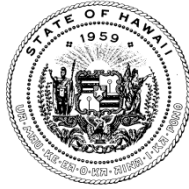


JOSH GREEN, M.D.
GOVERNOR



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO
JAMES KUNANE TOKIOKA

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 7, 2023
2:00 P.M.
State Capitol, Teleconference

H.B. 480
RELATING TO HIGHWAY SAFETY

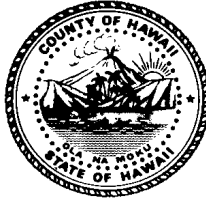
House Committee on Judiciary & Hawaiian Affairs

The Department of Transportation (DOT) would like to **provide comments** regarding H.B. 480 which defines special interest vehicles as vehicles that are at least 35 years old, or vehicles modified to resemble vehicles that are at least 35 years old.

The DOT recommends the definition of special interest vehicle be clarified with input from representatives from the four county's Motor Vehicle Registration Programs and the Periodic Motor Vehicle Inspection Program to better define special interest vehicles and its requirements. The lack of a clear definition may lead to confusion and misinterpretation of vehicles that can be included.

Thank you for the opportunity to provide testimony.

From the office of -
Council Member
District 3



Office: (808) 961-8396
Fax: (808) 961-8912
Email: sue.leeloy@hawaiicounty.gov

SUSAN L.K. LEE LOY

25 Aupuni Street, Hilo, Hawai'i 96720

February 6, 2023

The Honorable Representative David Tarnas, Chair
The Honorable Representative Gregg Takayama, Vice-Chair
Members of the House Committee on Judiciary and Hawaiian Affairs

Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

Re: Support for HB 480 relating to Highway Safety

Aloha Chair Tarnas, Vice-Chair Takayama, and Members of the Committee on Judiciary and Hawaiian Affairs:

Mahalo for the opportunity to testify in strong support of HB 480, relating to highway safety.

In my discussions with Hawai'i County's classic car community members, it has become clear that they face many challenges. As it stands, current statutes limit those who qualify with vehicles that are considered "classic" or special interests and do not consider the aging of vehicles, including those that have been made after 1968.

I share your concern about highway safety and understand the need to amend provisions relating to street rod vehicles and street rod replica vehicles. This bill amends language which could compromise the value and integrity of a vehicle that is considered classic. The decisions and direction set through this endeavor will directly impact those who collect, restore, or build these vehicles for generations to come.

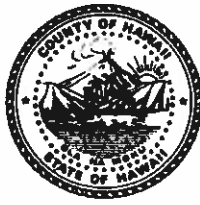
Mahalo, again, for the opportunity to recognize community-driven causes and provide testimony in support of HB 480. By partnering and focusing our efforts, we will make the best use of our resources and develop viable solutions for a more efficient and effective system that allows the art of preserving classic cars to thrive.

Aloha Piha,

A handwritten signature in black ink, appearing to read "Susan L.K. Lee Loy". The signature is fluid and cursive, with the first name "Susan" written in a larger, more prominent script than the last name "Lee Loy".

Susan "Sue" L.K. Lee Loy
Council Member, County of Hawai'i, District 3
Chair, Policy Committee on Infrastructure and Assets

Mitchell D. Roth
Mayor



Deanna S. Sako
Director

Diane Nakagawa
Deputy Director

County of Hawai'i

Finance Department

25 Aupuni Street, Suite 2103 • Hilo, Hawai'i 96720
(808) 961-8234 • Fax (808) 961-8569

February 6, 2023

The Honorable David A. Tarnas, Chair
and Members of the House Committee on Judiciary & Hawaiian Affairs
Hawai'i State Capitol
415 South Beretania Street, Room 442
Honolulu, Hawai'i 96813

RE: HB480, RELATING TO HIGHWAY SAFETY

Thank you for this opportunity to testify in Support of HB480. However, the County of Hawai'i request the following changes:

- Eliminate the term "street rod" and "street rod replica" and replace with "special interest vehicle" and "special interest vehicle – replica";
- Re-define Special Interest vehicle to mean a vehicle of any age, "that because of its significance, is being collected, preserved, restored or maintained by a collector";
- Remove all references to 35 years;
- Add, a vehicle must meet safety standards that were in effect at the time of manufacture.

We have attached a draft of Hawai'i Revised Statutes §286-26.5 with revisions we are requesting.

We also request changes be made to §286-41 (c) and §286-42 (e) as it refers to the term street rod and street rod replica.

Deanna S. Sako
Director of Finance and Chief Procurement Officer

§286-26.5 Special interest vehicles. (a) As used in this section:

"Collector" means an owner of one or more vehicles, including parts vehicles, who collects, purchases, acquires, trades, or disposes of a vehicle or its parts, for the owner's own use, to preserve, restore, and maintain the vehicle or another vehicle for hobby or historical purposes.

"Parts vehicle" means a vehicle that is owned by a collector to furnish parts for the restoration or maintenance of a special interest vehicle.

"Street rod Special Interest Vehicle - replica vehicle" means a vehicle that was assembled from a manufactured kit, either as:

- (1) A complete kit to construct a new vehicle consisting of a prefabricated body and chassis;
- (2) ~~Components manufactured before 1968; or~~
- (3) ~~Components manufactured after 1967 to resemble a vehicle manufactured before 1968;~~

and that has been modified in its body style or design through the use of nonoriginal or reproduction components, such as the frame, engine, drive train, suspension, or brakes, in a manner that does not adversely affect its safe performance as a motor vehicle or render the vehicle unlawful for use on public highways.

"Street rod Special Interest vehicle" means a vehicle that was of any age, that because of its significance, is being collected, preserved, restored or maintained by a collector:

- (1) ~~Manufactured before 1968; or~~
- ~~(2) Manufactured after 1967 to resemble a vehicle manufactured before 1968;~~

and that has been modified in its body style or design through the use of nonoriginal or reproduction components, such as the frame, engine, drive train, suspension, or brakes, in a manner that does not adversely affect its safe performance as a motor vehicle or render the vehicle unlawful for use on public highways. The term does not include a motorcycle, an antique vehicle, or a restored vehicle.

(b) ~~If a street rod vehicle was manufactured before 1968 and has been modified in body style or design, the make and year of the vehicle shall be the year the vehicle most nearly resembles. If a street rod vehicle was manufactured after 1967 to resemble a vehicle manufactured before 1968, the body type of the vehicle shall be street rod special interest vehicle or "STRDIV".~~

(c) A state vehicle identification number shall be issued to a street rod special interest vehicle ~~that was manufactured after 1967 to resemble a vehicle manufactured before 1968~~, when no vehicle identification number is present on the vehicle; when more than one vehicle identification number is present on the vehicle; or when the vehicle identification number is absent from the body or frame, or both, of the vehicle. The state vehicle identification number shall be assigned by the director of finance of the county in which the vehicle resides;

provided that not more than one hundred vehicle identification numbers shall be issued annually.

To obtain a state vehicle identification number under this subsection, the owner of a ~~street rod special interest vehicle that was manufactured after 1967 to resemble a vehicle manufactured before 1968~~ shall provide:

- (1) A title of ownership from the previous owner of the vehicle's body or frame;
- (2) A bill of sale or invoices for all major parts used in the modification of the vehicle; and
- (3) A weight certificate issued by a state-certified scale for the actual weight of the vehicle.

(d) Notwithstanding any other law to the contrary:

(1) A vehicle must meet safety standards that were in effect at the time of manufacture.

(2) Street rod Special Interest vehicles and street rod Special Interest Vehicle - replica vehicles manufactured prior to the implementation of the Federal Motor Vehicle Safety Standards shall be equipped with the following equipment:

- (A) Hydraulic service brakes on all wheels;
- (B) Sealed beam or halogen headlights;
- (C) Turn signals and a turn signaling switch;
- (D) Safety glass or lexan windshield;
- (E) Electric or vacuum windshield wiper located in front of the driver;
- (F) Standard or DOT/SAE-approved tail lights;
- (G) A parking brake that operates on at least two wheels on the same axle; and
- (H) Seat belt assembly as provided in section 291-11.6;

(2) Street rod Special Interest vehicles and street rod special interest vehicle - replica vehicles shall be equipped in such a manner that no part of a vehicle, other than the vehicle's tires, will make contact with the surface of a flat highway when the vehicle is operated on the same;

(3) Bumpers, hoods, door handles, and fenders shall be optional equipment on street rod special interest vehicles and street rod special interest vehicle - replica vehicles; and

(4) ~~Bumpers, hoods, door handles, and fenders shall be optional equipment on vehicles manufactured before 1968, and on vehicles manufactured after 1967 to resemble a vehicle manufactured before 1968.~~

In the event of a conflict between this subsection and equipment requirements specified in chapters 286, 291 and 291C, this subsection shall control.

(e) If a street rod special interest vehicle - replica vehicle was assembled from a manufactured kit as a complete kit to construct a new vehicle consisting of a prefabricated body and chassis, the year of the vehicle shall be the year the

vehicle resembles as reflected on the manufacturer's certificate of origin. If a street rod special interest vehicle - replica vehicle was assembled from a manufactured kit ~~as components manufactured before 1968 or components manufactured after 1967 to resemble a vehicle manufactured before 1968~~, the year of the vehicle shall be the year the vehicle resembles as reflected on the manufacturer's certificate of origin. ~~The certificate of title for a street rod replica vehicle shall be for the make and year the vehicle resembles, and the body type of the vehicle shall be street rod vehicle replica (STRD-RPLC).~~

(f) The state vehicle identification number of a street rod special interest vehicle - replica vehicle that was assembled from a manufactured kit as a complete kit to construct a new vehicle consisting of a prefabricated body and chassis shall be taken from the manufacturer's certificate of origin. The state vehicle identification number shall be assigned by the director of finance of the county in which the vehicle resides; provided that not more than one hundred vehicle identification numbers shall be issued annually.

~~The state vehicle identification number of a street rod replica vehicle that was assembled from a manufactured kit as components manufactured before 1968 or components manufactured after 1967 to resemble a vehicle manufactured before 1968, shall be taken from the manufacturer's certificate of origin or provided by the director of finance of the county in which the vehicle resides.~~

To obtain a state vehicle identification number under this subsection, the owner of a street rod special interest vehicle - replica vehicle shall provide:

- (1) Ownership documents from the manufacturer of the kit or components;
- (2) All shipping and freight documents for the kit or components; and
- (3) A weight certificate issued by a state-certified scale for the actual weight of the vehicle.

(g) A state vehicle identification number shall be issued to a street rod special interest vehicle - replica vehicle when the vehicle identification number is absent from the body or frame, or both, of the vehicle; or when the vehicle identification number is absent from the manufacturer's certificate of origin. The state vehicle identification number shall be assigned by the director of finance of the county in which the vehicle resides; provided that not more than one hundred vehicle identification numbers shall be issued annually. [L 1997, c 246, §2; am L 2004, c 126, §2]

HB-480

Submitted on: 2/4/2023 8:59:08 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Cainin Francis	Individual	Oppose	Written Testimony Only

Comments:

I support vehicles that are 35 years and older classic vehicles.

HB-480

Submitted on: 2/4/2023 9:40:34 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kaliko Trusdell	Individual	Support	Written Testimony Only

Comments:

I support HB480

HB-480

Submitted on: 2/4/2023 9:47:23 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tyler	Individual	Support	Written Testimony Only

Comments:

I support vehicles 35 years or older being considered as classic vehicle.

HB-480

Submitted on: 2/4/2023 11:39:49 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tommy Brown	Individual	Support	Written Testimony Only

Comments:

I fully support this bill and agree that 35 years or older should be considered a classic by the State of Hawaii and not just 1967 and older vehicles. All major classic vehicle insurance companies currently consider a vehicle 25 years and older a classic. The change of 35 years and older makes more sense than having a set year of 1967 and continuously asking the State to add years on for classic cars to be considered classic. Lets help Hawaii to become a more classic car friendly state.

HB-480

Submitted on: 2/5/2023 9:38:24 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Alan Medeiros	Individual	Support	Written Testimony Only

Comments:

As a Automobile enthusiasts and hobbieist, I am in favor of Bill HB480

HB-480

Submitted on: 2/5/2023 11:18:00 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Shawn Okumura	Individual	Support	Written Testimony Only

Comments:

I support vehicles 35 years and older to be considered classic cars.

HB-480

Submitted on: 2/5/2023 11:28:37 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tysen	Individual	Support	Written Testimony Only

Comments:

I fully support this bill and agree that 35 years and older should be considered a classic vehicle and not just 1967 and older vehicles. As time goes on the 1967 and older rule becomes too old to make any sense and the rule will have to keep being updated by 20 or 30 years. But why do that when you can just have a simple 30-35 years or older rule that keeps up on its own? Most classic car insurance companies consider 25 years and older vehicles classic cars and will insure a vehicles based on this. I currently own a 1991 vehicle that has Grundy classic car insurance on it. Pass this bill and help Hawaii become a classic car friendly state for once like most other states in the US already are.

HB-480

Submitted on: 2/5/2023 8:15:27 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kenneth D Pasco	Individual	Support	Written Testimony Only

Comments:

I support the bill and think a classic vehicle should be 35 years and older and not just 1967 and older.

HB-480

Submitted on: 2/6/2023 8:44:20 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Charlynn Matsui	Individual	Support	Written Testimony Only

Comments:

I support bill HB480.

I believe that in the state of Hawaii Classic cars should be 35 years and older.

HB-480

Submitted on: 2/6/2023 3:03:00 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Eric Troutman	Individual	Support	Written Testimony Only

Comments:

Vehicles 30 Years old or older shouldn't have to be devalueized by messing up their Titles just cause a customization has been done, a classic is a classic, Period !!!!

HB-480

Submitted on: 2/6/2023 3:51:16 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Eddy Cuba	Individual	Support	Written Testimony Only

Comments:

I support this bill and wonder what really took so long to make this happen. We need more classic cars on the road in Hawaii.

HB-480

Submitted on: 2/6/2023 4:09:43 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tyler Brown	Individual	Support	Written Testimony Only

Comments:

I completely support this bill and feel like vehicles should be considered classics at 35 years and older and not a random set year like 1967 and older. It just makes more sense and im not sure who come up with the year 1967 and older considering classic vehicles. I own a 1969 Camaro and I consider it a classic car vehicle and so does my classic car insurance company.

HB-480

Submitted on: 2/6/2023 4:29:28 PM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Charles Lewis Jr.	Individual	Support	Written Testimony Only

Comments:

Aloha!

I am in support of this bill HB 480 because all I have ever known is, classic cars. My father, his siblings and his friends refurbish, build, and collect classic cars. It is not just for show, but more importantly an investment for the future. These cars are almost like guaranteed savings where over time the interest cannot compare to what you would get in a bank. By limiting the years that are considered classic, you jeopardize the value of the car by forcing modifications on them to keep them street-legal and running. This bill addresses the many cars that are considered classic based on their age, not by a set year of build (1868). If you were only considered a senior with benefits if you were born in 1968 or earlier, we would have many aging seniors that could not receive the benefits they deserve as they reach their golden years. Can you imagine that type of system? That is what is being done to vehicles that deserve to be handled in a way that honors their test of time.

Not only does it affect the ability to keep true to their era and pass safety inspections, but also obtain classic car insurance which is insured in a completely different manner, condition, and value system. If the car were to be taken to a Barrett-Jackson auction, it would not qualify with the way Hawaii labels and handles these vehicles. You might as well burn the money in the bank and say goodbye to an investment that you have taken time, money, and energy to preserve.

If these corrections are not made, those who collect, restore and/or build these types of vehicles, will be unable to obtain safety checks that honor the differences in safety features from its original build. By leaving it the same, cars which are made after 1968, would need to be modified to fit the safety requirements needed for an annual safety check. This practice greatly compromises the value and integrity of a vehicle that is considered classic in other parts of the nation and world.

HB 480 makes corrections to the current law. Without the change, the beautiful art of preserving classic cars for generations to come may not continue. This will also mean that the investments made in this area stop, which directly affects local businesses and future sales of these precious collections. Over the course of only two weeks, a [petition](#) gained 146 signatures to support this bill. It may not seem like a lot but if you went door to door, to the many owners who don't use technology in the State of Hawaii, I can guarantee, there would be many times more in support.

Please correct this flaw to ensure that cars that have earned their classic title get treated that way.

HB-480

Submitted on: 2/7/2023 8:34:05 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kenneth Pasco Jr	Individual	Support	Written Testimony Only

Comments:

I support bill HB480.

I agree classic cars in Hawaii should be 35 yrs and older.

HB-480

Submitted on: 2/7/2023 9:02:31 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jason Sanborn	Individual	Support	Written Testimony Only

Comments:

I am in support of HB480.

Our classic cars are not just transportation vehicles, they are also involved with community service projects, parades, etc. We look at our cars as our hobby, sport and a way for us to spend time with family and friends.

There are many small businesses that also depend on building custom cars and restoring classic vehicles.

HB-480

Submitted on: 2/7/2023 11:12:37 AM

Testimony for JHA on 2/7/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ryan Christopher	Individual	Support	Written Testimony Only

Comments:

I support HB480. Older cars should not have to conform to the strict rules newer cars do. There is a very small segment of older cars and special rules should apply so people can still enjoy these pieces of history. My only change would be lowering the age to anything over 25 years not 35 years.

Ryan Christopher

Honokaa HI