

DAVID Y. IGE  
GOVERNOR



CRAIG K. HIRAI  
DIRECTOR

GLORIA CHANG  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER

**STATE OF HAWAII**  
**DEPARTMENT OF BUDGET AND FINANCE**  
P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND  
MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

**WRITTEN ONLY**  
TESTIMONY BY CRAIG K. HIRAI  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE HOUSE COMMITTEE ON TRANSPORTATION  
ON  
HOUSE BILL NO. 2351

**February 9, 2022**  
**10:00 a.m.**  
**Room 423 and Videoconference**

RELATING TO TRAFFIC SAFETY

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill No. 2351 requires the Department of Transportation to deploy speed-monitoring technology, including, but not limited to cameras, to support traffic safety on Kunia Road on O'ahu. The bill also appropriates an unspecified amount of general funds in FY 23 for the purposes of this measure.

B&F notes that, with respect to the general fund appropriation in this bill, the federal Coronavirus Response and Relief Supplemental Appropriations Act requires that states receiving Elementary and Secondary School Emergency Relief (ESSER) II funds and Governor's Emergency Education Relief II funds must maintain state support for:

- Elementary and secondary education in FY 22 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

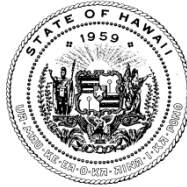
Further, the federal American Rescue Plan (ARP) Act requires that states receiving ARP ESSER funds must maintain state support for:

- Elementary and secondary education in FY 22 and FY 23 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 and FY 23 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

The U.S. Department of Education has issued rules governing how these maintenance of effort (MOE) requirements are to be administered. B&F will be working with the money committees of the Legislature to ensure that the State of Hawai'i complies with these ESSER MOE requirements.

Thank you for your consideration of our comments.

DAVID Y. IGE  
GOVERNOR



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
ROSS M. HIGASHI  
EDUARDO P. MANGLALLAN  
PATRICK H. MCCAIN  
EDWIN H. SNIFFEN

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

February 9, 2021  
10:00 A.M.  
State Capitol, Teleconference

**H.B. 2351**  
**RELATING TO TRAFFIC SAFETY**

House Committee on Transportation

---

The Department of Transportation (DOT) **supports** H.B. 2351 to deploy speed-monitoring technology on Kunia Road to support traffic safety.

Speed monitoring technology can range from driver feedback signs with radar capability to continuous video surveillance that starts recording when vehicles hit a speeding threshold. The cost of technologies can range significantly.

Based on the route vehicle volumes and crash history, we recommend that driver feedback signs be installed at 5 to 8 locations along the route. The signs will provide speed data to the driver while recording vehicle speeds 24/7. The locations of the installations will be based on the crash history. We further recommend that we supplement speed data with 2 to 4 weeks of video monitoring that is taken at different times throughout the year. Video data will provide information on driver behavior at different crash hot spots.

The information collected will allow the department to determine corridor speeds at different locations, determine driver behavior that may compromise safety, determine and implement safety measures that improve safety of the route (as necessary), and make recommendations to the legislature on long term safety improvements based on data.

We estimate the above recommended approach will cost approximately \$1,000,000.00

Thank you for the opportunity to provide testimony.