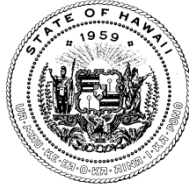


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

February 21, 2025
12:00 p.m.
State Capitol, Room 308

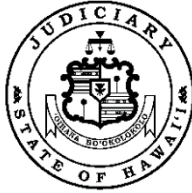
H.B.1166, H.D. 1
RELATING TO AUTOMATED SPEED ENFORCEMENT SYSTEMS PROGRAM

House Committee on Finance

The Hawaii Department of Transportation **supports H.B. 1166, H.D. 1**, appropriates funds out of the State Highway Fund for deposit into the Automated Speed Enforcement Systems Program Special Fund and appropriates funds out of the Automated Speed Enforcement Systems Program Special Fund for fiscal year 2025-2026.

The appropriation is necessary for the implementation of the program.

Thank you for the opportunity to provide testimony.



The Judiciary, State of Hawai'i

Testimony to the Thirty-Third State Legislature, 2025 Session

House Committee on Finance
Representative Kyle T. Yamashita, Chair
Representative Jenna Takenouchi, Vice Chair

Friday, February 21, 2025, 12:00 PM
Conference Room 308 and Via Videoconference

By:

Michelle D. Acosta
Deputy Chief Court Administrator
District Court of the First Circuit

WRITTEN TESTIMONY

Bill No. and Title: House Bill No. 1166, H.D. 1, Related to Automated Speed Enforcement Systems Program

Purpose: Appropriates funds out of the State Highway Fund for deposit into the Automated Speed Enforcement Systems Program Special Fund and appropriates funds out of the Automated Speed Enforcement Systems Program Special Fund for fiscal year 2025-2026. Effective 7/1/3000. (HD1)

Judiciary's Position:

The Judiciary takes no position on the merits of the bill and submits the following concerns for the Legislature's consideration.

House Bill No. 1166, H.D. 1 appropriates funds to establish and maintain the automated speed enforcement systems program. The Judiciary has concerns regarding the volume of citations that may be generated from the establishment and or expansion of the automated speed enforcement systems program.

These automated speed enforcement systems have the capacity to generate a large



volume of citations. These citations must be processed by the district courts statewide. The high volume would likely overwhelm current court resources.

The automated speed enforcement system would likely provide electronic copies of traffic citations to the district courts throughout the state. However, the Judiciary's Information Management System (JIMS) is not currently equipped to pull data from the law enforcement citations and transfer the data into court records. Instead, all of the information in the citations (name, address, driver's license number, location of the offense, vehicle make and model, vehicle license plate, etc.) is manually entered by court staff into JIMS, similar to the way that handwritten notes on a receipt need to be manually entered into a billing system in order to create an invoice. Once that information is manually entered by court staff, court staff then processes requests for hearings and written statements from motorists contesting the citations or explaining mitigating circumstances, schedules court dates, and prepares minutes from court hearings. A dramatic increase in traffic citations would likely overwhelm current court resources, potentially to the detriment of other types of cases heard by District Court.

The Judiciary's Information Technology Systems Department (ITSD) is looking for technological solutions to efficiently receive and process the high volume of electronic citations. This process of researching and procuring the most appropriate solution will require time, coordination with the Department of Transportation, and possibly an appropriation.

The Judiciary requests that any expansion of the automated speed camera system take into consideration the impact on the district courts statewide and allow adequate time for the courts to work with the Department of Transportation. The Judiciary requests that the Legislature consider similar language as House Bill No. 235, H.D. 1, which requires the Department of Transportation to seek public input from the community in selecting locations for expansion and provide a report to the legislature concerning its implementation progress. The Judiciary further requests that the Department of Transportation include the Judiciary's input in its expansion plans.

Thank you for the opportunity to testify on this measure.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Finance

**02/21/25 12:00 PM
CR 308 & Videoconference**

HB 1166 HD1 RELATING TO AUTOMATED SPEED ENFORCEMENT SYSTEMS PROGRAM.

Dear Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1166 HD1** which appropriates funds out of the State Highway Fund for deposit into the Automated Speed Enforcement Systems Program Special Fund and appropriates funds out of the Automated Speed Enforcement Systems Program Special Fund for fiscal year 2025-2026.

This bill supports the 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. Appropriating additional funds would enable the maintenance of the current Automated Speed Enforcement System and expansion of the system to other locations.

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.