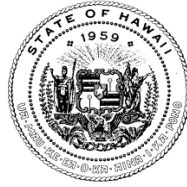


LATE TESTIMONY

NEIL ABERCROMBIE  
GOVERNOR



Testimony of  
GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
JADE BUTAY  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

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

February 4, 2013  
10:00 a.m.  
State Capitol, Conference Room 309



**H.B. 977**  
**RELATING TO TRANSPORTATION**

House Committee on Transportation

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The Department of Transportation **supports** House Bill 977 as it will bring the State of Hawaii into compliance with the Federal regulations relating to commercial driver licensing (CDL) and commercial learner's permit (CLP).

The proposed bill will add a new section and amend sixteen to the current driver's license law to ensure that the Hawaii Revised Statutes parallel the federal regulations. The changes will establish a federal requirement for a commercial learner's permit as a pre-condition for issuing a CDL and also adopts various other changes to enhance the CDL program. The proposed bill requires that a commercial learner's permit holder meet virtually the same requirements as those for a commercial driver's license holder, meaning that a driver holding a CLP will be subject to the same driver disqualification penalties that apply to a CDL holder. In addition, new CDL and CLP restriction codes are added to be uniformed with all the other States in the nation. The proposed bill will add a new definition for a tank vehicle, and amend the definition of texting to include "pressing a single button". The proposed bill will establish a new minimum age of 18 years old for a CLP applicant, set new uniform standards for issuing a CLP, and have a valid period not to exceed 180 days. The commercial learner's permit is intended to enhance the qualification of CMV drivers by ensuring that they obtain a CLP before applying for a CDL. It will enhance safety by ensuring that only qualified drivers are allowed to operate commercial motor vehicles on our State highways.

A state must come in substantial compliance with the requirements in this bill as soon as practical but not later than July 8, 2014. Failure to enact the changes could result in the loss of approximately \$5,500,000 (or 5% of \$109,016,036 federal-aid highway funds for the first year of non-compliance and \$10,900,000 (or 10%) per year thereafter (based on FY 2011 funding).

Thank you for the opportunity to provide late testimony.

