

DEPARTMENT OF THE PROSECUTING ATTORNEY  
**CITY AND COUNTY OF HONOLULU**

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**LATE**



**THE HONORABLE HENRY J.C. AQUINO, CHAIR**  
**HOUSE COMMITTEE ON TRANSPORTATION**  
**Thirtieth State Legislature**  
**Regular Session of 2020**  
**State of Hawai`i**

February 5, 2020

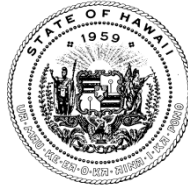
**RE: H.B. 1814; RELATING TO IGNITION INTERLOCK PROGRAM.**

Chair Aquino, Vice-Chair Hashimoto, and members of the House Committee on Transportation, the Department of the Prosecuting Attorney of the City and County of Honolulu (Department) submits the following testimony, expressing concerns regarding H.B. 1814.

The purpose of H.B. 1814 is to amend Hawaii's Ignition Interlock Program, by extending the requirement to have an ignition interlock device until an individual can provide proof that there has not been any negative reports during the last ninety consecutive days of the installation period.

Although the Department supports the use of ignition interlock devices to curb drunk driving in Hawaii, the proposed bill could have unintended consequences, which could ultimately reduce the number of individuals utilizing an ignition interlock. Pursuant to this bill, it is unclear if the requirements under H.B. 1814 would actually affect the length of an individual's revocation period. The Department is concerned that, if this bill could extend an individual's revocation period, due to a negative result, defendants may simply "opt out" of using an ignition interlock device, for fear that they may be forced to use--and pay for--an ignition interlock device for an indefinite period of time. This bill sends the wrong message to defendants who are responsible enough to utilize an ignition interlock, while possibly incentivizing less responsible defendants to ensure a shorter revocation period for themselves and potentially risk the safety of our roadways.

Based on the foregoing, the Department of the Prosecuting Attorney of the City and County of Honolulu expresses concerns in regards to H.B. 1814. Thank you for the opportunity to testify on this matter.



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN



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

February 5, 2020  
10:15 A.M.  
State Capitol, Room 423

**H.B. 1814**  
**RELATING TO THE IGNITION INTERLOCK PROGRAM**

House Committee on Transportation

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The Department of Transportation (DOT) **supports** H.B. 1814 Relating to the Ignition Interlock Program. This bill requires that there are no negative reports for 90 consecutive days, that were recorded on the device, before the ignition interlock device can be removed. DOT recommends a graduated approach to minimize recidivism rates. Please see draft language.

This should be treated as an administrative requirement of obtaining a driver's license after being convicted of sections 291E-61 or 291E-61.5 or 291E-41 Hawaii Revised Statutes. The requirements also conform to the graduated penalties of the violation.

The DOT urges the Committee on Transportation to consider the recommended amendment as it will enhance control over the ignition interlock device and change the behavior of the driver to not drink and drive.

Thank you for the opportunity to provide testimony.

Attached: Proposed H.B. 1814 HD 1

**PROPOSED H.B. 1814 HD 1**

**"§291E- Ignition interlock device; non-compliance reports.** (a) Notwithstanding any provision of this chapter to the contrary, no person convicted under section 291E-61, 291E-61.5 or section 291E-41, shall be eligible for a driver's license without providing a proof of compliance from the director of transportation that:

- (1) For the first violation within ten years of a previous violation has had an ignition interlock installed for a period of 90 consecutive days without any violations; or
- (2) For second conviction within ten years of a previous conviction has installed an ignition interlock for a period of 180 consecutive days without any violation; or
- (3) For the habitual and subsequent violations within ten years a period of one consecutive year without any violations.

(b) As used in this section, violations as related to the ignition interlock include:

- (1) providing a sample of .02 BAC or more when starting the vehicle;
- (2) providing a sample of .02 BAC or more on a rolling retest;
- (3) failure to provide a rolling retest;
- (4) any circumvention as provided for in section 291E-66;
- (5) failure to provide for a picture when blowing into the ignition.

(c) Any violations occurring during the period of the ignition interlock will constitute a failure of compliance and the proof of compliance time will commence again after any violation until the compliance is met.

(d) The requirement of subsection (a) shall be in addition to any penalty required for the violations of sections 291E-61, 291E-61.5 or sections 291E-41. The requirements of this section shall be an administrative requirement of being eligible for applying for a driver's license."



*The Judiciary, State of Hawai‘i*

**Testimony to the House Committee on Transportation**

Representative Henry J.C. Aquino, Chair  
Representative Troy N. Hashimoto, Vice Chair

Wednesday, February 5, 2020, 10:15 a.m.  
State Capitol, Conference Room 423

by  
Karilee E. Harada  
Chief Adjudicator  
Administrative Drivers' License Revocation Program (ADLRO)

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**Bill No. and Title:** House Bill No. 1814, Relating to the Ignition Interlock Program.

**Purpose:** Requires that an ignition interlock device not have recorded a negative report for ninety consecutive days before it can be removed.

**Judiciary's Position:**

House Bill No. 1814 is very concerning to the ADLRO, which requires that an Ignition Interlock Device (IID) not have recorded a negative report for 90 consecutive days before it can be removed. ADLRO's position is to oppose this bill. The bill would discourage respondents from installing IIDs, which promote public safety.

**Potential Adverse Effects:**

1. Respondents will be deterred from installing the IID if they are aware that the install of this device could extend their revocation period and result in a greater financial burden.
2. The reporting requirement only adds another layer of bureaucratic paperwork and confusion to the administrative process, which would lead to further backlog and delay in the ADLRO process. This would run contrary to the entire purpose and mission of the ADLRO, which is to resolve cases as efficiently and expeditiously as possible.



3. Since respondents must send a certificate from their IID vendor to the Director of ADLRO and the Director of DOT there is a high likelihood confusion and backlog will be generated to process the paperwork/requests, which could also delay the removal of IIDs even when respondents do not generate any negative reports.

**Logistical Issues:**

1. If there is a dispute as to the cause of the "negative report," it is unclear who to appeal the "negative report" to or who would review the complaint.
  - a. A completely separate appeals process would need to be created where a reviewing board would hear the complaint, adding to the backlog and paperwork involved in an appeals process. Logically, the DOT would review the appeals since they work directly with the Smart Start vendor (ADLRO only issues the Ignition Interlock Permits), but the bill is unclear.
  - b. The "negative report" definition is too broad
    - i. A negative report will be generated if maintenance is not performed every 30 days (this will have a disproportionate impact on military personnel who are deployed, and will also affect anyone on extended vacation, or hospitalized).
    - ii. A negative report will be generated if a rolling test is missed, which can occur if someone is driving in an unsafe area and unable to take the test.
    - iii. A negative report can have many causes, including problems with blowing into the IID (due to asthma, COPD, other health problems) or malfunctioning of the device itself.
2. The ADLRO does not have jurisdiction to extend IIDs beyond the revocation period if a negative report is generated. Once the revocation period is over, the ADLRO loses jurisdiction over the case.
  - a. Even if the ADLRO were able to extend IIDs beyond the revocation period, it would create a lot of work to process amended permits when the ADLRO is already understaffed.
  - b. It is also unclear if respondents would be required to apply for an amended permit to extend the end date, or how the ADLRO would even be notified of a negative report.



House Bill No. 1814, Relating to the Ignition Interlock Program  
House Committee on Transportation  
Wednesday, February 5, 2020  
Page 3

- c. It is also unclear on its face whether respondents can get relicensed during the last 30 days of their permit (as is the current law), or will instead be required to drive with the IID while relicensed until they are authorized to remove the IID.

Thank you for the opportunity to testify on this measure.

Council Chair  
Alice L. Lee

Vice-Chair  
Keani N.W. Rawlins-Fernandez

Presiding Officer Pro Tempore  
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Shane M. Sinenci  
Yuki Lei K. Sugimura



Director of Council Services  
Traci N. T. Fujita, Esq.

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TO: Chair Aquino, Vice Chair Hashimoto and Members  
of the Committee

FROM: Yuki Lei K. Sugimura *Yuki Lei Sugimura*  
Councilmember, Upcountry Maui

DATE: February 5, 2020

SUBJECT: **RE: HB 1814 RELATING TO THE IGNITION  
INTERLOCK PROGRAM**

I am writing in support of HB 1814 enhancing the ignition interlock program to ensure that violators are not allowed to prematurely remove the ignition interlock device.

Habitual and extreme intoxicated drivers create an extra level of risk for drivers and pedestrians. This measure adds conditions that must be met before ignition interlock devices can be removed from cars of individuals convicted of impaired driving. Under current conditions, there is no caveat that those who tried to drive while impaired during the 90 day period would be penalized.

Your support of this measure to increase safety on our roadways is appreciated.

Thank you for this opportunity to provide my input on this matter.



February 4, 2020

Benjamin R. Nordstrom, MD, PhD  
*Executive Director*

The Honorable Henry Aquino  
The Honorable Troy Hashimoto and  
Members of the House Committee on Transportation  
Hawaii State Capitol  
415 South Beretania Street, Room 423  
Honolulu, HI 96813

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Dear Chairman Aquino, Vice-Chair Hashimoto and members of the committee:

The Foundation for Advancing Alcohol Responsibility (Responsibility.org) is a national not-for-profit that leads the fight to eliminate drunk driving and underage drinking and is funded by the following distillers: Bacardi U.S.A., Beam Suntory; Brown-Forman; Constellation Brands, Inc.; DIAGEO; Edrington; Mast-Jägermeister US, Inc., Moët Hennessy USA; and Pernod Ricard USA. To learn more, visit [www.responsibility.org](http://www.responsibility.org).

Responsibility.org supports the mandatory and effective use of ignition interlocks for all convicted DWI offenders as part of a comprehensive approach to eliminating drunk driving. **We support House Bill 1814 and urge you to vote in favor of it.**

#### NATIONAL ADVISORY BOARD

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Evidence shows interlocks are highly effective in preventing alcohol-impaired driving for both repeat and first-time DWI offenders while they are installed. H.B. 1814 would require compliance with the ignition interlock program before allowing removal of the device. This is essential to preventing recidivism.

More than 10 evaluations of interlock programs have reported reductions in recidivism ranging from 35-90% with an average reduction of 64% (Willis et al., 2004). Additionally, a study commissioned by the Centers for Disease Control and Prevention (CDC) that involved a systematic review of 15 peer-reviewed studies revealed that, while interlocks were installed, the re-arrest rate of offenders decreased by a median of 67% compared to groups who never had an interlock installed (Elder et al., 2011).

A strong convergence of scientific evidence has led to substantial growth in interlock programs within the last decade, along with a shift toward mandatory interlock laws for all DUI offenders. At present, all 50 states have passed some form of interlock legislation and achieved different degrees of program implementation. A total of 34 states and the District of Columbia have all offender interlock laws in place.

Interlock programs are most effective when utilized in conjunction with proper assessment, treatment, and supervision. It is essential that effective screening for alcohol, drugs, and mental health issues be conducted with DWI offenders in tandem with an interlock sanction to identify those offenders who have issues that must be treated. Research shows that repeat DWI offenders often suffer from multiple disorders. In one study, in addition to a lifetime alcohol disorder, 41% of the participants had a drug-related disorder and 45% had a major mental health disorder that was not alcohol or drug-related (Shaffer et al., 2007).



Absent the identification and treatment of substance use and co-occurring disorders, long-term behavior change is unlikely for these offenders. To prevent future instances of drunk driving, and subsequently, save lives, the underlying causes of DWI offending (such as substance misuse or mental health issues) must be addressed. The [Computerized Assessment and Referral System](#) (CARS) is operated on FREE, open source software that generates immediate personalized diagnostic reports that contain information about an offender's mental health and substance use issues, a summary of risk factors, and targeted referrals to treatment services within their community that match their specific needs. It is available for download at <http://www.carstrainingcenter.org>. We hope this project will help states better identify, sentence, supervise, and treat hardcore drunk drivers and subsequently, reduce recidivism.

Please contact me at [brandy.axdahl@responsibility.org](mailto:brandy.axdahl@responsibility.org) or 202-277-6233 for additional support.  
Sincerely,

A handwritten signature in cursive script that reads "Brandy Axdahl". The signature is written in black ink on a light-colored, textured background.

Brandy Axdahl  
Senior Vice President, Responsibility Initiatives



Mothers Against Drunk Driving HAWAII  
745 Fort Street, Suite 303  
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Fax (808) 532-6004  
hi.state@madd.org

February 5, 2020

To: Representative Henry J. C. Aquino, Chair, House Committee on Transportation; Representative Troy Hashimoto, Vice Chair; and members of the Committee

From: Arkie Koehl and Carol McNamee, Public Policy Committee - MADD Hawaii

Re: House Bill 1814 – Relating to the Ignition Interlock Program

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I am Arkie Koehl, testifying on behalf of the members of Mothers Against Driving Hawaii in support of the intent of House Bill 1814. The primary purpose of this bill is to add a much-needed compliance feature to the interlock program.

As early as 2009, the original Interlock Task Force recognized that effective interlock programs should require ways to mandate and verify that offenders installing interlock comply with revocation periods and all other rules. In the best case scenario, this means that, especially during the latter part of their interlock use, offenders demonstrate consistent “clean starts” — no failures incurred by attempts to start when the device detects alcohol in their breath.

These efforts by the early framers of interlock legislation probably omitted compliance measures in the original drafts because enforcement generally requires **probation**. But Hawaii, unlike the other 49 states, lacks probation for OVUII offenders. In a Catch-22 situation, the economic downturn of 2008 even prevented the group from asking for probation since at that time the state had no funds to hire probation staff in the Judiciary. The original interlock Acts were prefaced, in fact, by comments that the Legislature realized probation was needed but had to be omitted at that time, and that at such time as the state’s fiscal condition improved, should be revisited.

Even without probation, the compliance requirements in HB 1814 should be adopted, in our opinion. The bill itself needs to be reconciled to other OVUII bills now before the Legislature to avoid any incompatibilities, and, in our view, be appropriately amended once this review has been completed.

Thank you for this opportunity to testify.



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February 5, 2020

To: Representative Henry J.C. Aquino, Chair, House Committee on Transportation;  
Representative Troy N. Hashimoto, Vice Chair, and members of the committee

From: JoAnn Hamaji-Oto, Territory Operations Director, Smart Start LLC, Hawaii Corporate Office

Re: House Bill 1814- Testimony in Strong Support Relating to the Ignition Interlock Program

I am JoAnn Hamaji-Oto, Territory Operations Director for Smart Start LLC, Hawaii Corporate Office. Smart Start is the current vendor contracted by the Hawaii Department of Transportation to install and service alcohol ignition interlocks in the state of Hawaii. I am offering testimony in strong support of House Bill 1814, Relating to The Ignition Interlock Program. We commend the legislature for its efforts to strengthen Hawaii's impaired driving laws.

The only way to stop a drunk driver from reoffending is to install an ignition interlock on the vehicle that a person operates during a license revocation period. Unlike other alcohol monitoring technologies or programs, an interlock is the only technology and the single most effective tool available to physically separate drinking from driving and to enhance public safety. A consequence for trying to drive drunk on an interlock is not incarceration, but rather a parked vehicle that will not start until the driver sobers up. As you are most likely aware, ignition interlocks prevent a drunk driver from operating a motor vehicle if their breath alcohol concentration (BrAC) exceeds a set point (typically .020). Drivers must provide a breath sample by blowing into an ignition interlock device before starting their car. If the driver's BrAC is over the set point, the vehicle will not start. HB 1814, will make interlock users prove compliance and demonstrate they are able to drive sober before removing the device. For drunk drivers using an interlock, they must have a certain period of no recordable violations before removal, known as compliance-based removal and is law in 34 states. Interlock compliance-based removal laws are important in teaching sober driving behavior.

We are proposing two amendments to HB 1814 to further strengthen it:

- Provide rule-making authority to the Department of Transportation to ensure adequate implementation
- Require every person to serve their term of ignition interlock required under the law until their driving privileges are restored

In 2014, the Traffic Injury Research Foundation (TIRF), through a cooperative agreement with the National Highway Traffic Safety Administration (NHTSA) was invited by the state Department of Transportation to provide technical assistance to strengthen and improve the delivery of the ignition interlock program in Hawaii. This bill is a result of the recommendations of this report to:

- Not allow offenders to “wait out” their revocation period
- Address the problem of offenders continuing to engage in unsafe driving behaviors and exiting the program without proving sobriety to drive
- Provide rule-making authority to DOT to administer the program and develop administrative rules surrounding interlock sanctions

According to the American Association of Motor Vehicle Administrators (AAMVA) Ignition Interlock Best Practice Guide for Ignition Interlocks called on states to have compliance-based removal for people on an ignition interlock. Currently, OVUII offenders in Hawaii merely have their interlock removed when it is time for end of program, whether they have proved sobriety to drive or not. If amended as noted above, this legislation will boost interlock implementation. One of the biggest challenges facing Hawaii’s interlock program is eligible OVUII offenders wait out the revocation period and do not install an interlock, many choosing to drive unlicensed and not interlocked.

Since the implementation of Hawaii’s Ignition Interlock law in 2011, we have prevented more than 100,000 drunk driving attempts in the state of Hawaii. The interlock did what it was supposed to do, it directly prevented drunk driving and the injuries and deaths it causes. The TIRF report concluded that participation rates in Hawaii’s ignition interlock program can be improved by strengthening the law. OVUII offenders should be made to comply with the requirements to install an interlock device before their driving privileges are restored. They should not be given the choice of waiting out the revocation period without ever installing an interlock. In conclusion, we strongly urge you to pass HB 1814.

Thank you for the opportunity to provide testimony in support of this important bill.



The knowledge source for safe driving

February 4, 2020

The Honorable Henry J.C. Aquino  
Chairman, House Transportation Committee  
Rep. Troy Hashimoto, Vice Chair  
Conference Room 423  
Hawai'i State Capitol Honolulu, HI 96813

**RE: HB 1814 relating to the ignition interlock program**

Dear Chairman Aquino and House Transportation Committee Members,

The Traffic Injury Research Foundation (TIRF; [www.tirf.ca](http://www.tirf.ca)) strongly urges you to support and advance HB 1814 by Representative Aquino, which closes loopholes in the drunk driving law and improves compliance with the state's lifesaving ignition interlock law.

TIRF is an independent, scientific research institute, based in Canada, with a separate US office. We operate as a registered charity in Canada, and our US office is a registered 501(c)3. We receive funding from governments through research project contracts as well as from associations and industry. We have consulted with governments around the world (including the Netherlands, Australia, United Kingdom, Belgium, Norway and France in addition to the US and Canada) about drunk driving and alcohol ignition interlock programs. The Association of Ignition Interlock Program Administrators (AIIPA) in the US hires TIRF to provide strategic advice to AIIPA. During the past ten years, we have delivered technical assistance to improve the implementation and delivery of interlock programs and other drunk driving countermeasures in more than 40 states in the US with funding from the National Highway Traffic Safety Administration (NHTSA) through a cooperative agreement.

As part of this technical assistance, TIRF reviewed Hawaii's Alcohol Interlock Program in May 2014 and concluded with a written report. The report identified some of Hawaii's biggest challenges and offered suggested solutions. Challenges included:

- > Offenders who are eligible for the interlock program often choose to wait out the hard revocation instead of enrolling in the interlock program;
- > There is a lack of agency authority to hold offenders accountable for non-compliance with interlock program rules; and,
- > Offenders in the interlock program who continue unsafe driving behaviors can not necessarily be kept in the program, thereby reducing possibilities to prevent future offending.

Traffic Injury  
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Registered Charity No. 10813 5641 RR0001

We believe that HB 1814 would effectively address these identified challenges by implementing a compliance-based removal system whereby offenders must prove compliance with ignition interlock program rules before their device will be removed. This approach requires that drunk drivers using an interlock must have a 90-day period of no recordable violations before the device is removed. Compliance-based systems are already law in 28 states and have become an effective way to teach sober driving.

We would propose that amendments be made to this proposal to:

- > No longer allowing offenders to wait out the hard revocation period, but rather ensuring that drivers ordered to use an interlock have no other choice but to actually install the device before they can obtain an unrestricted license;
- > Provide the authority for the Department of Transportation to adopt and promulgate rules, notably in relation to non-compliance.

In conclusion, we believe that HB 1814 addresses existing challenges in the current drunk driving law. The new law proposes proven best practices to overcome these challenges. We therefore urge you to support and advance HB 1814. We sincerely hope that the information we have provided will help to make this decision but remain available, should you require more information.

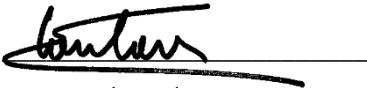
Please do not hesitate to contact us if you have follow-up questions about our letter.

Sincerely,



Robyn Robertson  
President and CEO  
TIRF

Secretary of the Board  
TIRF USA, Inc.



Dr. Ward Vanlaar  
COO  
TIRF



February 4, 2020

The Honorable Henry Aquino  
The Honorable Troy Hashimoto  
Conference Room 423, 415 South Beretania Street  
Hawai'i State Capitol Honolulu, HI 96813

Re: House Bill 1814

Dear Chairman,

My name is Tara Casanova Powell. I am providing testimony as a research expert in the field of impaired driving to strongly urge your support of House Bill 1814.

I am the Principal of Casanova Powell Consulting, an independent traffic safety research consulting firm. I am also the Executive Director of the Association of Transportation Safety Information Professionals. With over 20 years of experience in the field of road safety and conducting research regarding the impaired driving population, I am considered a national expert in this regard. I have led several national and state projects involving alcohol and drug impaired driving, including a national evaluation of 28 state's ignition interlock programs, two Washington State ignition interlock offender behavior and recidivism projects, Minnesota and Colorado interlock program evaluations, an Annual National Survey of Ignition Interlocks, and a Continuous Alcohol Monitoring Recidivism study in Nebraska and Wisconsin. I have been asked to present at several state, national and international conferences including the 2017 National Conference of State Legislatures (NCSL) State Transportation Leaders Symposium in Denver, Colorado where I discussed refining ignition interlock laws and programs. I am a founding member of the Connecticut Statewide Impaired Driving Task Force, a faculty staff member for the National Center for DWI Courts (NCDC), a member of the Leadership Committee of the National Academies Transportation Research Board Alcohol and Other Drug Committee, and a member of the International Council on Alcohol Drugs and Traffic Safety where I have been appointed to the Rehabilitation Measure Working Group. I have intimate knowledge of Hawaii's impaired driving program since Hawaii was selected as a case study for a national study where I was the Principal Investigator: State Blood Alcohol Concentration (BAC) Testing and Reporting for Drivers Involved in Fatal Crashes.

Passage of House Bill 1814 provides for the adoption of language which will strengthen and expand the current ignition interlock program whereby House Bill 1814 will establish compliance-based removal provisions (90 consecutive days without violations). This bill (HB 1814) will require a 90-day compliance certificate for offenders who seek to remove an interlock device. I strongly support this measure. It is of utmost importance that that the bill be amended to prevent offenders from "waiting out" or not installing the devices and to allow for rule-making authority for the Department of Transportation.

As interlock research and technology evolved over the years, reductions in recidivism were seen with varying cohorts of offenders and terms of interlock, including interlock extensions. In other words,

[Casanova Powell Consulting \(CPC\)](#)  
[Traffic Safety Program Design and Implementation, Evaluation, and Research](#)

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interlock extensions were found to decrease recidivism among all levels of offense including high BAC and repeat populations of DWI offenders (of which 65 percent of impaired driving fatalities occur).

Interlock research performed by myself and my colleagues in the field has shown that interlocks can effectively monitor offenders, facilitate behavior change, and reduce recidivism rates among this population. (McCartt et. al, 2013; Casanova Powell et. al, 2015, McGinty, 2017) Compliance-based removal, or interlock extensions based on compliant performance over a specific period of time was a strong recommendation as a result of my "Evaluation of State Ignition Interlock Programs: Interlock Use Analyses From 28 States" study (Casanova et. al, 2015).

Furthermore, a recent study conducted by Voas et al., (2016), examined the effects of treatment and supervision in combination with interlock use. Results showed that those participants in the treatment group experienced 32 percent reduction in recidivism during the 30 months following the removal of the interlock. The Voas study validates the use of ignition interlock paired with treatment as a viable tool to facilitate behavior change. As a result, public perceptions regarding the interlock device as a useful tool to monitor the impaired driving population (including those of judges and court staff), have changed over the years. This research also supports the DWI court model where required interlock use and term extension for confirmed alcohol interlock violations are standard practice.

We would recommend that this version of House Bill 1814 be amended to:

- No longer allow offenders to wait out the hard revocation period, but rather ensure that drivers ordered to use an interlock have no other choice but to actually install the device before they can obtain an unrestricted license.
- Provide the authority for the Department of Transportation to adopt and promulgate rules.

In conclusion, I ask you to support House Bill 1814 to better ensure the safety of the citizens of Hawai'i. Please contact me with any additional questions you may have.

Respectfully Yours,

A handwritten signature in black ink that reads 'Tara Casanova Powell'. The signature is fluid and cursive, written over a light blue horizontal line.

Tara Casanova Powell  
Principal

Casanova Powell Consulting (CPC)  
Traffic Safety Program Design and Implementation, Evaluation, and Research

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