



LATE

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

February 14, 2013
9:00 a.m.
State Capitol, Room 211

S.B. 955, S.D. 1
RELATING TO HIGHWAY SAFETY

Senate Committee on Ways and Means

The Department of Transportation (DOT) **opposes** SB 955 SD1. The objective of the inspection program is to keep the number of defects in the vehicle population at a minimum with the expectation that this will help keep the number of crashes and breakdowns caused by defects to a minimum.

In 1988 Congress had the National Highway Traffic Safety Administration (NHTSA) study state inspection programs to determine whether they improve highway safety. NHTSA's 1989 report concluded that Periodic Motor Vehicle Inspection (PMVI) programs reduce the number of poorly maintained vehicles on the highways, but that available data did not conclusively demonstrate that PMVI programs significantly reduced crash rates. However, the General Accounting Office (GAO) reviewed the NHTSA study and concluded in 1990 that "when all the studies and analyses are considered together, even taking into account their individual limitations, their relative consistency justifies a conclusion that periodic inspection programs reduce accident rates." Moreover, the inspection program produces vehicle defect data that allows an intuitive conclusion that the program makes a contribution toward improving highway safety.

Each year thousands of defects are identified and corrected via the PMVI program. Not all vehicles have the same required equipment, but in general there are 32 items inspected during an inspection. The seven most common defects identified in cars (in descending order) are:

1. Registration
2. Stop lamps
3. Head lamps
4. Tires
5. Other lamps and reflectors
6. Windshield wipers
7. Insurance

These seven items accounted for 183,870 defects in calendar year 2011. Registration and insurance are not safety related, but the Legislature made them a required part of the program to enhance enforcement.

With NHTSA mandating that manufacturers install and meet Federal Motor Vehicle Safety Standards (FMVSS), the US has one of the best highway safety records in the world. However, after the vehicle is sold, maintaining the standards installed in the vehicle becomes the responsibility of the vehicle owner. Hawaii enforces the owners to maintain the FMVSS by making them a part of the motor vehicle inspection program. Since no one ever expects to be in a crash, motivating people to take preventive action is often difficult, especially when the action can cost money.

Based on the defects identified (27% of the vehicles inspected had defects) and corrected, our PMVI program seems to be helping many people keep their vehicles in a reasonably safe condition.

We prefer the original SB 955 as written.

Thank you for the opportunity to provide testimony.





LATE

HALE MAKUA HEALTH SERVICES

February 13, 2013

SENATE COMMITTEE ON WAYS AND MEANS

Senator David Ige, Chair

RE: **Support of SB 1103: Emergency Appropriation; Nursing Facility Sustainability Program Special Fund.**

February 14, 2013 at 9:05 a.m.

Conference Room 211

Aloha my name is Tony Krieg, C.E.O. of Hale Makua Health Services on Maui. We operate the only free-standing nursing homes on Maui with 344 beds. On average, over the course of 2012, 80% of both of Hale Makua nursing home residents had Medicaid as their payer. Medicaid reimbursements are less than our cost of providing care. The Nursing Facility Sustainability Program helps to rectify that situation by assessing a fee on nursing facilities, using the revenue to obtain matching federal Medicaid funds, and returning a majority of the combined amount directly to nursing facilities. The State also benefits by keeping a portion of these funds, making this a win-win proposal.

Hawaii's Medicaid population need access to long-term care communities, and the Nursing Facility Sustainability Program supports non-government homes in providing this service. This bill is necessary to reimburse DHS for funds that were used to begin this program.

Thank you for the opportunity to comment and share my support of HB 872

Thank you for the opportunity to comment and share my support of SB 1103.

LATE

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: feroldipc@hawaiiantel.net
Subject: Submitted testimony for SB955 on Feb 14, 2013 09:00AM
Date: Wednesday, February 13, 2013 7:23:34 PM

SB955

Submitted on: 2/13/2013

Testimony for WAM on Feb 14, 2013 09:00AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Peter Feroldi	West Maui Safety Check	Oppose	No

Comments: Dear Honorable Donna Mercado Kim, By way of introducing myself, I am Peter Feroldi the owner of Maui Safety Inspection #400, located in Lahaina, Maui, Hawaii. I have read your proposed bill SB955 and quite honestly I agree with most of the bill as proposed except that it doesn't address the continuation of a one-year renewal of older model automobiles. The bill should include that older model (from 2010) still need to be inspected every year, not every two years. The model year proposed as 2010 automobiles is an arbitrary yearly date on my part and should be seen as a place to start Senate evaluation. The bill as proposed states that: {The legislature also finds that technological advances and efficiencies in materials and processes in the manufacturing of automobiles and its parts or accessories over the past decade have become more reliable and resistant to general wear and tear. Specifically, the vehicles coming off the assembly line and into our communities today are expected to have a stronger likelihood of not failing a safety inspection within their initial three years of operation that similar vehicles that were manufactured a decade ago.} That I believe is true, however it doesn't apply to older model automobiles that were produced in less technology times. The newer automotive technology mentioned in the proposed bill doesn't in anyway transfer to older produced automobiles. Therefore, these older model automobiles need to be inspected at the intervals of one year as is presently the law. Therefore, I request that the Senate Bill presented by Donna Mercado Kim, SB955, be amended to read that automotive models older than 2010 should remain subject to yearly inspections.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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TO: THE COMMITTEE(S) ON TIA/PSM

LATE

RE: SB955

TESTIMONY IN OPPOSITION TO SB 955:

February 04, 2013./February 14, 2013

By Bill Green, former owner of Kahala Shell.

After 60 + years in various phases of automotive repair, I may not be smarter than the proponents of this bill but I certainly have a lot more experience.

How anyone could rationally believe that a car could go for three years without a tire wearing out or being damaged by our potholes; or having a bulb burn out, brakes, headlights, back up lights or turn signals; or verifying that the insurance is in effect or registration is current; the arguments just do not hold water.

The real motive is financial which I can truly appreciate but is a misuse of the legislative process to revise a law for financial gain under the guise of public safety.

New car dealers want all new car owners to return to them for routine maintenance. But they do not want their high priced technicians doing safety checks for \$14.70 so their solution is to not do safety checks.

If the customer goes to Midas or Goodyear or Jiffy Lube or Kahala Shell for their safety check and oil change, they quickly realize that it is faster, less expensive and their new car warranty is maintained just as if they had gone to the dealership.

Why Safety Checks?

Our little station did 755 safety checks in December and found 467 defects in 300 cars. How many of those cars were under 1 years old I can't tell you but I can say, categorically that after 1 year the probability of a bad tire or light is about the same for all cars on the road.

February 12, 2013

TO: TIA/PSM & WAP MEMBERS:

RE: OPPOSED SB955 SD1

For the past 30 years I have been certified by the State of Hawaii to perform motor vehicle safety inspections. During this time I have witnessed various defective items on vehicles.

There are numerous reasons I am opposed to having the law changed from every year to every 2 years (on vehicles over 2 years old). My main concern as a motor vehicle safety inspector and driver on Hawaii's roadways is the safety of the operator and passengers in a vehicle as well as the safety of other drivers on the road.

Through personal experience with my own vehicle, within the 1st years of purchase I discovered a wheel alignment problem. There have been other problems on new cars such as fuel leaks and even a leaking brake master cylinder. I have come across many times when a driver is unaware of the potential danger they are in driving their vehicle with an alignment problem which caused the steel belt/threads of the tire(s) to show through the inside of the tire(s). Realistically, how many people look at the "inside" of their tire? Also, fuel, brake fluid, and exhaust leaks that the driver was unaware of. This is from having a vehicle safety inspected every year, what can happen if it were to be extended to 2 years?

Many customers come in with defects such as bad windshield wiper blades, burnt out light bulbs, bad tires or brakes and tell me that they meant to get around to it. They don't get it done until it means that they will not pass inspection. Once again, driving around for 2 years like that can do serious harm to themselves and others.

Most rental cars, delivery vehicles, business vehicles, & taxis take major abuse from their drivers and/or from the roadways. When I perform annual safety inspections I find defects. How can you predict that all vehicles will be properly maintained for safety during a 2 year period?

I have rented vehicles through various major nationwide companies in the State of Hawaii which had bad wipers, low tire pressure indicator on, burnt out brake light. A rental car company claims that the turnover time for their vehicles is 2 years. It means that they will never have to have their vehicles inspected by a certified safety inspector if this law is passed. With

multiple drivers and excessive mileage and wear & tear on the vehicle, safety will be compromised.

The Department of Transportation in the State of Hawaii issue a handbook entitled Hawaii Administrative Rules. It contains the laws which the state's safety inspectors are to follow. Is it going to be amended to accommodate the change from annually to every 2 years? Items such as minimum thread depth of tires, minimum brake pad thickness, and etc. If the laws are not be amended, is the State of Hawaii going to take responsibility and be liable for any accidents that occur after a 1 year period?

Is it the intent of the State of Hawaii to profit and cost tax payers and businesses more money from the change? There are many customers especially the elderly, who do not know their vehicle registration is expired until they come in for an inspection. Everyone, especially the elderly or anyone who is on a fixed income would have to pay out greater amounts with late fees which will be a hardship on them. There will be more citations given out for expired registrations and safety inspections. People have a hard time remembering once a year, there is going to be more confusion if it is every 2 years.

Keeping the Periodic Motor Vehicle Safety Inspections annually instead of extending it to 2 years will cut the chances of having unsafe vehicles on Hawaii's roadways.

Thank you for allowing me to voice my concerns.

Brigid Heirakuji
Motor Vehicle Safety Inspector

February 12, 2013

Re: Oppose SB955

Dear committees of TIA/PSM and WAM,

I am opposed to SB955 which requires a certificate of vehicle inspection every twenty-four months for all vehicles, instead of the 12 months.

I have been a certified state of Hawaii periodic motor vehicle inspector since 2010.

Regardless of age, vehicles may have defects. Many of the defects are noticeable and minor, but some are not.

Rental cars are put through harsher conditions than personally owned cars. As a renter, an individual may not be concerned on how hard they drive a rental car, or where they drive it, because it is not their own car. Some renters are not concerned with check engine lights, tire pressure monitoring systems lights, or even airbag lights. As long as a renter gets the collision damage waiver, they are covered from anything that happens to the vehicle. Rental car companies buy new cars every few years, but renters may not drive them like it's their own new car. Rental cars may have up to 365 different drivers in a single year. No two people are the same and no two people have the same driving habits. Some renters may take care of the car like it's their own, and some renters will not. For examples like this, I feel rental vehicles should, at least, be inspected on an annual basis using the same set of rules and regulations to ensure safety for the general public. For rental cars, a motor vehicle inspection that is done after every rental return would be the safer option, but two years is doing the exact opposite.

Here on Maui, there are many new vehicles that become illegal within weeks from leaving the car dealership lot. Many truck owners can't wait to put on 10% tints around their whole vehicle, put a six inch suspension lift and add wide 33 inch tires that stick half way out of the fender wells. Changing tires may result in the tire pressure monitoring system failing. Other motorists are put into danger because dark tints affect vision of other cars. Tires that stick out of the fender wells, can throw rocks and other debris at other vehicles, which can cause damage to other cars and may cause vehicle accidents. New cars are also affected with owners putting darker than 30% tints, which hinders vision of other cars around them. These modifications would fail an annual vehicle safety inspection, but will go unchecked for two years with the current law.

Since the measure title is "relating to highway safety," It is in the best interest for the safety of the community, to make all vehicle inspections annually. Semi-annually would be an even safer measure, but adding an extra year is doing the exact opposite.

Please do not allow this bill to pass. It will affect the safety of the community as a whole.

Thank you,

Lance Yamamoto

State of Hawaii Vehicle Safety Inspector and concerned motorist