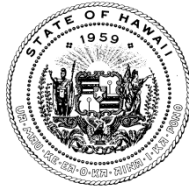


JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

Deputy Directors  
Nā Hope Luna Ho'okele  
DREANALEE K. KALILI  
TAMMY L. LEE  
CURT T. OTAGURO  
ROBIN K. SHISHIDO

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

April 11, 2025  
3:02 p.m.  
State Capitol, Room 225 & Videoconference

**H.C.R 43, H.D. 1**

**REQUESTING THE DEPARTMENT OF LAW ENFORCEMENT AND DEPARTMENT OF TRANSPORTATION TO STUDY THE POSSIBILITY OF A HIGHWAY PATROL AND THE INSTALLATION OF SPEED CAMERAS ALONG MAJOR FREEWAYS AND HIGHWAYS IN PRIMARY AREAS OF SPEEDING, INCLUDING THE IMPACT IT WOULD HAVE ON THE DISTRICT COURTS**

Senate Committee on Transportation and Culture and the Arts  
Senate Committee on Public Safety and Military Affairs

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The Hawaii Department of Transportation (HDOT) **has comments for H.C.R. 43, H.D. 1**, which requests the HDOT and the Department of Law Enforcement (DLE) to study the possibility of a highway patrol and speed cameras along major freeways and highways in primary areas of speeding, including the impact it would have on the district courts.

The HDOT will work with the DLE to determine whether or not a highway patrol and speed cameras along major freeways and highways are possible. Studies have shown that high visibility enforcement does have an impact in reducing undesirable driver behavior. Hawaii's own automated enforcement cameras have shown major reductions in red light violations and believes that the automated speed enforcement will have a similar impact.

Thank you for the opportunity to provide testimony.



*The Judiciary, State of Hawai'i*

**Testimony to the Thirty-Third State Legislature, 2025 Session**

**Senate Committee on Transportation and Culture and the Arts**

Senator Chris Lee, Chair

Senator Lorraine R. Inouye, Vice Chair

**Senate Committee on Public Safety and Military Affairs**

Senator Brandon J.C. Elefante, Chair

Senator Glenn Wakai, Vice Chair

Friday, April 11, 2025, at 3:02 p.m.

Conference Room 225 & Via Videoconference

By:

Michelle D. Acosta

Deputy Chief Court Administrator

District Court of the First Circuit

**WRITTEN TESTIMONY ONLY**

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**Bill No. and Title:** House Concurrent Resolution No.43, H.D. 1

**Purpose:** REQUESTING THE DEPARTMENT OF LAW ENFORCEMENT AND DEPARTMENT OF TRANSPORTATION TO STUDY THE POSSIBILITY OF A HIGHWAY PATROL AND THE INSTALLATION OF SPEED CAMERAS ALONG MAJOR FREEWAYS AND HIGHWAYS IN PRIMARY AREAS OF SPEEDING, INCLUDING THE IMPACT IT WOULD HAVE ON THE DISTRICT COURTS.

**Judiciary's Position:**

The Judiciary takes no position on the merits of this resolution. The Judiciary has concerns regarding the expansion of the automated speed enforcement systems and appreciates the amendments made by the House Committee on Transportation to include in the study the impact a highway patrol and use-of-speed cameras along major highways would have on the district courts.

Thank you for the opportunity to testify on this measure.



**Testimony of the Oahu Metropolitan Planning Organization**

**Senate Committee on Public Safety and Military Affairs  
Senate Committee on Transportation and Culture and the Arts**

**04/11/2025 3:02PM  
CR 225 & Videoconference**

**HCR43 HD1**

**REQUESTING THE DEPARTMENT OF LAW ENFORCEMENT AND DEPARTMENT OF TRANSPORTATION TO STUDY THE POSSIBILITY OF A HIGHWAY PATROL AND THE INSTALLATION OF SPEED CAMERAS ALONG MAJOR FREEWAYS AND HIGHWAYS IN PRIMARY AREAS OF SPEEDING, INCLUDING THE IMPACT IT WOULD HAVE ON THE DISTRICT COURTS.**

Dear Chair Tarnas, Vice Chair Poepoe, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HCR43 HD1** requesting the Department of Transportation and Department of Law Enforcement to study the possibility of a highway patrol and installation of speed cameras along major freeways and highways in primary areas of speeding, including the impact it would have on the district courts.

This resolution would help us achieve 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.

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.

**HCR-43-HD-1**

Submitted on: 4/10/2025 11:07:44 AM

Testimony for TCA on 4/11/2025 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
Master Shelby "Pikachu" Billionaire	Testifying for Kingdom of Hawaiian Islands & Ohana Unity Party	Support	Remotely Via Zoom

Comments:

April 10, 2025

To the Honorable Members of the House of Representatives and Senate  
Thirty-Third Legislature, State of Hawaii  
415 South Beretania Street  
Honolulu, HI 96813

Subject: Revving Up for H.C.R. No. 43 – Highway Patrol and Speed Cameras, CHiPs-Style!

Dear Esteemed Legislators,

I'm zooming with turbo-charged glee to back House Concurrent Resolution No. 43, which calls on the Department of Law Enforcement and Department of Transportation to study a highway patrol and speed cameras on our wildest freeways. Picture this: Ponch and Jon from CHiPs—sunglasses gleaming, motorcycles roaring—patrolling H-1 with a disco beat, cracking down on speed demons! I say we fund this groovy gig with a “speed demon fee” and make our roads safer than a pineapple smoothie on a sunny day. Mahalo for shifting gears toward safety with a wink and a laugh!

Speeding: Our Highway Huli Huli:

- Danger on the Dash: State traffic data screams that speeding's the top villain in motor vehicle fatalities—our roads are turning into a real-life Fast and Furious sequel, minus the cool cars and plus the chaos.
- Congestion Conundrum: Traffic jams and lead feet are risking lives—drivers, bikers, and pedestrians are dodging disaster like they're in a CHiPs chase scene gone rogue.
- Local Cops Overloaded: Our county fuzz are stretched thinner than a Spam musubi wrapper—too few Poncherellos to tame every speeder on the asphalt jungle.

Highway Patrol & Cameras: The CHiPs Magic We Need:

- Ponch & Jon Vibes: A highway patrol—think tan uniforms, mirrored shades, and righteous mustaches—could strut their stuff statewide, leaving local cops free for neighborhood beats.
- Speed Cam Snapshots: Automated cameras catching speeders in the act? That’s CHiPs tech minus the bell-bottoms—proven to slash crashes in other states, letting enforcement boogie with less manpower.
- Courtroom Comedy: Sure, district courts might groan under ticket appeals, but with CHiPs-worthy flair, we’ll sort it faster than Jon can say, “10-4, good buddy!”

#### A Funding Twist with Flair: The Speed Demon Fee:

- Ticket the Turbo Nuts: Slap a \$10-\$20 “speed demon fee” on every speeding fine, funneling cash to hire patrol officers and install cameras. With thousands of tickets yearly, we’re talking hundreds of thousands for the cause!
- Funny Money: Speeders pay to play—ironic justice, like Ponch fining himself for chasing a hottie in a convertible. Funds the fuzz without taxing us law-abiding lei-wearers!
- Groovy Gains: Gear up a patrol squad (maybe \$1M-\$2M startup, per mainland models) and cameras (\$50K each, says tech data)—all while keeping budgets as chill as a Waikiki sunset.

#### HCR 43: A Radical Road Rescue:

This resolution’s call for a study is far-out genius—highway patrol and speed cams could turn our freeways from death traps to disco lanes. Add a speed demon fee, and we’re cruising with Ponch and Jon, bell-bottoms optional, safety mandatory. This ain’t just law—it’s a laugh-filled love letter to keeping Hawai‘i rolling right!

I’d dig a kūkākūkā to rap about this—hit me at [ohanaunitychair@gmail.com](mailto:ohanaunitychair@gmail.com) (mailto:ohanaunitychair@gmail.com). Mahalo nui loa for channeling CHiPs vibes with HCR 43 and making our highways totally tubular!

With boundless Aloha,

Master Shelby "Pikachu" Billionaire, HRM  
Chairman, Ohana Unity Party  
Kingdom of The Hawaiian Islands, H.I.  
[www.ohanaunityparty.com](http://www.ohanaunityparty.com)

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Chair Elefante, Vice Chair Wakai, & PSM Committee:  
Chair Lee, Vice Chair Inouye, & TCA Committee:

I am writing in opposition to HCR 43, HD 1, which makes a request of the Department of Law Enforcement and the Department of Transportation to study the possibility of a highway patrol and the installation of speed cameras along major freeways and highways.

The establishment of a state highway patrol is fundamentally a question for the legislature to decide given the foreseeable dedication of baseline fiscal and human resources in perpetuity. However, county governments, local law enforcement departments, organized labor, and other community stakeholders should also be engaged in prospective deliberations. If formal deliberations are conducted apart from the lawmaking process they should be done in public view, preferably in accord with the state's Sunshine Law and with regular opportunities for input from the general public.

The use of speed cameras, including use on freeways and highways, is a less than judicious policy. Apart from broader concerns regarding automated law enforcement ([including the use of artificial intelligence](#)), the capacity of law enforcement departments to process the [many thousands of tickets that are likely to accrue](#), and the readily foreseeable impacts on working families (including those with younger drivers), there is still a level of legal ambiguity regarding the issuance of tickets solely on the basis of running a license plate number. As such, the onboarding of speed cameras could provide additional economic opportunities for traffic attorneys.

The use of speed cameras on freeways and highways will also capture a significant number of tourists. Many from the continent who are accustomed to speeds that are above the 45 MPH in urban Honolulu county, for example. A post-vacation speeding ticket delivered via mail may deter return visits given the implications for increased insurance rates or potential suspension of licenses.

As with the prospective revenue from Honolulu's red light cameras, proceeds from uncontested automated speeding tickets may quickly far exceed the amounts needed to maintain the enforcement infrastructure. If so, the Legislature should use additional funds to support projects that directly serve those communities where the cameras are present. Those driving long distances in the Western U.S., including along Interstate 5 in Northern California and Oregon, are privy to the unfortunate reality that some localities intentionally create speed traps for the purpose of revenue generation.

Experiences on the continent demonstrate that the use of street speed cameras also [disproportionately impacts those from under-resourced communities](#). It would be unfortunate for policymakers here to discount the deleterious impacts on under-resourced

families, particularly those living in rural areas, who need access to private vehicular transportation for getting to multiple jobs, medical appointments, and attending to the various needs of their children and elder relatives.

Further, the state lacks uniform guidance or statutory parameters regarding the collection, retention, use, access, transfer, and disposal of camera footage and other information, including biometric data, obtained from cameras and other surveillance tools in the context of state and local government operations, contracted service providers, and commercial businesses. Mechanisms to ensure transparency, accountability, oversight, and continual public engagement should also be implemented.

Given the increased use of video surveillance in [urban Honolulu business districts](#), otherwise [under-resourced communities like Pahoa](#), and potential extension to public housing, state policymakers should tread more carefully and endeavor to ensure that fundamental privacy rights recognized under the state constitution are not turned into an operational nullity in the era of uncontested and unconstrained mass electronic surveillance. For example, the provision of biometric information, including fingerprints and facial recognition scans, should not be a prerequisite for the receipt of state-funded services.

Video surveillance footage has been used to punish and evict public housing residents on the continent. [As noted in a 2023 Washington Post article](#):

“Authorities often use surveillance technology, including facial recognition, to punish and evict public housing residents who incur minor lease violations. While these surveillance measures are purportedly intended to enhance residents’ safety, the investigation exposed that they are instead criminalizing and harming public housing residents.

“The disproportionate punishment of public housing residents is not new. Today’s high-tech surveillance practices are a continuation of a decades-long tradition of federally backed and locally implemented surveillance and punishment of public housing residents. During the War on Drugs in the 1980s and 1990s, evictions became a civil corollary to criminal arrest for public housing residents. These policies led to discriminatory eviction rules, guilt by association and a lack of due process.”

Other jurisdictions are also [streaming live public and private video feeds at subsidized housing directly to law enforcement](#). This increases the over-criminalization of residents

who are already disproportionately surveilled, arrested, and otherwise engaged in the criminal legal system.

With a White House that is already trampling upon under-resourced communities with migrants, or those who appear to be migrants, Hawai'i should be wary of providing surveillance mechanisms and data that can be commandeered or otherwise facilitate prospective federal enforcement actions.

One in five Hawai'i residents were born in another country, though it appears that country of origin, green card status, visa status, and even citizenship status are far from dispositive factors in removal and consignment to facilities in other states and nations in a manner that runs afoul of established international human rights law—including the 1984 Convention Against Torture and Other Cruel, Inhuman, or Degrading Treatment or Punishment, 1999 International Convention on the Protection of the Rights of All Migrant Workers and Members of Their Families, and 2006 International Convention for the Protection of All Persons from Enforced Disappearance.

Mahalo for the opportunity to provide testimony.



**HCR-43-HD-1**

Submitted on: 4/9/2025 2:39:50 PM

Testimony for TCA on 4/11/2025 3:02:00 PM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Oppose	Written Testimony Only

Comments:

I oppose this initiative. Using speed cameras cannot, without a doubt, prove the the driver of the vehicle speeding is in fact the registered owner.

TO: Members of the Committees on Public Safety and Military Affairs  
and Transportation and Culture and the Arts

FROM: Natalie Iwasa  
808-395-3233 (Do not Redact)

HEARING: 3:02 p.m. Friday, April 11, 2025

SUBJECT: Resolution HCR43, HD1, Highway Patrol and Speed Cameras - **OPPOSED**

Aloha Chairs Elefante and Lee and Committee Members,

Thank you for this opportunity to provide testimony on Resolution HCR43,HD1, which asks the Departments of Transportation and Law Enforcement to study the possibility of a highway patrol and speed cameras along major freeways and highways in primary areas of speeding, including the impact it would have on district courts.

**A state patrol would be redundant**, as we already have county police departments. If more enforcement is needed, consider providing additional funds to the counties with the stipulation it be used for traffic enforcement.

**And please, no more government-controlled cameras watching members of the public.**

Please vote “no” on HCR43, HD1.