

STATE OF HAWAI‘I  
**OFFICE OF THE PUBLIC DEFENDER**

**Testimony of the Office of the Public Defender,  
State of Hawai‘i to the Senate Committee on Judiciary**

February 24, 2021

S.B. No. 153 SD1 : RELATING TO THE STATEWIDE TRAFFIC CODE

Chair Rhoads, Vice Chair Keohokalole, and Members of the Committee:

The Office of the Public Defender respectfully opposes S.B. No. 153 SD1.

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 29E-61.5 to install an ignition interlock device before he or she is eligible for a license. This measure simply enhances the unfairness of a penal scheme that is already unjust to the economically disadvantaged.

Under this measure, a person with financial means whose BAC was 0.14 and who was involved in a traffic collision will be able to have their license reinstated in one year, meanwhile an indigent person who had borrowed a vehicle, and who was pulled over for an expired safety check, and whose BAC was 0.08 will never be able to legally drive again. Even though the affluent individual’s conduct was far more egregious than the indigent person, the affluent individual’s license will be restricted for one year while the indigent person will suffer a lifetime license revocation.

The proposed law is extremely unfair to those persons who cannot afford to participate in an ignition interlock program or especially for those 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 participate in the ignition interlock program and/or purchase a vehicle.

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 not to skirt the law but because they simply cannot afford to participate in the program and/or do not own a car. Clearly, this measure will disproportionately punish those who are economically disadvantaged. Indeed, the Senate Transportation Committee even recognizes the inequitable, unfair and discriminatory impact of the measure. *See* Stand. Com. Rep. No. 176. Admittedly,

driving is not a right but a privilege. However, the privilege should not be available to only those who can afford to participate in the ignition interlock and/or who own a car.

It is common for a group of individuals to get together and consume alcohol at a commercial establishment or at someone's residence. The driver and the owner of the vehicle used may be too intoxicated to drive, so another member of the group, who mistakenly believes he/she is not impaired volunteers to drive. The volunteer, after he/she is convicted, will be required to install an interlock ignition device on a vehicle, whether he/she owns a vehicle. Essentially, this measure will prevent him/her from ever having his/her license reinstated. This volunteer will never be able to rent a vehicle. Therefore, even if the volunteer is able to afford the ignition interlock device (at a discounted rate or even if the device is offered at no cost), the volunteer has no vehicle to install the device.

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.

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 substantial and more than sufficient deterrent of driving a non-ignition interlock vehicle. Indeed, one such sanction is if 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.

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 the offense of HRS § 291E-62, 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 S.B. No. 153 SD1.

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

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**THE HONORABLE KARL RHOADS, CHAIR**  
**SENATE COMMITTEE ON JUDICIARY**  
**Thirty-First State Legislature**  
**Regular Session of 2021**  
**State of Hawai`i**

February 24, 2021

**RE: S.B. 153, S.D. 1; RELATING TO THE STATEWIDE TRAFFIC CODE.**

Chair Rhoads, Vice Chair Matayoshi, and members of the Senate Committee on Judiciary, the Department of the Prosecuting Attorney of the City and County of Honolulu ("Department") submits the following testimony supporting the intent of S.B. 153, S.D. 1, with concerns.

The goal of S.B. 15, S.D. 1, is to strengthen Hawaii's laws regarding operating a vehicle under the influence of an intoxicant ("OVUII"), by requiring all OVUII offenders to successfully maintain an Ignition Interlock device on their vehicle, before they can get their driver's license back. While we believe this bill is well-intended, we are also concerned that it would have the unintended consequence of prohibiting low-income individuals from ever getting their driver's license back. For example, as currently written, if someone does not have a vehicle on which they can get ignition interlock installed, or is unable to afford an ignition interlock device<sup>1</sup>, or falls under a number of other exceptions listed under Section 291E-61(b)(4) or (c), Hawaii Revised Statutes ("HRS"), that person will never be able to get their driver's license again.

While the Department understands and agrees that driving is a privilege—not a right—it seems inherently 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.

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

In order to strengthen Hawaii's OVUII enforcement against egregious offenders, and ensure that more offenders overall get ignition interlock devices installed on their vehicles, we respectfully encourage this Committee to pass S.B. 765, S.D. 1, which this Committee has set for hearing on February 25, 2021. That bill is very similar to a bill (S.B. 2330, S.D. 1) that passed a joint hearing of the Senate Committee on Transportation, and Senate Committee on Public Safety, Intergovernmental and Military Affairs, in 2020.<sup>2</sup>

In short, S.B. 765, S.D. 1, would establish heightened penalties (and a definition) for OVUII offenders who operate a vehicle while "highly intoxicated"; increase and align all license revocation periods and lookback periods; require a longer substance abuse program for repeat OVUII offenders (as current law requires a substance abuse program only for first-time offenders, none for repeat offenders); and close so-called "loopholes" in the current mandate for OVUII offenders to install ignition interlock devices in their registered vehicles.

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 S.B. 765, S.D. 1, is consistent with the bills that were jointly created by that working group. Notably, the working group did intend to reconvene in the Summer of 2020, to produce proposed legislation regarding—among other things—"compliance-based enforcement" of Ignition Interlock, but was unable to do so due to the COVID-19 pandemic.

For all of the foregoing reasons, the Department of the Prosecuting Attorney of the City and County of Honolulu supports the intent of S.B. 153, S.D. 1, but respectfully recommends that this Committee defer the 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.

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<sup>2</sup> S.B. 2330, S.D. 1, was awaiting a hearing from the Senate Committee on Judiciary, when the companion bill (H.B. 2174, H.D. 2) crossed over first from the House of Representatives. H.B. 2174, H.D. 2, crossed over from the House to the Senate in March 2020, just before the COVID-19 shutdown.

February 24, 2021

Senator Karl Rhoads, Chair  
Jarrett Keohokalole, Vice-Chair  
Members of the Judiciary Committee

RE: SB153 SD1 Relating to the Statewide Traffic Code. - **SUPPORT with AMENDMENTS**

AAA Hawaii **supports with amendments**, SB153 SD1, which adds a proof of compliance requirement to the state's existing IID law. Our organization encourages states to require Ignition Interlock Devices (IID) for all offenses related to Driving Under the Influence (DUI) offenses. However, IID requirements are only effective in reducing DUI recidivism among repeat offenders if there are robust compliance requirements in place.

**Proof of Compliance.** There are already 28 states with IID compliance-based removal laws per MADD (2018), but Hawaii is not one of them. Compliance based laws require interlock users to prove sobriety before exiting use of the device. National traffic safety organizations, including the AAA, all agree poor IID compliance reports should result in an extension. SB 153 is a positive step in requiring that there be no negative reports recorded for consecutive days before a driver's license can be reinstated.

**Extended Lookback Period.** Reducing recidivism among impaired drivers should remain Hawaii's highest priority. Accordingly, AAA Hawaii recommends extending the current 5-year lookback period to 10-years to help prosecutors, judges, and licensing authorities better identify DUI recidivists. Among Hawaii's repeat offenders, approximately half are involved in fatal crashes each year according to the National Highway Traffic Safety Administration (NHTSA, 2019). This amendment would be consistent with our support for HB1263 HD1.

AAA Hawaii was founded in 1915 in Honolulu and is a leader in motorist services and a strong advocate for traffic safety. With more than 170,000 members in Hawaii and 60 million nationwide, service to and the safety of our members, other motorists, and all road users is our founding and continuing purpose. This is especially true in Hawaii where alcohol impaired driving fatalities remains a persistent problem. We believe SB153 SD1 addresses a critical need in the state's impaired driving policies, which is why we support this bill and encourage you to do the same.

Sincerely,

Liane Sumida

Liane Sumida  
General Manager

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February 24<sup>th</sup>, 2021

Senator Karl Rhoads, Chair,  
Senator Jarrett Keohokalole, Vice Chair  
Senate Committee on Judiciary  
Hawai'i State Capitol Honolulu, HI 96813

**RE: Senate Bill 153, SD1 - Testimony in Strong Support Relating to the Statewide Traffic Code**

Dear Chair Rhoads, Vice-Chair Keohokalole, and members of the committee,

The Traffic Injury Research Foundation (TIRF; [www.tirf.ca](http://www.tirf.ca)) strongly urges you to support and advance SB 153, SD1 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 produced a written report. It 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.

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We believe that SB 153, SD1 would effectively address these identified challenges by implementing a compliance-based removal system whereby offenders must demonstrate 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.

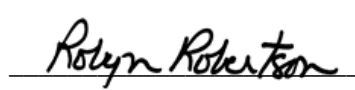
Please note it is a common misperception that mandatory participation in an interlock program is unfair to those persons who cannot afford it or who cannot afford to own a vehicle. Indeed, research has demonstrated this is false for the following reasons:

- > First and foremost, permitting offenders to drive safely enables them to maintain employment and access more job opportunities because they do not have to rely on limited public transportation or friends and family to get to, and from, work. This is equally true for treatment participation to address their addiction. Moreover, they can also participate in family life by getting groceries, taking kids to events, and maintaining their support network, which is key to reducing offending.
- > Second, research has shown many drivers suspended or unlicensed due to drunk driving continue to drive anyway, despite claims they will cease driving. Of concern, suspended and unlicensed drivers have a higher crash risk and put communities at risk.
- > Third, there are many examples of successful programs across the country where a pool of funding from impaired driving programs is used to financially support those offenders who truly cannot afford the interlock. A similar support program could be established in HI.
- > Finally, claims that an interlock program is inconvenient for family members when there is only one vehicle that is being shared with the interlocked offender are false. In fact, research shows family members in a one-vehicle family obliged to use an interlock are willing to do so because family life improves with a sober offender in the household, and they do not worry about another drunk driving event.

In conclusion, we believe that SB 153, SD1 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 SB 153, SD1. 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,

A handwritten signature in black ink that reads "Robyn Robertson". The signature is written in a cursive style and is positioned above a thin horizontal line.

Robyn Robertson  
President and CEO, TIRF  
Secretary of the Board, TIRF USA, Inc.

A handwritten signature in black ink that reads "Ward Vanlaar". The signature is written in a cursive style and is positioned above a thin horizontal line.

Dr. Ward Vanlaar  
COO, TIRF





February 24, 2021

Hawaii Senate Judiciary Committee  
415 South Beretania Street  
Hawai'i State Capitol Honolulu, HI 96813

Re: SB 153, SD1, Relating to the Statewide Traffic Code

Dear Chair Rhoads, Vice Chair Keohokalole and members of the committee,

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 SB 153, SD1, relating to the statewide traffic code.

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 SB 153, SD1, establishes penalties for violations of the ignition interlock law and requires proof of compliance with the ignition interlock law to be eligible to apply for a driver's license.

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)  
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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 SB 153, SD1, 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 style with a horizontal line underneath the name.

Tara Casanova Powell  
Principal

Casanova Powell Consulting (CPC)  
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February 24, 2021

To: Senator Karl Rhoads, Chair, Senator Jarrett Keohokalole, Vice-Chair, and members of the Senate Committee on the Judiciary

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

Re: Senate Bill 153, SD1- Testimony in Strong Support Relating to the Statewide Traffic Code

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 Senate Bill 153, SD1 Relating to the Statewide Traffic Code.

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 ignition 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 interlock device before starting their car. If the driver's BrAC is over the set point, the vehicle will not start. SB 153, SD1 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.

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.

An indigent program is available for those that qualify to help lessen the costs associated with an interlock. The Hawaii Department of Transportation (HDOT) established a program to provide for partial financial relief on the installation, calibration, and other related charges to participants who apply for such assistance and who are recipients at the time of license revocation or suspension, of either food stamps under the Supplemental Nutrition Assistance Program (SNAP), or free services under the Older American Act or Developmentally Disabled Act.

Per contract terms with HDOT, if the participant qualifies for receiving financial relief, the installation and monthly service fees are discounted at 50% off the standard rate. This discounted rate breaks down the monthly service fee cost to the participant at \$1.48 a day.

In 2014, the Traffic Injury Research Foundation (TIRF), through a cooperative agreement with the National Highway Traffic Safety Administration (NHTSA), was invited by HDOT 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 called on states to have compliance-based removals for people on an interlock. This legislation will boost interlock implementation. 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. One of the biggest challenges facing Hawaii’s ignition 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.

In conclusion, we strongly urge you to pass SB 153, SD1 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**

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**TESTIMONY OF  
Brandy Axdahl  
The Foundation for Advancing Alcohol Responsibility  
Hawaii Senate Committee on the Judiciary  
February 24, 2021**

Good afternoon Chair Rhoads, Vice Chair Keohokalole and distinguished members of the committee. Thank you for the opportunity to submit written testimony in support of Hawaii Senate Bill 153, SD1. 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](http://www.responsibility.org).

**On behalf of Responsibility.org, I urge your passage of Senate Bill 153, SD1 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.

Senate Bill 153, SD1 establishes penalties for violations of the ignition interlock law and requires proof of compliance with the ignition interlock law to be eligible to apply for a driver's license.

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 Senate Bill 153, SD1 which will save lives in Hawaii.**

Thank you.

A handwritten signature in black ink, appearing to read "Brandy Kaeha", written in a cursive style.



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February 24, 2021

To: Senator Karl Rhoads, Chair, Senate Committee on Judiciary;  
Senator Jarrett Keohokalole, Vice Chair; and members of the  
Committee

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

Re: Senate Bill 153, SD1 – Relating to the Statewide Traffic Code

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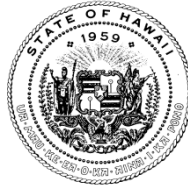
I am Arkie Koehl, testifying on behalf of the members of Mothers Against Driving Hawaii in **support** of Senate Bill 153, SD1, Relating to the Statewide Traffic Code. The primary purpose of this bill is to add a much-needed compliance feature to Hawaii's ignition interlock program.

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.

As we enter the next decade of this life-saving Interlock program, it is important to know whether a person who is about to gain back his or her driving privileges has the ability to drive safely and soberly. After months of using the device, if the person still shows failed attempts to start his vehicle and/or has other infractions of the "rules" for using an Interlock device, he or she cannot be expected to drive without drinking excessively in the future.

Therefore, MADD Hawaii supports SB153, SD1 as a way of preventing dangerous drivers from gaining access to a license and driving privileges before they have shown control over alcohol. If an extended period of interlock use still does not show a person's ability to be alcohol-free (or nearly free) when starting a vehicle, the person should be mandated to attend a substance abuse program with a successful outcome before regaining driving privileges.

Thank you for this opportunity to testify.



**TESTIMONY BY:**

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February 24, 2021  
9:45 A.M.  
State Capitol, Teleconference

**S.B. 153, S.D. 1  
RELATING TO STATEWIDE TRAFFIC CODE**

Senate Committee on Judiciary

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The Department of Transportation (DOT) **supports** S.B. 153, S.D. 1 relating to the Statewide Traffic Code. This bill requires that there are no negative reports for consecutive days, that were recorded on the ignition interlock device, before a driver whose driver's license has been revoked or convicted for driving under the influence of an intoxicant (OVUII). The DOT is recommending a graduated approach to reduce recidivism rates for OVUII.

This bill recommends 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 amended to reflect: (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 to be consistent with what we recommended for H.B. 1263, which was recently heard and passed. This is to confirm that, regardless of 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 S.B. 153, S.D. 1, as it will change the behavior of those who drive while impaired and reduce recidivism rates. More importantly, we believe the bill will reduce motor vehicle fatalities and injuries on Hawaii's roadways.

Thank you for the opportunity to provide testimony.