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TO THE HOUSE COMMITTEE ON TRANSPORTATION

TWENTY-EIGHTH LEGISLATURE
Regular Session of 2015

Monday, February 9, 2015
10:00 a.m.

TESTIMONY ON HOUSE BILL NO. 1458 – RELATING TO MOTOR VEHICLES.

TO THE HONORABLE HENRY J.C. AQUINO, CHAIR, AND MEMBERS OF THE
COMMITTEE:

My name is Gordon Ito, State Insurance Commissioner, testifying on behalf of the Department of Commerce and Consumer Affairs ("Department"). The Department supports the intent of the bill and submits the following comments.

This bill would address driverless motor vehicles within chapter 287 of the Hawaii Revised Statutes, allowing driverless vehicles to be operated and tested on any road, street, or highway if they meet certain requirements.

The Department notes that, as proposed, driverless motor vehicles would be required to carry the same personal and commercial coverage limits codified in the Insurance Code. The Department would expect the insurance industry to propose changes to the way these vehicles are insured and to the definitions of standard terms in insurance contracts.

A review of the way other states have addressed autonomous vehicles has revealed the following information. Nevada has woven driverless vehicles into its Department of Motor Vehicles' ("DMV") regulatory scheme and into chapters 483 and

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484A of the Nevada Revised Statutes. Nevada's DMV developed regulations establishing a driver's license endorsement. Additions to chapter 484A required its DMV to develop regulations governing pre-operation, insurance, minimum safety standards, testing, and geographical restrictions applicable to autonomous motor vehicles.

California has reviewed this issue and is currently working on changes to its DMV regulations.

We thank the Committee for the opportunity to present testimony on this matter.



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HB 1458
Relating to Autonomous Motor Vehicles
Sam King
in SUPPORT

Members of the House Committees on Transportation, the Judiciary, and Consumer Protection & Commerce,

I am writing in enthusiastic SUPPORT of HB 1458. Autonomous vehicle technology is the transportation technology of the future. Roads are the most efficient avenues of providing both mobility and freedom to every citizen. They should therefore be utilized to the maximum extent, which autonomous car technology can assist with.

My only reservation is that this bill does not go far enough. Thus, I would recommend the following amendment to be inserted in the bill wherever is appropriate:

the DOT is directed to establish rules that would allow autonomous vehicles to operate on public roads with persons who would otherwise be incapable of operating a motor vehicle legally as passengers or no driver in the vehicle whatsoever.

This language could be accompanied by an additional definition of a "driverless car", which would be an autonomous vehicle with the ability, and therefore legal authority, to operate without a human being in the vehicle. The purpose of this language is to require rulemakers to think about what would be necessary to create truly driverless cars. Anyone should be able to be a passenger in a driverless car, the same way anyone can be a passenger in an elevator. If we start thinking about the legal framework this would require now, it will expedite the introduction of this technology to the consumer market.

For further information I would recommend the following websites:

http://cyberlaw.stanford.edu/wiki/index.php/Automated_Driving:_Legislative_and_Regulatory_Action

<http://cyberlaw.stanford.edu/multimedia/how-autonomous-driving-bill-becomes-law-video>

<http://www.fhwa.dot.gov/publications/publicroads/94summer/p94su1.cfm>

<http://faculty.washington.edu/jbs/itrans/bishopahs.htm>

This is a depressing read describing how we could have had an automated highway system in the 90s but funding was cut because other safety measures were deemed more cost effective, ignoring the tremendous economic and social benefits that allowing people to take their hands off the steering wheel while commuting would provide.

<http://faculty.washington.edu/jbs/itrans/parkshut.htm>

<http://nl.wikipedia.org/wiki/ParkShuttle>

<http://www.civilbeat.com/2015/01/civil-bytes-h1-and-rail-inspire-visions-of-a-driverless-future/>

http://www.staradvertiser.com/news/breaking/20130106_Trafficrelated_fatalities_jump_72_on_Hawaii_island.html?id=185830701

<http://health.hawaii.gov/injuryprevention/files/2013/10/Databook-FINAL-Sept-2012.pdf>
page 7

<http://www.inrix.com/scorecard/>

<http://www.connectnorwalk.com/wp-content/uploads/The-High-Cost-of-Free-Parking.pdf>, pages 2-3

Hawaii drivers spent 60 hours on average stuck in traffic in 2013, a figure that was up by 17% from the year previously, for a total of over 50 million hours wasted in traffic, time that is valued at over half a billion dollars:

<http://www.kitv.com/news/hawaii/honolulu-has-2nd-worst-traffic-in-us-in-2013/24802042>

Valuing time in traffic at \$10.30 per hour, following Anderson (2014) p. 2787

(<http://pubs.aeaweb.org/doi/pdfplus/10.1257/aer.104.9.2763>)

Hawaii has 834,188 licensed drivers http://www.statemaster.com/graph/trn_lic_dri_tot_num-transportation-licensed-drivers-total-number

**TESTIMONY OF ROBERT TOYOFUKU ON BEHALF OF THE HAWAII
ASSOCIATION FOR JUSTICE (HAJ) IN SUPPORT OF H.B. NO. 1171**

DATE: Monday, February 9, 2015

TIME: 10:00 am

To: Chairman Henry Aquino Members of the House Committee on Transportation:

My name is Bob Toyofuku and I am presenting this testimony on behalf of the Hawaii Association for Justice (HAJ) in Support of H.B. No. 1171, Relating to Transportation.

The purpose of this measure is to enable government agencies to maintain roads whose ownership is in dispute between the state and counties commonly referred to as "roads in limbo".

HAJ supports the provisions in this bill as it will help to resolve the question as to who should repair and maintain a so-called "road in limbo". One concern between the state and counties has been if either repaired a road in limbo, then that agency would establish the ownership of that road.

Thank you for the opportunity to testify on this measure. Please feel free to contact me should there be any questions.

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 08, 2015 9:01 PM
To: TRNtestimony
Cc: jason.kerwin@gmail.com
Subject: Submitted testimony for HB1458 on Feb 9, 2015 10:00AM

HB1458

Submitted on: 2/8/2015

Testimony for TRN on Feb 9, 2015 10:00AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Jason Kerwin	Individual	Support	No

Comments: I am a former Hawaii state resident, born and raised in the islands, and hoping to move back some day. Like many people in my position, my dream of returning home is hindered by Hawaii's limited job opportunities and the high cost of living in the state. This legislation would help with both problems. First, it would instantly make Hawaii a leader in the development of driverless cars, which would attract investment by businesses seeking to develop them, and would create new high-tech jobs. Second, legalizing driverless cars would help substantially with living costs by reducing traffic and allowing people to work, rest, or recreate during their commutes. This would allow for more people to comfortably live on Oahu, especially in Kapolei. I strongly support this bill, as do many of my friends and family back home in Hawaii. Please consider passing it.

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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