiciary:

SUBJECT: S.B. No. 2812 - Relating To Transportation Safety
HEARING: Tuesday, March 3, 2026, 10:15 a.m.

The City and County of Honolulu, Department of Customer Services (CSD) respectfully offers **comments** to S.B. No. 2812 for your committee's consideration. 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 licensing program for the island of O'ahu. While CSD appreciates the intent of the proposed legislation, we have concerns regarding its application and its legal implications.

While CSD understands and supports the intent of S.B. No. 2812, implementation will require significant coordination between the Judiciary and the DMV statewide.

Under the bill, individuals convicted of excessive speeding or habitually operating a vehicle under the influence of an intoxicant will be required to pass a driver's license examination before the person may apply for and the examiner of drivers may grant to the person a new driver's license, as outlined in Sections 3 and 4 of the measure. For this requirement to be effectively enforced, DMV systems must be able to clearly identify when a court order triggers the examination requirement and when that requirement has been satisfied.

At present, DMV does not have an automated mechanism to flag driver records specifically for a mandatory re-examination tied to these offenses. Implementation would require:

- Development of a system interface with the Judiciary to ensure accurate and timely transmission of conviction data and court-ordered requirements.
- Modifications to DMV driver licensing systems to ensure that driver records reflect the mandatory reexamination requirement before relicensing. DMV systems must be programmed so that no license can be issued until both the revocation period has expired and examination requirements have been satisfied.
- Staff training and updated procedures across all service locations to ensure uniform enforcement.

CSD also notes that clear court orders remain critical. The period of revocation must be expressly stated so DMV can accurately calculate eligibility for reexamination and relicensing. DMV does not have discretion to modify a court-ordered revocation and relies on precise judicial direction to ensure proper administration.

Also, without a coordinated system between the Judiciary and DMV statewide, there is a risk of inconsistent application or administrative delays.

Additionally, system development, testing, and implementation will require dedicated time and technical resources. Given existing project priorities and operational demands, CSD would need sufficient lead time and funding to design, program, test, and deploy the necessary enhancements. Immediate implementation would not be feasible without impacting other critical DMV services.

An adequate amount of time will be required to initiate communications and coordinate efforts with the State Judiciary, the City and County of Honolulu's Department of Information Technology, and the counties of Hawai'i, Kaua'i, and Maui, regarding implementation of all necessary administrative procedures and updates; funding to support additional staffing; funding for information technology upgrades; and the establishment of data-sharing arrangements with the Judiciary.

Thank you for this opportunity to provide **comments** on S.B. No. 2812.

Sincerely,

for Kimberly M. Hashiro
Director

Law Office of Georgette A. Yaindl, LLLC
Georgette Anne Yaindl 8940
P.O. Box 307
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March 1, 2026

Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair
Committee on Judiciary
The Senate
33rd Legislature, State of Hawai'i

via: <http://www.capitol.hawaii.gov>

Dear Committee leadership and members,

Re: **SUPPORT FOR SB2812 RELATING TO TRANSPORTATION
SAFETY**

DATE: Tuesday, March 3, 2026
TIME: 10:15 a.m.
PLACE: Conference Room 016 & Videoconference
State Capitol
415 South Beretania Street

I write in strong support of each and every proposed amendment to HRS § 286-108 (examinations); § 291C-105 (“Excessive Speeding”), and § 291E-61.5 (Habitual DUI).

However, whether the threat of having to retake the drivers ed exam or whether drivers ed actually changes deadly, scofflaw behavior is speculative, at best. But the threat and reality of seizure of the vehicle used in the commission of the habitual crime is not. Please consider making provision for application of chapter 712A Forfeiture in this bill, as execution of Article 9, section 10 of the State of Hawai'i Constitution (Kanawai Mamalahoe). Mahalo.

Thank you for your consideration of this testimony.

Sincerely,

/s/ Georgette A. Yaindl
GEORGETTE ANNE YAINDL



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Judiciary

March 3, 2026 10:15AM
Conference Room 016 & Videoconference

SB2812 Relating to Transportation Safety

Dear Chair Rhoads, Vice Chair Gabbard, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2812**, which requires testing of driver license applicants on the dangers that larger motor vehicles present to pedestrians and bicyclists. Requires persons who commit the offense of excessively speeding or habitually driving while intoxicated to pass the driver license examination for each offense.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased over twenty (20) percent in Hawaii, and over sixty (60) percent on Oahu, from 2024 to 2025. As the bill states, vehicles with taller hood heights involved in a crash may result in a greater chance of serious injury or death upon impact as it is closer to the head or torso compared with lower vehicles. Researchers with the [Insurance Institute for Highway Safety](#) studied data for nearly 18,000 pedestrian crashes and found that vehicles with a hood height greater than 40 inches are 45% more likely to cause fatalities than shorter vehicles with a hood height of 30 inches or less.

Safety expert and author of [Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America](#), Angie Schmitt, who was a guest speaker at OahuMPO's Transportation Forum in January, highlighted the risk of large hood heights in her presentation. She shared that the front ends of some of the best-selling cars in the United States (full-size pickups, which we also see here in Hawaii) are as high as 55 inches. She explained that this produces huge forward blind zones that are especially dangerous to children, who are some of our most vulnerable users. They are smaller and less visible to drivers, have less developed hazard perception skills, and may act unpredictably in traffic situations.

Furthermore, nearly [a third of traffic deaths in Hawaii](#) are the result of impaired driving, where drivers have a Blood Alcohol Concentration of 0.08 or higher. This statistic puts Hawaii in the bottom quarter of all states with regard to impaired driving fatalities. Thus, reexamination puts further protocols in place to prevent potentially dangerous drivers

from immediately returning to the roadways while ensuring they are aware of the rules and laws to operate a vehicle safely.

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.

SB-2812

Submitted on: 2/25/2026 6:55:03 PM

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

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

Comments:

I, Johnnie-Mae L. Perry, Support w/comments

Primary vehicle for driving exam, revised fee/surcharge from \$25 to \$50, \$100 to \$150, \$750 to \$850, \$1000 to \$1100, community service 36 hours to 40 hours.

NOTE: Grams of alcohol is being considered to be change from .08 to .05 in this session.

2812 SB RELATING TO TRANSPORTATION SAFETY.