

STATE OF HAWAI‘I
OFFICE OF THE PUBLIC DEFENDER

**Testimony of the Office of the Public Defender,
State of Hawai‘i to the House Committee on
Consumer Protection & Commerce**

February 5, 2021

H.B. No. 1263: RELATING TO INTERLOCK IGNITION DEVICES

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

The Office of the Public Defender opposes H.B. No. 1263.

This measure requires a person whose license is revoked pursuant to HRS § 291E-41 or any person who has been convicted of an offense under HRS §§ 291E-61 or 291E-61.5 to install an ignition interlock device before he or she is eligible for a license. This measure enhances the unfairness of a penal scheme that is already unjust to the economically disadvantaged.

Under the current law, a person’s license is immediately revoked via the Administrative Driver’s License Revocation Office (“ADLRO”) upon their arrest for operating a vehicle while under the influence of an intoxicant (“OVUII”). Although it is possible to challenge this revocation, it is difficult to navigate ADLRO procedures without legal representation. Our office is precluded from representing clients in administrative proceedings, which means that the only individuals able to successfully challenge their license revocation are those who can afford to hire a private attorney. An attorney can also help a client extend their temporary permit while ADLRO proceedings are ongoing, removing the risk of the client being charged with operating a vehicle with a license revoked for OVUII pursuant to HRS § 291E-62.

A person who drives a non-ignition interlock vehicle (regardless of whether he or she is participating or sitting out of the ignition interlock program) is subject to the penalties of HRS § 291E-62, which include mandatory extension of license revocation and imprisonment:

- First offense: a term of imprisonment of not less than three consecutive days and additional license revocation for one year; and

- Second offense: thirty days imprisonment and additional license revocation for two years; and
- Third offense: one-year imprisonment and permanent license revocation.

An individual convicted under this section also loses their ability to use a ignition interlock device during their license revocation period. Section 291E-62 is certainly an effective (and harsh) sanction, and it is another law that disproportionately affects our office's clients. Due to the high volume of cases in District Court, our clients may not be scheduled for an intake interview until after the expiration of their temporary permit. Thus, they may receive a citation under section 291E-62 before ever having a chance to consult with an attorney. The proposed law would create even greater confusion and hardship for individuals who are precluded from installing an ignition interlock in their vehicle during their revocation period due to a conviction under section 291E-62.

Many persons convicted of OVUII have never been incarcerated; indeed, but for the few hours prior to posting bail after an OVUII arrest, persons convicted of a first-time OVUII are rarely incarcerated. The multitude of sanctions under HRS § 291E-62, are a more than sufficient deterrent of driving a non-ignition interlock vehicle.

The proposed law is extremely unfair to those persons who cannot afford to participate in an ignition interlock program or who cannot afford to own a vehicle. The period of license restriction for such a person will never end until and unless he/she has the financial means to purchase a vehicle and/or participate in the ignition interlock program. Persons who opt to forego their privilege to drive during the license revocation period rather than keep their privilege by participating in the ignition interlock program often do so because they do not own a car and/or cannot afford to participate in the program.

This measure also appears to punish those who utilize the work permit authorized under HRS §291E-61(d) and (e). Under that section, an employee may drive a vehicle owned by their employer for up to twelve hours a day, so long as their activities are within the scope of their employment. The proposed law makes no exception for someone who has utilized a work permit without incident during their license revocation period.

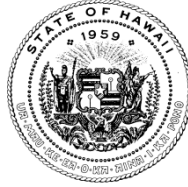
Essentially, this measure will disproportionately punish those who are economically disadvantaged. The period of a license revocation for a person with financial means (i.e., a person who owns a vehicle and can afford to participate in the ignition

interlock program) will be substantially shorter than for a person who cannot afford a car and/or participate in the program. Even if they are subject to sanctions under HRS § 286-102 rather than HRS § 291E-62, a person should not be subject to an endless license restriction period simply because he/she cannot afford to own a car and/or participate in the program.

Furthermore, it is not uncommon that a person convicted of OVUII shares a vehicle with multiple family and/or household members. When the OVUII offender opts to participate in the ignition interlock program, every family member must also participate in the program. Every family member must breathe into the ignition interlock device not only prior to starting the family vehicle but also during the operation of the vehicle, as the program requires the driver to submit to periodic random tests. Rather than inconveniencing the other family/household members, the OVUII offender will choose instead to give up his/her privilege to drive during the license revocation period and opt out of participating in the ignition interlock program. If the measure becomes law, every family/household member of the OVUII offender will be punished, as they will essentially be required to participate in the ignition interlock program to simply operate the family/household vehicle.

Finally, this measure, as well as other ignition interlock laws and driving with suspended license laws (in particular, HRS § 291E-62), simply target and punish former OVUII offenders who are unable to obtain a valid drivers' license. Those who were cited or arrested for these offenses, with a few exceptions, were not driving while under the influence of an intoxicant. They were not even suspected of OVUII. They were simply driving.

Thank you for the opportunity to comment on this measure.



LATE

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, 2021
2:00 P.M.
State Capitol, Teleconference

H.B. 1263
RELATING TO IGNITION INTERLOCK DEVICES

House Committee on Consumer Protection & Commerce

The Department of Transportation (DOT) **supports** H.B. 1263 relating to the ignition interlock devices. This bill requires that there are no negative reports for consecutive days, that were recorded on the device, before a driver whose driver's license has been revoked or convicted for driving under the influence of an intoxicant (OVUII). DOT is recommending a graduated approach to reduce recidivism rates for OVUII.

This bill is recommending an administrative requirement of obtaining a driver's license during or after being convicted of sections 291E-41, 291E-61 or 291E-61.5 Hawaii Revised Statutes. The requirements conform to the graduated penalties of the violation.

The DOT is recommending that the period to comply with this section be: (1) 90 days for the first revocation or conviction, (2) 180 days for the second, and (3) one-year for the third or subsequent violations. This is to confirm that regardless if the time spent for the penalties under sections 291E-41, 291E-61 or 291E-61.5 the driver shall fulfill the requirements under this bill during or after in addition to the penalties of these sections in order to apply for their driver's license when having a OVUII revocation or conviction.

The DOT urges your committee to pass H.B. 1263 as it will change the behavior of the driver to not drink and drive and more important to save lives on our roadways.

Thank you for the opportunity to provide testimony.

HB-1263

Submitted on: 2/4/2021 10:27:17 AM

Testimony for CPC on 2/5/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Gregg Okamoto	Maui Police Department	Support	No

Comments:

The Maui Police Department, as a public safety agency, supports this bill as written. Setting conditions and fines as a punitive and educational medium for offenders will help in their accountability. Compliance with the use of the lock will also add another layer of protection to prevent repeat offenders from getting their license back. One of the greatest dangers to the public is the concerning amount of habitual offenders on the road. Mahalo.

DEPARTMENT OF THE PROSECUTING ATTORNEY
CITY AND COUNTY OF HONOLULU

ALII PLACE
1060 RICHARDS STREET • HONOLULU, HAWAII 96813
PHONE: (808) 768-7400 • FAX: (808) 768-7515

STEVEN S. ALM
PROSECUTING ATTORNEY

THOMAS J. BRADY
FIRST DEPUTY
PROSECUTING ATTORNEY



THE HONORABLE AARON LING JOHANSON, CHAIR
HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE
Thirty-First State Legislature
Regular Session of 2021
State of Hawai'i

February 5, 2020

RE: H.B. 1263; RELATING TO IGNITION INTERLOCK DEVICES.

Chair Johanson, Vice Chair Kitagawa, and members of the House Committee on Finance, the Department of the Prosecuting Attorney of the City and County of Honolulu ("Department") submits the following testimony supporting the intent of H.B. 1263, with concerns.

The purpose of H.B. 1263, is to strengthen Hawaii's laws regarding operating a vehicle under the influence of an intoxicant ("OVUII"), in a concerted effort to make our roads safer for everyone to traverse. While we believe this bill is well-intended, we do have concerns that it would have the unintended consequence of prohibiting low-income individuals (or others) from ever getting their driver's license back. For example, as currently written, someone would never qualify for their driver's license if they are unable to afford an ignition interlock device¹; or they do not have a vehicle on which they could get ignition interlock installed; or they fall under a number of other exceptions listed under Section 291E-61(b)(4) or (c), Hawaii Revised Statutes ("HRS").

While the Department understands and concurs that driving is a privilege—not a right—it seems unfair that such privilege would only be reserved for people who are affluent enough to own a car and can afford the additional fees for an Ignition Interlock device. Moreover, affluent offenders could have multiple vehicles to choose from, for installing an ignition interlock device. At present, there is no way to ensure an offender is actually utilizing the vehicle with the device installed, other than citing someone for driving a vehicle (without Ignition Interlock) while their license is revoked for OVUII (HRS §291E-62)...and that method is already in-effect now, without this statutory change.

In order to strengthen OVUII enforcement against egregious offenders, and ensure that more offenders overall get ignition interlock devices installed on their vehicles, we respectfully

¹ It is our understanding that the lowest price currently offered is 50% of the regular monthly fee.

point to the provisions of S.B. 765, which is similar to a bill that previously crossed over from the House to the Senate in March 2020 (H.B. 2174, H.D. 2).² In summary, S.B. 765 would establish penalties (and a definition) for OVUII offenders who operate vehicles while “highly intoxicated”; increase and align all license revocation periods and lookback periods; and close so-called “loopholes” in the current mandate for OVUII offenders to install ignition interlock devices in their registered vehicles. It would also make a number of changes to correct small inconsistencies—such as deleting references to old statutes that no longer exist—and add smaller improvements to Hawaii’s OVUII laws—such as requiring a heightened substance abuse program for repeat OVUII offenders, where our current law only requires a substance abuse program for first-time offenders (none for repeat offenders).

From April 2019 through December 2019, our Department was part of a highly dedicated working group—coordinated and facilitated by the Department of Transportation, Highway Safety Division—which convened nearly every two weeks for five months, and spent numerous working hours outside of that, for a singular purpose: to produce proposed legislation that would significantly strengthen Hawaii’s OVUII laws. We believe the working group was able to do that, and much of S.B. 765 is consistent with the bills that were jointly created by that working group.

For all of the foregoing reasons, the Department of the Prosecuting Attorney of the City and County of Honolulu supports the intent of H.B. 1263, but respectfully recommends that this Committee defer this bill, in support of more even-handed means of imposing stricter enforcement on OVUII offenders. Thank you for the opportunity to testify on this matter.

² The Senate companion to that bill (S.B. 2330, S.D. 1) previously passed a joint hearing of the Senate Committees on Transportation, and Public Safety, Intergovernmental and Military Affairs, and was awaiting a hearing from the Senate Committee on Judiciary; but shortly thereafter, H.B. 2174, H.D. 2, crossed over first from the House of Representatives.



February 3, 2021

Hawaii House Consumer Protection & Commerce Committee
415 South Beretania Street
Hawai'i State Capitol Honolulu, HI 96813

Re: HB 1263, Relating to Ignition Interlock Devices

Dear Chairman,

My name is Tara Casanova Powell. I am the Principal of Casanova Powell Consulting (CPC). I am providing testimony as a research expert in the field of impaired driving to strongly urge your support of HB 1263, relating to ignition interlock devices.

I am the Principal of Casanova Powell Consulting, an independent traffic safety research consulting firm. 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 HB 1263 provides for the adoption of language which will strengthen and expand the current ignition interlock program whereby it will establish compliance-based removal provisions.

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, 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).

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

2924 Bald Eagle Bend, Virginia Beach, VA 23453 | Phone/Fax: 203.821.7657 | Mobile: 203.809.8709 |
Email: taracpc@outlook.com |



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.

In conclusion, I ask you to support HB 1263 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 written in a cursive, flowing style.

Tara Casanova Powell
Principal

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

2924 Bald Eagle Bend, Virginia Beach, VA 23453 | Phone/Fax: 203.821.7657 | Mobile: 203.809.8709 |
Email: taracpc@outlook.com |



900 FORT ST. MALL, SUITE 1620 • HONOLULU, HI 96813
1-800-880-3394 • 808-695-2416 • SMARTSTARTINC.COM
FAX 808-695-2316

February 5, 2021

To: Representative Aaron Ling Johnson, Chair, House Committee on Consumer Protection & Commerce; Representative Lisa Kitagawa, Vice Chair, and members of the committee

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

Re: House Bill 1263- Testimony in Strong Support Relating to the Ignition Interlock Devices

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 1263, Relating to The Ignition Interlock Devices.

Currently, 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 1263, 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.

In 2014, the Traffic Injury Research Foundation (TIRF), through a cooperative agreement with the National Highway Traffic Safety Administration (NHTSA) was invited by the Hawaii 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

The TIRF report concluded that participation rates in Hawaii's ignition interlock program can be improved by strengthening the law.

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. 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. Additionally, an indigent program is available for those that qualify to help lessen the costs associated with an ignition interlock.

In conclusion, we strongly urge you to pass HB 1263, as it will help strengthen Hawaii's Ignition Interlock laws which is critically important to help save lives and keep Hawaii roads safe. 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. This is a dangerous situation as research provides that revoking licenses by itself is not a deterrent, 50 – 75% of OVUII offenders continue to drive on revoked licenses.

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



JoAnn Hamaji-Oto

Territory Operations Director-Hawaii

Office: 808-695-2416 Cell: 808-782-7723

Jhamaji-oto@smartstartinc.com

Setting the Standard in Alcohol Monitoring Technology™

February 3, 2021

The Honorable Aaron Johanson
Chairman, House Consumer Protection
Hawai'i State Capitol Honolulu, HI 96813

RE: HB 1263, relating to the ignition interlock program

Dear Chair Johanson and House Consumer Protection Committee Members,

The Traffic Injury Research Foundation (TIRF; www.tirf.ca) strongly urges you to support and advance HB 1263, 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.



We believe that HB 1263 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 more than 30 states and have become an effective way to teach sober driving.

In conclusion, we believe that HB 1263 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 1263. 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

Dr. Ward Vanlaar
COO
TIRF

Secretary of the Board
TIRF USA, Inc.

TESTIMONY OF
Brandy Axdahl
The Foundation for Advancing Alcohol Responsibility
Hawaii House Committee on Consumer Protection and Commerce
February 4, 2021

Good afternoon Chairman Johanson and distinguished members of the committee. Thank you for the opportunity to submit written testimony in support of Hawaii House Bill 1263. My name is Brandy Axdahl and I am the Senior Vice President of Responsibility Initiatives at The Foundation for Advancing Alcohol Responsibility (Responsibility.org). We are 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., Inc.; Beam Suntory; Brown-Forman; DIAGEO; Edrington; Mast-Jägermeister US Inc.; Moët Hennessy USA; Ole Smoky LLC; and Pernod Ricard USA. To learn more, visit www.responsibility.org.

On behalf of Responsibility.org, I urge your passage of House Bill 1263 this year. The first DUI is a chance to change behavior. We know that interlocks work while they are on the vehicle and we know that during the interlock timeframe, it's ideal for offenders to receive screening and assessment – and if indicated – treatment. For this law to have a significant lifesaving impact, these interlock devices must be utilized, and the laws must be enforced within the criminal justice system.

House Bill 1263 would require a court to order the installation of an ignition interlock system in certain circumstances, or state on the record that an ignition interlock system is not necessary. It also allows a person convicted of a first offense of driving under the influence to elect to become an ignition interlock restricted driver in lieu of a driver license suspension; and makes technical changes.

The passage of interlock laws saves lives. As detailed in Responsibility.org's position statement in support of mandatory ignition interlocks for all DUI offenders, ignition interlocks are one of the most effective countermeasures to prevent drunk driving.

A study by Kaufman and Wiebe (2016) examined the impact that the passage of all offender interlock laws had on alcohol-involved crashes in 18 states. The authors found that requiring all drivers convicted of DUI to install an interlock was associated with a 15% reduction in the rate of alcohol-involved crash deaths; this translates into an **estimated 915 lives saved**. A more recent examination of the effects of state interlock laws on alcohol-involved fatal crashes in the U.S. found that interlocks may reduce the occurrence of these crashes (McGinty et al., 2017). State laws that require interlocks for all DUI offenders were associated with a 7% decrease in the rate of fatal crashes involving a driver above the legal limit (.08) and an 8% decrease in the rate of fatal crashes involving a high-BAC (.15>) driver. This translates into an **estimated 1,250 prevented fatal crashes** involving a drunk driver.

This technology is most effective when utilized in conjunction with assessment, treatment, and supervision. It is essential that effective screening for alcohol, drugs, and mental health issues be conducted with DUI offenders in tandem with an interlock sanction to identify those offenders who have substance use and mental health disorders. Research shows that repeat DUI offenders often suffer from multiple disorders. Absent effective identification and treatment of these issues, long-term behavior change is unlikely for these offenders. To prevent repeat DUI and to save lives, the underlying causes of DUI offending must be addressed.

Responsibility.org and the Division on Addiction at Cambridge Health Alliance, a teaching affiliate of Harvard Medical School, launched the Computerized Assessment and Referral System, (CARS). This

revolutionary screening and assessment instrument generates immediate diagnostic reports that contain information about an offender's mental health and substance use issues, a summary of risk factors, and provides referrals to nearby treatment services. CARS is available for **free** download at <http://www.carstrainingcenter.org>. We hope this project will help states better identify, sentence, supervise, and treat impaired drivers.

Finally, of all the court costs an offender must pay, ignition interlocks should be the highest priority. These devices cost about \$75 per month. Hawaii also has a robust program for indigent offenders so that the cost is not prohibitive, recognizing however that the program is intended to change behavior. Many defendants retain defense counsel and upon pleading guilty are assessed numerous fees. The ignition interlock cost should be the most important one to levy because it is the only fee that will also save lives and protect the public as the impaired driver is prevented from repeating DUI behavior while it is on the vehicle.

Responsibility.org believes that strong laws and the combination of enforcement and effective treatment are fundamental elements necessary to reduce the incidence of impaired driving. **We urge you to pass House Bill 1263 which will save lives in Hawaii.**

Thank you.