

TESTIMONY OF THE STATE ATTORNEY GENERAL TWENTY-FOURTH LEGISLATURE, 2008

ON THE FOLLOWING MEASURE:

S.B. NO. 3234, RELATING TO HIGHWAY SAFETY.

BEFORE THE:

SENATE COMMITTEES ON TRANSPORTATION AND INTERNATIONAL AFFAIRS AND
ON JUDICIARY AND LABOR

DATE: Monday, February 11, 2008 **TIME:** 2:00 PM

LOCATION: State Capitol, Room 224
Deliver to: Committee Clerk, Room 205, 1 copies

TESTIFIER(S): Mark J. Bennett, Attorney General
or Mark K. Miyahira, Deputy Attorney General

ChairS English and Taniguchi and Members of the Committees:

The Department of the Attorney General appreciates the intent of this measure, but is concerned about certain provisions within the bill.

The purpose of this bill is to require installation of an ignition interlock device on the vehicle of a person arrested for operating a vehicle under the influence of an intoxicant that will prevent the person from starting or operating the vehicle with more than a minimal alcohol concentration while the person's case is pending and the person's license is revoked pursuant to chapter 291E, Hawaii Revised Statutes. This bill will also provide for certification of these devices and vendors and creates an indigent fund to pay for the installation and operation of these devices in vehicles of the indigent. The bill will also establish a task force to plan for the implementation of the ignition interlock device program.

The Department appreciates the intent of this measure to establish an ignition interlock implementation task force and a 2010 effective date. These provisions will permit the task force and the Legislature to resolve a number of outstanding issues prior to the implementation of the ignition interlock device program.

The Department is concerned about certain provisions currently within the bill.

In section 5, on page 9, lines 17-19, the bill amends the revocation period of a respondent, whose records shows three or more prior alcohol or drug enforcement contacts during a ten-year period from a lifetime revocation to a maximum revocation of ten years. The bill also shortens the time period when the prior alcohol or drug enforcement contacts may occur from ten years to five years.

The Department opposes these changes as these individuals pose the greatest risk to the safety of the community. If the three or more prior alcohol or drug enforcement contacts during the five years preceding the notice of the current administrative revocation are the result of three or more convictions for operating under the influence of an intoxicant within a five-year period, this individual would be currently facing a charge of habitually operating a vehicle under the influence of an intoxicant, a class C felony. A person convicted under this felony charge would be facing a mandatory license revocation for a period of not less than one year but not more than five years and would not be permitted to drive during this period of revocation in any vehicle, not even a vehicle equipped with an ignition interlock device. Therefore, this amendment could directly conflict with concurrent criminal sanctions. As such, there seems to be no logical reason to downgrade the administrative penalty for these cases from a lifetime revocation to a maximum ten-year revocation.

In section 7, the bill amends section 291E-61, Hawaii Revised Statutes, to permit an individual to operate a vehicle, equipped with an ignition interlock device, during the period of license revocation. However, the ability to operate a vehicle will, in many cases, be hampered by section 287-20, Hawaii Revised Statutes, which prohibits an individual, whose license has been suspended or revoked pursuant to part III of chapter 291E or upon conviction of any offense pursuant to law, to operate a motor vehicle, unless and until the person has furnished and thereafter maintains proof of financial responsibility.

Under the current law, section 287-20, does not apply in circumstances where a license is suspended pursuant to section 291E-

61(b)(1), which includes a first-time offense, or any offense not preceded within a five-year period by a conviction for an offense of operating a vehicle under the influence of an intoxicant or for an offense under section 291E-4. However, as the proposed amendment would revoke the license of a person convicted pursuant to section 291E-61(b)(1), section 287-20, would be applicable. The amendment would prevent an individual from operating a vehicle, equipped with an ignition interlock device, during the one-year period of revocation, until proof of financial responsibility had been furnished.

In section 7, the bill amends section 291E-61, by increasing the period of license revocation. Therefore, for example, a first time highly intoxicated offender would be facing a six-month to one-year license revocation under the administrative driver's license revocation process but would be facing a two-year license revocation pursuant to a criminal conviction. However, section 291E-61(c)(3), states in part that "No license and privilege suspension or revocation shall be imposed pursuant to this section if the person's license and privilege to operate a vehicle has previously been administratively revoked pursuant to part III for the same act." Therefore, an increase in the period of a license revocation pursuant to 291E-61 will have little effect if the person has already been ordered to serve a shorter administrative revocation.

In section 7, the bill also amends section 291E-61, to authorize a court to place a criminal defendant on probation. However, section 706-624.5(2)(a), Hawaii Revised Statutes, states that as a further condition of a sentence of probation, a defendant may be sentenced to serve "five days in petty misdemeanors cases." Therefore, placing a defendant on probation would clearly conflict with the sentencing scheme in section 291E-61(b)(4)(C), where a defendant must be sentenced to serve no less than ten days but not more than thirty days of imprisonment. A sentence of probation may also conflict with the sentencing scheme in section 291E-61(b)(3)(B)(ii), where a defendant

may be sentenced to serve no less than five days but not more than fourteen days of imprisonment.

In section 9, this bill amends section 804-7.1, Hawaii Revised Statutes, to require the court to order a defendant, as a condition of bail, to install an ignition interlock device within 15 days, on any vehicle that the defendant will operate during the defendant's release on bail. There are two minor issues that should be clarified. The amendment may be read to apply only in cases where the defendant has been released on bail instead of also applying to cases where the defendant was released on recognizance or supervised release. The amendment also authorizes the court to issue a permit that will allow the defendant to drive a vehicle equipped with an ignition interlock device during the "revocation period." This appears to be a mistake as we assume that the author of the bill intended the defendant to be allowed to drive only while the criminal case was pending.

Therefore, the Department recommends that section 9, on page 32, lines 12 through 22, be amended to have subsection (c) of section 804-7.1, Hawaii Revised Statutes, read as follows:

"(c) In addition to the conditions in subsection (b) and except as provided in subsection (d), when the defendant is charged with an offense under section 291E-61, the court shall order as a condition of release on bail, recognizance, or supervised release that, within fifteen days, the defendant install an ignition interlock device, as defined in section 291E-1, on any vehicle that the defendant will operate during the defendant's release on bail, recognizance, or supervised release. Upon proof that the defendant has installed an ignition interlock device in the defendant's vehicle, the court shall issue an ignition interlock permit that will allow the defendant to drive a vehicle equipped with an ignition interlock device during the period of defendant's release on bail, recognizance, or supervised release."



The Judiciary, State of Hawaii

Testimony to the Twenty-Fourth State Legislature, 2008 Session

Senate Committee on Transportation and International Affairs

The Honorable J. Kalani English, Chair

The Honorable Mike Gabbard, Vice Chair

Senate Committee on Judiciary and Labor

The Honorable Brian T. Taniguchi, Chair

The Honorable Clayton Hee, Vice Chair

Monday, February 11, 2008, 2:00 p.m.

State Capitol, Conference Room 224

by

Ronald Sakata

Chief Adjudicator

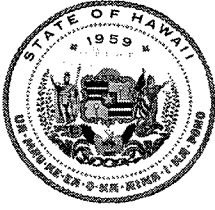
Administrative Driver's License Revocation Office

Bill No. and Title: Senate Bill No. 3234, Relating to Highway Safety.

Judiciary's Position:

The Judiciary takes no position on the substantive amendments proposed by this measure but is analyzing the impact of same on the operation of the Administrative Driver's License Revocation Office for future comment. The Judiciary does support the intent of this measure to establish an ignition interlock implementation task force and will be pleased to participate to assist in the mission and objectives of the task force.

Thank you for the opportunity to provide our comments on this measure.



**Office of the Public Defender
State of Hawaii
Timothy Ho, Chief Deputy Public Defender**



**Testimony of the Office of the Public Defender,
State of Hawaii to the Senate Committees on Transportation and International
Affairs and Judiciary and Labor**

February 11, 2008, 2:00 p.m.

S.B. No. 3234: RELATING TO HIGHWAY SAFETY

Chairs English and Taniguchi and Committee Members:

The Office of the Public Defender supports the intent of this measure, but has concerns about specific portions of this bill.

The installation of an ignition interlock device would allow a person charged with operating a vehicle under the influence of an intoxicant to immediately regain his or her driving privileges and rather than suffer from a license suspension or revocation. The ignition interlock device would “force” this person to change his or her behavior by requiring the driver to either be sober or utilize a designated driver (friend, relative, taxicab or public transportation). The requirement of a digital camera would also protect against using a sober “proxy” blowing into the device for an intoxicated driver, and protect an innocent driver from being blamed for being “locked out” by another person who blew into his device.

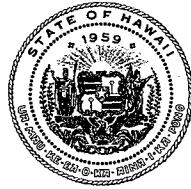
We oppose an across the board increase of the minimum license revocation from ninety (90) days to a year for a first-time arrest and from a year to two (2) years for a second time arrest. It seems suspicious that the beneficiary of an increase in the license revocation period will be the ignition interlock vender. The vender will quadruple their income from first-time offenders, and double their income for second-time offenders, with an increase of the revocation period. Not every person charged with OVUII will be choose or be able to install an ignition interlock device. The increase in the license revocation will hurt these individuals even more than those who were able to install the interlock device.

We also oppose the requirement that all OVUII offenders be placed on at least one year probation. This requirement will require a complete overhaul of the district court probation system. With approximately five thousand (5,000) OVUII cases a year, the current district court system would not be able to handle the increase in probation revocation hearings, proof of compliance hearings and probation appointments. Be prepared to fund an additional judge, at least two (2) public defenders and additional clerical staff, and approximately twenty (20) additional probation officers. The district court staff, already overburdened by the requirement of JIMS will also have to be increased.

Potential vendors must be carefully scrutinized. When ACS, the company that sold us the van cam technology and the ill fated JIMS computer program, briefed the judiciary and legislature, we were equally impressed with their slick sales job and lofty promises. Needless to say, the van cam project was shelved after a few months, and the Judiciary has cancelled its contract with the JIMS vendor.

The SR-22 requirement for second, third and felony OVUII offenders should be revisited. What is the sense of requiring an offender to install an ignition interlock device if they are subject to the three (3) year license suspension requirement of SR-22? The SR-22 law requires an offender to post proof of financial responsibility (\$25,000) with the City Department of Financial Responsibility, or be subject to a three year license suspension. If this measure passes, there should be an accompanying waiver of the SR-22 law.

We believe that the time has come to enact some sort of ignition interlock legislation. In a few years, this will be standard equipment in all motor vehicles. However, we should not pass this measure merely because Hawaii is one of the few states without an ignition interlock device law. While many states have enacted similar legislation, only a few states are currently utilizing ignition interlock devices. Ignition interlock devices may help to reduce drunk driving fatalities, but it will not eliminate them entirely. Thank you for the opportunity to testify on this measure.



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

February 11, 2008

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE BILL No. 3234

COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS
COMMITTEE ON JUDICIARY AND LABOR

We support this bill with amendments.

According to the Fatality Analysis Reporting System (FARS), there were 79 alcohol-related fatalities in 2007, which represents 49.1 percent of Hawaii's traffic fatalities. Only three other states have higher percentages than Hawaii. Our state's high incidence of individuals who repeatedly drive under the influence, poses a danger to the health and safety of the public.

Our current laws have not been sufficient in preventing the high number of DUI-related injuries and deaths. Hawaii is one of only five states without an ignition interlock statute. The ignition interlock system would provide an economical and technically feasible solution to help reduce alcohol-related injuries and deaths. We believe implementing this ignition interlock system will keep our roads safer, by deterring individuals from driving impaired.

The Department of Transportation (DOT) respectfully requests that the proposed legislation include the following provisions:

1. For a **first offender**, suspend all driving privileges for a period of not less than 15 days followed immediately by a period of not less than 75 days of a restricted, provisional or conditional license, if such license restricts the offender to operating only vehicles equipped with an ignition interlock. A restricted, provisional or conditional license may be issued only to permit the offender to operate a motor vehicle to and from employment, school, an alcohol treatment program or an interlock service facility; **AND**
2. For a **repeat offender**, suspend or revoke all driving privileges for a period of not less than one year, or not less than 45 days followed immediately by a period of not less than 320 days of a restricted, provisional or conditional license, if such license restricts that offender to operating only vehicles equipped with an ignition interlock. A restricted, provisional or conditional license may be issued only to permit the offender to operate a motor vehicle to and from employment, school, an alcohol treatment program or an interlock service facility; **AND**
3. For **first offenders** and **repeat offenders**, the suspension and revocation shall take effect not later than 30 days after the date on which the individual refused to submit to a chemical test or received notice of having been determined to be driving under the influence of alcohol.

We urge the Committee to include the above provisions to ensure that the DOT continues to receive Section 410 federal funding (Alcohol-Impaired Driving Countermeasures Incentive Grant) from the National Highway Traffic Safety Administration. Last year Hawaii received \$429,000 to fund alcohol countermeasures statewide including overtime enforcement for county police departments.

LINDA LINGLE
GOVERNOR OF HAWAII



CHIYOME LEINAALA FUKINO, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
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HONOLULU, HAWAII 96801-3378

In reply, please refer to:
File:

Senate Committee on Transportation and International Affairs

Senate Committee on Judiciary and Labor

SB 3234, RELATING TO HIGHWAY SAFETY

**Testimony of Chiyome Leinaala Fukino, M.D.
Director of Health**

February 11, 2008, 2:00pm

1 **Department's Position:** The Department of Health supports the intent of this ignition interlock bill
2 with one recommended amendment. We are particularly concerned about Section 11, subsection (b) and
3 (c) (page 38 and 39), which designates the DOH as the lead agency to establish standards and
4 procedures for the certification of interlock devices and for the certification for vendors who install and
5 maintain ignition interlock devices. We recommend the language in HB 3201 (section 286H-8, page 6)
6 instead, which requires the ignition interlock system to be certified by the Underwriters Laboratory Inc.
7 or an equivalent nationally recognized certification organization. These laboratories have been
8 approved by U.S. Department of Transportation and have the expertise and infrastructure needed and to
9 insure that the interlock systems perform and meet National Highway Traffic Safety Administration
10 guidelines and standards. The Department of Health defers to the Department of Transportation as the
11 lead agency for the implementation of the ignition interlock bill.

12 Ignition interlocks are an effective way of increasing the safety of all road users by mechanically
13 preventing convicted drunk drivers from operating a vehicle with alcohol in their system.

1 **Fiscal Implications:** Appropriates general funds for FY 2008-2009 for the purpose of supporting the
2 work of an ignition interlock implementation task force staffed by DOT. Also sets up an ignition
3 interlock special fund administered by the director of DOT for indigents. The special fund is funded by
4 a surcharge that is assessed when the ignition interlock is installed. All other violators pay for their own
5 ignition interlock installation and maintenance.

6 **Purpose and Justification:** States that have enacted interlock legislation have shown a drop in
7 recidivism rates by 50 to 95 percent. Hawaii is one of only 5 states without an ignition interlock law.

8 Alcohol related traffic fatalities remain tragically high in Hawaii; in 2006, 41 percent (58
9 drivers) of all drivers involved in traffic fatalities tested positive for alcohol. Among drivers involved in
10 fatal crashes, those who tested positive for alcohol were at least 3 times (6% vs. 2%) more likely than
11 other drivers to have had a previous conviction for DUI (Fatal Analysis Reporting System, National
12 Highway Traffic Safety Administration - NHTSA). In 2006 there were over 6,729 DUI arrests in
13 Hawaii. Based on a study conducted in 2005 by the City and County of Honolulu, over one fourth
14 (28%) of DUI arrestees have been previously arrested for a DUI. NHTSA and Center for Disease
15 Control and Prevention (CDC) conclude, when installed and in use, ignition interlocks are effective for
16 reducing alcohol related arrests and crashes.

17 SB 3234 addresses the key recommendations that were made by the Interlock Working Group
18 which was established after the legislature passed resolution HCR 28, H.D.1 in 2007 requesting the
19 Department of Transportation study the feasibility of requiring vehicle ignition interlock devices for
20 convicted drunk driving offenders. Recommendations from that working group include creating
21 interlock laws with mandatory sentencing for all convicted impaired driving offenders, a varying
22 sentence length dependant on the offender's compliance and establishing penalties for tampering and
23 circumvention of interlock devises.

24 Thank you for the opportunity to testify.

GOODSILL ANDERSON QUINN & STIFEL

A LIMITED LIABILITY LAW PARTNERSHIP LLP

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February 8, 2008

TO: Senator J. Kalani English, Chair
Senate Committee on Transportation and International Affairs
Hawaii State Capitol, Room 205

Senator Brian T. Taniguchi, Chair
Senate Committee on Judiciary and Labor
Hawaii State Capitol, Room 219

Via E-mail: testimony@Capitol.hawaii.gov

FROM: Gary Slovin

RE: S.B. 3234 - Relating to Highway Safety

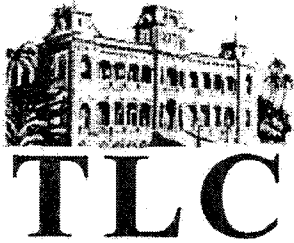
Hearing Date: Monday, February 11, 2008 @ 2:00 p.m., Room 224

Dear Chairs English and Taniguchi and Members of the Committees on Transportation & International Affairs and Judiciary & Labor:

I am Gary Slovin testifying on behalf of the Alliance of Automobile Manufacturers. The Alliance of Automobile Manufacturers ("Alliance") is a trade association of 10 car and light truck manufacturers, including BMW Group, Chrysler LLC, Ford Motor Company, General Motors, Mazda, Mercedes Benz USA, Mitsubishi Motors, Porsche, Toyota and Volkswagen.

The Alliance supports S.B. 3234. The Alliance served as a member of the Ignition Interlock Working Group, which was established pursuant to H.C.R. 28, Session Laws of 2007, and we are pleased that this bill includes many of the working group's recommendations. Ignition interlock has proven effective in battling drunk driving in New Mexico, West Virginia, and Ohio where the recidivism rates have decreased 50 to 90 percent. We urge you to support this bill.

Thank you very much for this opportunity to submit testimony.



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February 11, 2008

Testimony To: Senate Committee on Transportation and International Affairs
Senator J. Kalani English, Chair

Senate Committee on Judiciary and Labor
Senator Brian T. Taniguchi, Chair

Presented By: Tim Lyons, Legislative Liaison
Anheuser Busch Companies

Subject: S.B. 3234 – RELATING TO HIGHWAY SAFETY.

Chair English, Chair Taniguchi and Members of the Joint Committees:

I am Tim Lyons, Legislative Liaison for Anheuser Busch Companies and we generally support this bill.

Ignition interlocks are the wave of the future and it is only a matter of time before all cars will have some type of alcohol testing built into the operational aspect of the car. Recently, a system was demonstrated in Japan which has sensors in the headrest which samples the drivers breath and others have included a mechanism in the seatbelt buckle that test for alcohol.

We also do not believe that ignition interlocks should be provided for first time offenders but rather for repeat offenders and for those who test at abusive levels such as .15.

For the Committee's information, as of late 2007, there are only four (4) states out of approximately forty (40) that mandate ignition interlock systems for first time offenders and we feel this is because other states are going with this technology but they are going with it cautiously. While we realize that there are individuals that need to be caught, there are also a good number of individuals that do get caught, have caused no accidents or other problems, and as a result of the process, never drive drunk again. We think that it is important to remember that it is not illegal to have a drink; it is illegal to drink too much and drive.

Based on the above, we support this bill but would like to see it redirected in the area we mentioned above.

Thank you.



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February 11, 2008

To: Senator Kalani English, Chair, Committee on Transportation and International Affairs; Senator Mike Gabbard, Vice Chair; and members of the Committee

Senator Brian Taniguchi, Chair, Committee on Judiciary and Labor; Senator Clayton Hee, Vice Chair; and members of the Committee

From: Arkie Koehl – Public Policy Chair, MADD-Hawaii

Re: SB 3234 – Relating to Highway Safety

I am Arkie Koehl testifying on behalf of the membership of Mothers Against Drunk Driving – Hawaii, in strong support of SB 3234.

A Working Group was established by the Legislature last year to study ignition interlock and make recommendations leading to legislation. This measure was in response to our state's increasingly alarming alcohol-related traffic fatality rate: 52% in 2006, the highest in the nation. It also recognized the need to look at innovative preventive measures beyond those traditionally in use. Finally, it acknowledged that other states are now using ignition interlock to save lives.

The Working Group comprised many stakeholders in addition to the Department of Transportation and MADD: representatives of the insurance industry, the auto industry, the Department of Health, the Judiciary, the Department of the Attorney General, county prosecutors, county police departments, the Public Defender, several members of the Legislature including members of these committees, representatives of the Governor and Lieutenant Governor, and other community groups. MADD is not testifying on behalf of the Working Group but certain Working Group consensus items will be mentioned in our testimony.

The Working Group met several times during 2007, reaching consensus on a score of key provisions deemed crucial for effective interlock legislation. The Group's findings were submitted to the President of the Senate and the Speaker of the House on Dec. 21st and are available here this evening to members who wish copies — as are copies of several other informative pieces on ignition interlock.

The most important of these provisions appear in the report's Executive Summary and can be characterized as follows:

1. All convicted DUI offenders, not just repeat offenders, must be sentenced to have

interlock devices. Even the first time offender is a serious danger to the public. By the time someone has been arrested for his first DUI, he has driven drunk on an average of 87 previous occasions. New Mexico has found that interlocks are as effective with first offenders (approximately 60% reduction in recidivism when on the vehicle) as they are for multiple offenders.

2. Interlock must be mandatory. In states where it is a sentencing option, it has not been used in large enough numbers to get any significant number of impaired drivers off the road. And interlock companies may be unwilling to set up a system in Hawaii if projected usage volumes are too low.
3. Interlock sentence length should vary: shorter for first offenders, longer for high risk drivers, second offenders, etc. Incentives for compliance, and penalties for non-compliance or cheating, are important. For example, consecutive months with no attempt to start the vehicle with a breath alcohol level, would result in early removal of the device. Conversely, repeated failed attempts to start, indicating that the offender still attempts to drink and drive, would result in extending the period of the original sentence.
4. An "ignition interlock driver's license" would be mandated. Holders would only be permitted to drive interlock-equipped vehicles. There would be provisions for an offender who was required to drive a company-owned vehicle as part of his employment..
5. As is common with interlock devices everywhere, "rolling retests" must be required — randomly timed warnings for the offender to pull off the road and again blow into the device. This is to prevent someone else from starting the car and the offender then taking the wheel impaired.
6. A digital camera synchronized with the test blow is available from some manufacturers and should be required as part of the anti-circumvention and anti-tampering tools built into most systems.
7. Circumvention and tampering should be treated as new crimes.
8. Since it is proposed that the cost of the device and system be borne by the offender, an indigent fund should be established for those with proven inability to meet the costs.
9. A period of 18 months to 2 years following passage of legislation should be allowed before the law takes effect during which time a Task Force would be authorized to address the parts of the system that are not defined in this bill and to plan for the implementation of the interlock program in Hawaii.

MADD believes that the following additional issues should be also be addressed by the Task Force established under Section 12:

- Interlocks required for Habitual Offenders?
- Assurance that all eligible offenders are required to install interlock devices when the statutes are conformed.
- Assurance that the revocation (and interlock) periods for offenders refusing the chemical test at the time of arrest are longer than the revocation periods for offenders failing the

test. (In order to encourage arrestees to take the breath or blood test.)

- Determination of whether individuals arrested for driving on a suspended or revoked license should be eligible for an interlock device.
- Determination of whether commercial drivers with a category 4 drivers license should be eligible for an interlock for their personal vehicle by receiving a category 3 interlock-ordered license.
- Consideration of issues surrounding the requirement for proof of financial responsibility (SR22) in conjunction with Ignition Interlock.

MADD proposes the following amendments to this bill:

- In order to standardize the time periods for which a respondent's or offender's driving record is checked for prior alcohol-related law enforcement contacts, SB 3234 sets 5 years as the "look-back period." Instead of decreasing the period to 5 years from the current periods ranging from 5 years to 10 years, MADD strongly recommends that the look-back period be a standard 10 years in conformance with recommendations of NTSB (National Traffic Safety Board). However, this is an issue that could be considered by the proposed Task Force. If referral to the Task Force is the decision of the committee, MADD asks that the current "look-back" periods be maintained rather than changing all to 5 years as this bill proposes.
- Page 42, lines 10-11, change "board of directors of Mothers Against Drunk Driving, Hawaii Chapter" to: Council of Mothers Against Drunk Driving Hawaii to reflect the official name of our local governing body.

MADD is extremely gratified to note that SB 3234, either in the text of the bill or in the list of issues to be discussed by the Task Force, incorporates virtually all of the suggestions of the many community stakeholders in the Working Group. We urge the passage of this bill with the suggested amendments.

Thank you for the opportunity to testify.

February 11, 2008

To: **Senator Kalani English, Chairman**

And members of the Committee on Transportation and International Affairs

Senator Brian Taniguchi, Chairman

And members of the Committee on Judiciary and Labor

From: Vanessa Gilo

Re: SB 3234 Relating to Highway Safety

Chairman English and members of the senate of Transportation and International Affairs, Chairman Taniguchi and members of the senate of Judiciary and Labor, my name is Vanessa Gilo and I am a student at Honolulu Community College. I am Testify in support of SB# 3234 Relating To Highway Safety.

The Hawaii State Republican Caucus states that more than half of Hawaii traffic fatalities were cause by drunk driving last year. AAA foundation for traffic safety also states that over half of the drunk drivers in the nation are repeat offenders and two-thirds of drivers with suspended license still drive. Senate Bill No. 3234 mandates repeat offender to attach an ignition interlock system to a person car, which will prevent the car from starting if the driver is intoxicated. It is my opinion that the passing of SB# 3234 will be vital in reducing the incidents of drunk driving. Too many people are affected by drunk driving, and I personally have had my life changed due to someone drinking and driving.

I grew up without a father. And not to long ago I learned the real reason why my father died when I was young. My father was a victim of a drunk driver. From what my older siblings have told me our father was a great provider and unfortunately while coming home from work in his motorcycle he was hit by someone who was intoxicated driving. My father died instantly and from that moment on our lives has change dramatically. My family was poor to begin with and with my father the sole provider of the family gone, my mother could not handle the burden in raising four girls and her own. She eventually died 3 years after. My family has never been the same. All of my siblings and I were separated, and eventually adopted. We are all adult at this time, and not to long ago I started asking about my dad, being the youngest child I was curious about who my father really was. I don't remember my dad because I was about 2-3 years old when he died. I only have pictures of him to remember him. I hear in the news everyday of alcohol related accidents and it scares me a lot. When I hear about fatal accidents on the road that involved alcohol I pray that it's not one of my family, friends, or quittances that are involved. We need to cut down on alcohol related accidents.

So please I urge you to support SB #3234. Thank you for the opportunity to testify on this measure.

Vanessa Gilo
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