



**STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097**

February 27, 2024
10:00 a.m.
State Capitol, Room 016 & Videoconference

**S.B. 2945 S.D.1
RELATING TO IGNITION INTERLOCK DEVICES**

Senate Committee on Judiciary

The Hawaii Department of Transportation (HDOT) is providing comments on S.B. 2945, S.D. 1, which amends 291E-6 to require HDOT to establish and administer a statewide ignition interlock program with multiple vendors.

As outlined in section 1 of S.B. 2945, S.D. 1, the HDOT appreciates the intent of the Legislature desiring to ensure that ignition interlock devices are more readily available and that devices are selected based on quality, features and maintenance. Statewide availability, affordability, quality, and standards based on National Highway Traffic Safety Administration's regulations are all priority requirements each proposing vendor are required to adhere to if they wish to be Hawaii's selected ignition interlock vendor. Standards for selecting a vendor are outlined in the latest RFP-MVSO-291E22 which follows Hawaii Administrative Rules 19-147-4 through 10.

Currently, there are approximately 1,034 active ignition interlock installations throughout the state (499 Oahu, 194 Maui, 1 Molokai, 0 Lanai, 86 Kauai, and 254 Hawaii County). The HDOT's vendor would be able to provide services, to the full extent of their contract, to as many people as needed.

To select a vendor for the ignition interlock program, the HDOT conducted a sealed competitive bidding process to ensure that the best product, at the best price, was selected. As part of the selection process, the HDOT assembled a review committee that consisted of a Hawaii prosecutor, independent ignition interlock subject matter experts, a former law enforcement representative and three HDOT staff members.

The current vendor has the capacity and management strategy to accommodate sudden increase in the demand of ignition interlock devices and installations. If everyone who was convicted of operating a vehicle under the influence of an intoxicant were required to install an ignition interlock, the current vendor has the capacity to accommodate them.

To ensure the success of the program, the HDOT required all potential vendors to be able to provide convenient access for those who are required to have an ignition interlock installed. The current vendor is available statewide and has established and maintains 24/7 access for clients in the event of an emergency and are required to provide installation and service centers that are no more than 75 miles from any ignition interlock client.

In 2007, the Legislature and the HDOT convened an Ignition Interlock Working Group which was dedicated to researching best practices in establishing an ignition interlock law program in Hawaii. One of the primary recommendations that came out of the Ignition Interlock Working Group was to allow Hawaii to be a single vendor state. This would ensure a sustainable business model for those applying to serve Hawaii as the single ignition interlock provider.

We applaud the Legislature for desiring to see more individuals arrested for an operating a vehicle under the influence of an intoxicant and encourage additional discussion on how we can improve our existing laws to encourage additional individuals to install an ignition interlock.

Thank you for the opportunity to provide testimony.



Hawaii Medical Association

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SENATE COMMITTEE ON JUDICIARY

Senator Karl Rhoads, Chair

Senator Mike Gabbard, Vice Chair

Date: February 27, 2024, 2024

From: Hawaii Medical Association, Marc Alexander, Executive Director

SB2945, SD 1, Relating to Transportation; Requires the Department of Transportation to select multiple certified vendors to install ignition interlock devices.

COMMENTS

Aloha Chair Rhoads, Vice Chair Gabbard, and members of the Senate Committee on Judiciary.

The HMA offers **COMMENTS** on the current version of this bill which establishes “a task force to conduct a statewide study on the accessibility of ignition interlock devices and any national best practices.” We prefer the previous version of the bill which moved Hawaii to multiple vendors. We do not think a study is required, which would only add unnecessary work and expense on an issue which is straightforward, for the reasons further outlined below.

The HMA is a statewide physician organization established in 1856 with the purpose of supporting physicians, their patients, and community health. We are affiliated with the American Medical Association, the largest physician-only organization in the country, and our positions usually align with the AMA.

The AMA, already in 2014, has strongly advocated for minimal blood alcohol levels (under 0.02 percent, “only from medications and religious practices,” AMA, Prevention of Impaired Driving, H-30.936). AMA has in that same policy supported ignition interlock technology, going so far as to support planning “for use of such systems by the general population, when a consensus of informed persons and studies in the scientific literature indicate the systems are effective, acceptable, reasonable in cost, and safe.”

2024 Hawaii Medical Association Officers

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2024 Hawaii Medical Association Public Policy Coordination Team

Beth England, MD, Chair
Linda Rosehill, JD, Government Relations • Marc Alexander, Executive Director

We believe that current state law requiring the selection of a “single vendor” is not in the best interest of our community, and in fact, impedes options and choice, healthy competition, and even access to such important technology, now and in the future. Furthermore, we find it odd that Hawaii appears to be the only state with a single vendor requirement for its ignition interlock device program, despite some less populous states having more vendor options. We also believe that with emerging technologies and changing needs in the community, Hawaii needs to be open to multiple vendors who may be able to offer even more robust capacities, such as the ability to detect tetrahydrocannabinol (THC), and similar substances.

While we without doubt commend the past efforts of the 2007 Ignition Working Group, which recommended a single vendor approach at that time, one can reasonably suggest that some 17 years later, with the incredible advances in technology and science, that this approach is not up-to-date, and Hawaii would benefit from a multivendor approach. Having a task force, with its added cost and burden on the administering department, seems unwarranted given the practice of multiple vendors in so many other states already.

Mahalo for your kind consideration of this proposed legislation, and for your service to our community.

Marc Alexander
Executive Director of the Hawaii Medical Association

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TO: Senator Karl Roads, Chair
Senator Mike Gabbard, Vice Chair
Committee on Judiciary

FR: Shannon Woods, Chief Legal & Strategy Officer
Intoxalock

RE: **SB2945, SD1 RELATING TO TRANSPORTATION**

DATE: Tuesday, February 27, 2024

TIME: 10:00 AM; Conference Room 016 & Videoconference

Chair Rhoads, Vice Chair Gabbard and members of the Committee on Judiciary:

My name is Shannon Woods, Chief Legal and Strategy Officer for Intoxalock. Intoxalock is one of the largest providers of breath alcohol ignition interlock devices in the United States, meeting state requirements in 46 states across the nation. For 30 years, Intoxalock devices have been keeping hundreds of thousands of intoxicated persons from driving. We are also committed to supporting public policy and legislation which reduces driving under the influence.

Intoxalock **supports the intent** SB2945, SD1 which creates a task force to conduct a statewide study on the accessibility of ignition interlock devices (IID) and any national best practices, including reasonable access, geography, and feasibility of allowing multiple vendors. An IID is a small, handheld breathalyzer for car ignitions that's installed to prevent users from being able to start their vehicle after drinking alcohol.

However, we recommend restoring the original language of SB2945 which provides for multiple vendors in the implementation of a statewide IID program. A study kicks the can down the road on implementing a more effective and accessible IID program for Hawai'i residents. The longer the State prolongs aggressive and effective measures, the more persons will be killed by drunk drivers.

The current and outdated Hawaii law – adopted 16 years ago -- requires that the department of transportation select a “single vendor” to install IIDs statewide. ***Our research indicates that Hawai'i is the only state in the country which has a single vendor to implement an IID program.*** The national average is 6.8 certified IID vendors per state, with the largest number of vendors deployed in Texas (20), California (14) and Nevada (12). The geographically smallest state in the country, Rhode Island, has seven (7) IID vendors. The least populous states of Wyoming and Vermont has five (5) and nine (9) vendors, respectively.

Hawai'i has only 13 IID service centers statewide – seven (7) on Oahu, and 6 on the neighbor islands to install over 1,000+ IIDs annually. The US average distance from a resident to a IID service center is 10-20 miles. Hawai'i's requirement is 75 miles from a resident to a service center.

Having more than one IID certified vendor in the State has the following benefits:

- Provides consumers with options and alternatives in selecting IID devices and services;
- Expands geographic accessibility for broader IID coverage, especially in rural, low-income and neighbor islands;
- Increases the number of qualified service centers to install and repair IIDs;

- Promotes price and service competition -- with healthy competition, consumers generally are offered better products and services;
- Creates greater awareness and partnerships for certified IID companies to work with law enforcement agencies and community groups to curb driving under the influence.

With pending legislation in the 2024 Hawai'i State Legislature, if breath alcohol rates are lowered from .08% to .05% percent, there may be a potential increase in drunk driving convictions and greater demand for IIDs in Hawai'i. We also understand the Hawai'i State Legislature is considering the legalization of recreational cannabis. With emerging technology of IIDs which can detect Δ 9-Tetrahydrocannabinol (THC) and other cannabinoids, IIDs can play a greater role in driving under the influence.

Having a single IID vendor is an outdated approach to the State's drunk driving program. We urge this Committee to restore the original language in SB2945 to offer greater service, availability and access to IIDs throughout the state -- NOW. Thank you for the opportunity to testify on this matter.

Sincerely,

/S/

SHANNON WOODS
Chief Legal and Strategy Officer
Intoxalock
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Des Moines, IA 50324
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SB-2945-SD-1

Submitted on: 2/26/2024 9:23:56 AM

Testimony for JDC on 2/27/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Sierra Palpallatoc	Individual	Oppose	Written Testimony Only

Comments:

Guns are also used for hunting purposes, especially here in Hawai'i where our ancestor brought Boars over with them with the intentions of them being used as a food resource. You are limiting our options to teach our children how how to not only defend themselves but to be self sustainable.



Mothers Against Drunk Driving
Hawaii State Office
madd.org/Hawaii

745 Fort Street
Suite 303
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808.532.6232 direct
877.MADD.HELP victim support
877.ASK.MADD

February 27, 2024

To: Senator Karl Rhoads, Chair, Senate Committee on Judiciary, Committee Members on Judiciary; Senator Mike Gabbard, Vice Chair; and Members of the Committee

From: Arkie Koehl, Public Policy Committee; Mothers Against Drunk Driving (MADD) Hawaii

Re: Senate Bill 2945 – RELATING TO TRANSPORTATION.

I am Alice Liu, offering testimony on behalf of the statewide members of MADD Hawaii in opposition to Senate Bill 2945 – relating to Transportation.

Mothers Against Drunk Driving Hawaii was a “founding member” of the Interlock Task Force from 2007. From the beginning, we shared the strong feeling of the legislators, agencies, and community representatives on the Task Force that a single vendor was key to the success of interlock in Hawaii. The State reconfirmed this position as late as last year with a renewal of the single vendor contract for five more years.

In the absence of convincing new information, MADD sees no reason to change our strong views on this issue. The disappointingly low installation rate (1 in 5 arrestees) has nothing to do with the number of vendors.

Thanks for letting MADD testify.

Arkie Koehl

Program Director

MADD Hawaii