



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2025**

ON THE FOLLOWING MEASURE:

H.B. NO. 277, H.D. 2, S.D. 1, RELATING TO VEHICULAR PURSUIT.

BEFORE THE:

SENATE COMMITTEE ON JUDICIARY

DATE: Friday, March 28, 2025

TIME: 10:02 a.m.

LOCATION: State Capitol, Room 016

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Mark S. Tom,
Deputy Attorney General, at (808) 586-1500)

Chair Rhoads and Members of the Committee:

The Department of the Attorney General (Department) respectfully opposes this bill.

The purpose of this bill is to establish within the Hawaii Revised Statutes (HRS) a statewide vehicular law enforcement pursuit policy and require the Department to gather and share subsequent pursuit data on the Department's website.

The Department specifically opposes subsections (e), (f), and (g), found on page 5, line 11, through page 7, line 20, of the new section proposed to be added to chapter 139, HRS, by section 2 of this bill, to the extent those subsections name the Department as the recipient of all law enforcement agencies' vehicular pursuit data, and further require the Department to process and post such data on the Department's website.

The Department does not have the resources to assume these duties.

Currently, the Department's Research and Statistics Branch consists of only three employees, of which 1.50 FTE positions are dedicated to the creation and operation of the statewide National Incident-Based Reporting System (NIBRS), and 1.50 FTE positions are dedicated to completing statutorily required reports. NIBRS is an incident-based reporting system for crimes known to the police, and is the national standard for law enforcement crime data reporting in the United States. Hawaii's transition to NIBRS, which began about 6 years ago, represents a significant shift and

improvement in how reported crime is measured, and is part of a national movement being pushed by the FBI. NIBRS data provides specific information per incident of crime reported and when it is fully operational will be made available to the public in a user-friendly dashboard. The transition to NIBRS has required additional staff time to certify the four county police departments (to meet FBI standards for data submission) and develop the state's data repository and public dashboard. In addition, the Department's Research and Statistics Branch is planning to assist the new Department of Law Enforcement in becoming NIBRS certified. Because Hawaii's transition to NIBRS continues to be a high priority for the Department's Research and Statistics Branch, there are no available resources to coordinate and publish an annual statewide vehicular law enforcement pursuit report.

In addition to creating and operating the statewide NIBRS, the Research and Statistics Branch does conduct certain statutorily mandated annual reports, which include but are not limited to Firearms, Corrections, and Hate Crimes¹. However, these reports are uniquely placed with the Department, as they require criminological and statistical research. Based on the reporting requirements and targeted data in this bill, the Department does not believe its Research and Statistics Branch would be the appropriate division to house and collect this data.

Lastly, the Department believes this bill may be premature. In 2018 the Legislature passed House Bill No. 2071, which was enacted as Act 220, which statutorily created the Law Enforcement Standards Board (LESB) within chapter 139, HRS. The LESB is an eighteen-member board that is responsible for the certification of county police officers, state public safety officers, and employees of the Departments of Transportation, of Land and Natural Resources, of Taxation, and of the Attorney General with police powers. The powers and duties of the LESB are outlined in section 139-3, HRS, and were subsequently expanded in 2020 through Act 47 with the addition of paragraph (12) requiring the LESB to "[r]eview and recommend statewide policies and procedures relating to law enforcement, including the use of force." The Legislature provided full funding for the LESB's administrator and support staff beginning in Fiscal

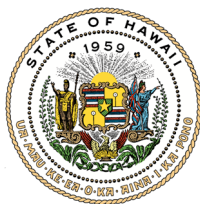
¹ <https://ag.hawaii.gov/cpja/rs/>. Last accessed March 25, 2025

Year 2023-2024. After a diligent search, the LESB hired Administrator Victor McCraw in June 2024. Administrator McCraw began work for the LESB in October 2024.

Based on the duties already specified for the LESB by the Legislature through section 139-3(12), HRS, the Department recommends that the Committee allow the LESB and Administrator McCraw to work with stakeholders in creating a more comprehensive statewide vehicular pursuit policy prior to any codification.

Based on the foregoing concerns, we respectfully ask the Committee to defer this bill. Thank you for the opportunity to provide testimony.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



LATE

MIKE LAMBERT
DIRECTOR

SYLVIA LUKE
LT GOVERNOR
KE KE'ENA

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
DEPARTMENT OF LAW ENFORCEMENT
Ka 'Oihana Ho'okō Kānāwai
715 South King Street
Honolulu, Hawaii 96813

JARED K. REDULLA
Deputy Director
Law Enforcement

TESTIMONY ON HOUSE BILL 277, HOUSE DRAFT 2, SENATE DRAFT 1
RELATING TO VEHICULAR PURSUIT
Before the Senate Committee on
JUDICIARY
Friday, March 28, 2025, 10:02 AM
State Capitol Conference Room 016 & Videoconference
Testifiers: Mike Lambert

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

The Department of Law Enforcement (DLE) opposes House Bill 277, House Draft 2, Senate Draft 1. This bill seeks to establish a vehicular pursuit policy for law enforcement agencies. The effective date is July 1, 3000.

The DLE does not believe that this legislation is necessary. Our primary concern is the legislative mandating of specific contents for a single policy among the many policies maintained by law enforcement agencies throughout our communities. Chapter 139 of the Hawaii Revised Statutes establishes the Law Enforcement Standards Board (LESB), which is charged with the responsibility of providing programs and standards for training and certification of law enforcement officers (§139-2(a), HRS). While Chapter 139 sets parameters for the composition and overall responsibilities of the Board, it generally does not mandate specific requirements for the Board to include in standards established by the Board. DLE would request that the Legislature continue to defer to the LESB to set appropriate standards for state and county law enforcement agencies.

The DLE currently maintains a comprehensive vehicle pursuit policy that complies with standards established by the Commission on Accreditation for Law Enforcement Agencies Inc. and the International Association of Chiefs of Police. The requirements proposed in this bill would not effectively address issues of compliance with a particular policy, which should be left to the specific agency or the courts in appropriate cases.

Imposing a standardized vehicular pursuit policy through legislation could potentially restrict the ability of individual agencies to adapt their policies to the unique circumstances of their jurisdictions and the evolving best practices in law enforcement.

Thank you for the opportunity to testify in opposition to this bill.

OFFICE OF INFORMATION PRACTICES

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To: Senate Committee on Judiciary

From: Carlotta Amerino, Director

Date: March 28, 2025, 10:02 a.m.
State Capitol, Conference Room 016 & Videoconference

Re: Testimony on H.B. No. 277, H.D. 2, S.D. 1
Relating to Relating to Vehicular Pursuit

Thank you for the opportunity to submit testimony on House Bill 277, which would establish a vehicular pursuit policy for law enforcement agencies. The Office of Information Practices (OIP) takes no position on the substance of the bill but offers **comments** on how this bill would affect the public's access to records.

The language in page 9, lines 18-20 and page 10 lines 1-4, heightens the standard for law enforcement agencies to withhold or redact portions of their vehicular pursuit policy. House Bill 277 proposes to allow law enforcement agencies to redact information only if:

- (1) Allowed under the state's open records law, the Uniform Information Practices Act, chapter 92F, Hawaii Revised Statutes (HRS) (the UIPA);
and
- (2) "The redacted material, if made public, would *substantially and materially undermine ongoing investigations or endanger the life or safety of officers or members of the public.*"

(Emphasis added).

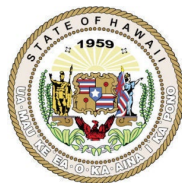
The UIPA provides law enforcement agencies with a limited ability to withhold vehicular pursuit policies. Under the frustration exception at section 92F-13(3), HRS, predominately internal policies may be withheld or redacted only when public disclosure would “significantly risk circumvention” of the policy or law and thus frustrate a legitimate government purpose. Applying the current standard, OIP concluded that only a portion of a police department’s motor vehicle pursuit policy could be redacted on the basis that its disclosure would significantly risk circumvention of the law. OIP Op. Ltr. No. 95-13.

If House Bill 277 passes, it will no longer be enough for law enforcement agencies to show that public disclosure would essentially let persons pursued know what needs to happen to make a police officer stop chasing them. Law enforcement agencies will also have to show that public disclosure would substantially and materially undermine an ongoing investigation, or endanger the life or safety of others. The issue of whether vehicle pursuit policies should be subject to a heightened standard of non-disclosure is a policy decision for the Legislature to decide.

House Bill 277 also makes the reports collected under proposed section 139-__ (e) public. Section 139-__ (h) requires law enforcement agencies to de-identify suspects from the report by leaving out “the name, address, social security number, or other unique personal identifying information of the persons pursued.” This policy is consistent with the UIPA because it allows agencies to protect the suspects’ significant privacy interest in their personal information under section 92F-13(1), HRS, while still allowing for better public understanding of vehicular pursuits.

Thank you for considering OIP’s testimony.

JOSH GREEN, M D.
GOVERNOR



STATE OF HAWAII
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VICTOR R. MCCRAW
ADMINISTRATOR

March 26, 2025

Chair Karl Rhoads
Senate Committee on Judiciary
State Capitol, Conference Room 016
415 S. Beretania Street
Honolulu, Hawaii 96813

Re: H.B. No. 277, H.D. 2, S.D. 1, Relating to Vehicular Pursuit.

Chair Rhoads and Members of the Committee:

The Law Enforcement Standards Board (LESB) opposes HB277, which proposes to establish a statewide vehicular pursuit policy for law enforcement agencies in Hawaii. While we recognize the importance of ensuring safe and responsible vehicular pursuits, the LESB believes that HB277 is unnecessary and premature at this time.

The LESB was established in 2018. In 2020, Act 47 amended HRS section 139-3 to impose the additional duty of having to “review and recommend statewide policies and procedures relating to law enforcement, including the use of force.” Given this statutory responsibility, the LESB is tasked with examining issues such as vehicular pursuit policies across all law enforcement agencies in the state.

The LESB is actively considering the issue of a statewide vehicular pursuit policy. At its March 6, 2025 meeting, LESB members were given the relevant policies of the county and state law enforcement agencies, as well as a copy of HB277, and the NYU Policing Project’s model policy for their consideration. The LESB is going to further discuss the issue early next month at our next meeting. We have already requested relevant vehicular pursuit data from all of the law enforcement agencies. The LESB has also reached out to other states as well.

Rather than adopting a legislative mandate without the benefit of full research and stakeholder input, the LESB respectfully requests the opportunity to conduct a comprehensive, data-driven review of vehicular pursuit policies before any statewide policy changes are codified into law. Each county and state law enforcement agency has existing pursuit policies, and the Board is best positioned to thoroughly assess, compare, and develop recommendations that reflect best practices and the unique needs of Hawaii's jurisdictions. In fact, HB277 presumptuously assumes there are problems with existing county and state law enforcement agencies' policies without identifying which agencies or what the problems are. HB277 simply states "vehicular pursuits involving law enforcement are inherently dangerous *due to the conditions of the State's roads*." (page 1, lines 2-4).

Additionally, HB277 still presents several concerns. First, as currently written, a pursuit would not be allowed unless the pursuing officer consults with a supervising officer to consider "alternatives", the "justification", and "other safety factors" (page 2, lines 11-19). Applied in real time, there may not be sufficient time to comply with these requirements and effectively pursue a suspect vehicle. The foreseeable result would be a drastic reduction in vehicular pursuits, even when warranted, out of law enforcement officers' fears of not being able to comply with all of the onerous requirements both for the pursuit itself as well as the subsequent documentation (subsection (f)(1) through (13), pages 5-7).

Second, the reporting requirements articulated in subsections (e) through (g) (pages 5-7) should come to the LESB instead of the department of the attorney general. This aligns with the rest of the LESB's statutory responsibilities as stated in HRS Chapter 139.

Third, HB277's subsection (o) threatens the county and state law enforcement agencies with civil litigation brought by the attorney general to enforce this bill (page 11, lines 4-7). The LESB's statutory composition includes the attorney general, the chiefs of the county police departments, and the directors of the Department of Law Enforcement and the Department of Land and Natural Resources (or their designees). This is significant for two reasons: effectively having a board member potentially sue another board member's agency is not good policy. Moreover, this highlights the LESB's potential to craft a policy that is agreeable by all of the agencies involved, which exponentially increases the chance of voluntary compliance and avoids the threat of litigation in order to force compliance.

Finally, like any other field, best practices in law enforcement continue to evolve. Should HB277 be enacted, law enforcement would lack the flexibility to reshape or amend its vehicular pursuit policy if necessary, until the next legislative session with the

added uncertainty of whether a legislative fix would pass. In contrast, a policy established by the LESB would be quicker and easier to amend and distribute.

For all of these reasons, the LESB does not support the passage of HB277. Instead, we are prioritizing this issue as part of our statutory mandate and would like to ensure that any recommended changes to vehicular pursuit policies are made in a way that is consistent, well-researched, and informed by law enforcement professionals and community stakeholders. We ask you to defer HB277.

Sincerely,

Adrian Dhakhwa
Chairperson
Hawaii Law Enforcement Standards Board



STATE OF HAWAII ORGANIZATION OF POLICE OFFICERS

Robert Cavaco
State Board President

" A Police Organization for Police Officers Only "
Founded 1971

Term of Office
1-2022 to 12-2025

March 26, 2025

The Honorable Karl Rhoads, Chair
The Honorable Mike Gabbard, Vice Chair
House Committee on Judiciary
Senate State Capitol
415 South Beretania Street
Honolulu, HI 96813

Re: **HB 277 HD2 SD1 – Relating to Vehicular Pursuit**

Dear Chair Rhoads, Vice-Chair Gabbard, and Honorable Committee members:

The State of Hawaii Organization of Police Officers (SHOPO) reiterates its vehement opposition to HB 277 HD2 SD1, a dangerous and misguided attempt to legislate vehicular pursuit policies in a way that severely undermines law enforcement's ability to protect the people of Hawaii. SHOPO echoes the many concerns raised by the Law Enforcement Standards Board (LESB) especially in light of its recent and ongoing effort to thoroughly research the issue of a statewide vehicular pursuit policy. As you know, the LESB is tasked with, among other things, having to "review and recommend statewide policies and procedures relating to law enforcement, including the use of force." This Legislature should allow the Board to do just that and defer this bill.

As stated previously, in SHOPO's view, this bill is not just an overreach—it is an outright attack on the very individuals sworn to uphold the law, creating unnecessary bureaucratic obstacles that will embolden criminals, endanger public safety, and erode officers' ability to perform their duties effectively. SHOPO reiterates the following additional concerns:

Law Enforcement Officers are Highly Trained Professionals—This Bill Ignores That Reality

Police officers undergo rigorous months of training and accumulate years of experience to make split-second, life-or-death decisions in the field. These decisions are not made lightly, nor are they arbitrary—they are the result of extensive training in assessing threats, mitigating risks, and balancing the safety of the public against the necessity of apprehending dangerous criminals.

Yet, HB 277 HD2 SD1 absurdly presumes that politicians and bureaucrats—many of whom have never faced a dangerous suspect in the field—are better suited to dictate how and when officers should engage in vehicular pursuits. This is a fundamental misunderstanding of police work. Criminals do not abide by laws, and any hesitation forced upon officers in the heat of a pursuit can mean the difference between a criminal escaping justice or being apprehended—between saving innocent lives or allowing tragedy to strike.

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This Bill Endangers Public Safety and Empowers Criminals

The bill places unrealistic and dangerous restrictions on when an officer can engage in a pursuit, requiring officers to conduct a risk assessment in the moment, consult with a supervising officer, and weigh multiple safety factors—all while a suspect speeds away and evades capture. These impractical mandates handcuff law enforcement and allow criminals to exploit the system, knowing that officers will be hesitant to engage in pursuit for fear of violating bureaucratic red tape.

Further, HB 277 HD2 SD1 directly contradicts the goal of making Hawaii safer. Instead of addressing the real threats to our communities—brazen robberies, drug trafficking, violent crime—this bill shifts the focus toward criminalizing officers for doing their jobs. It is utterly nonsensical to punish officers not for corruption, not for misconduct, not for violating their oath—but simply for making a split-second judgment call in pursuit of justice.

Does This Bill Mean Officers Will be Charged for Doing Their Job?

If an officer misjudges the conditions of a pursuit, is HB 277 HD2 SD1 suggesting that law enforcement officers should be arrested and charged? If a pursuit is deemed “unauthorized” under this new law, are officers supposed to fear criminal prosecution for trying to catch a dangerous suspect? This legislation opens the door for politically motivated prosecutions, creating a chilling effect where officers will second-guess their actions—not because they are uncertain of the right course, but because they fear the consequences of enforcing the law.

It is unacceptable to place Hawaii’s officers in a lose-lose situation:

1. Hesitate to pursue a suspect? The criminal escapes and public safety is compromised.
2. Engage in pursuit? Risk being punished or even prosecuted for violating an arbitrary checklist of restrictions.

This is not how law enforcement works, and this is not how we keep Hawaii safe.

This Bill Ignores the Fact that Bad Actors are the Exception, Not the Rule

SHOPO acknowledges that rare instances of misconduct should be addressed. However, penalizing all officers due to a few isolated incidents is irresponsible, unjust, and dangerous. Law enforcement officers risk their lives daily to serve and protect our communities. They do not deserve to be demonized, micromanaged, and legally targeted for making split-second decisions in good faith.

HB 277 HD2 SD1 does not enhance public safety—it erodes it by systematically dismantling the authority and discretion of trained professionals. If we continue down this road of attacking our police instead of supporting them, we will find ourselves in a Hawaii that is less safe, more lawless, and governed by fear—fear of criminals and fear of officers being punished for doing their jobs.

Our Opposition is Unwavering—HB 277 HD2 SD1 Must be Deferred

SHOPO stands with the LESB in absolute opposition to this bill and urges the Legislature to reject this dangerous and unnecessary proposal and instead allow the Board to do its due diligence on this issue to ensure sensible policies that support public safety rather than hinder it.

In conclusion, Hawaii cannot afford to become a state where officers are too afraid to act, too burdened by red tape, and too hesitant to pursue criminals. We must stand firm in support of our police and against this blatant attempt to politicize policing at the expense of public safety.

Respectfully submitted,
ROBERT CAVACO
SHOPO President

**HAWAI'I SENATE COMMITTEE ON JUDICIARY
HEARING:**

Public Hearing on House Bill 277, March 28, 2025

DATE OF TESTIMONY:
March 27, 2025**TESTIMONY OF THE POLICING PROJECT AT NYU SCHOOL OF LAW IN SUPPORT OF
H.B. 277 WITH RECOMMENDED AMENDMENTS**

Dear Chair Rhoads, Vice Chair Gabbard, and Members of the Senate Committee On Judiciary:

Police vehicle pursuits are highly dangerous, posing risks of serious injury or death to members of the public and police officers. Currently, though, no state law in Hawai'i provides clear standards for when pursuits are permitted and how officers are to engage in pursuits. This means that police get little advance guidance on how to conduct pursuits, but are nonetheless held responsible when pursuits go wrong. By contrast, an increasing number of jurisdictions are setting forth clear rules in advance for agencies and officers to ensure officers are only engaging in pursuits when necessary and when the public safety benefits of such pursuits outweigh the immense risks. Hawai'i should join these jurisdictions and pass H.B. 277 to advance public safety, provide needed guidance to law enforcement, and avoid needless fatalities and injuries. However, to fully secure these benefits, and conform with the best practices outlined by the U.S. Department of Justice and the Police Executive Research Forum (PERF), we recommend amending the bill to only authorize dangerous pursuits for delineated serious offenses, rather than all crimes (including the most low-level) as permitted under the current bill language.¹

¹ As part of our mission to advance democratic accountability in policing, the Policing Project has aided numerous states across the country in establishing and strengthening their policing statutes and regulations, and [has published a model state statute](#) on vehicle pursuits. In addition, our testimony is informed by the [American Law Institute's Principles of Policing on police-involved pursuits](#).

A. Vehicle Pursuits Are Dangerous and Costly

A growing body of research indicates that most police vehicle pursuits do not promote public safety, and that far too many pose an unreasonable risk of injury or death to officers and members of the public alike. Indeed, [a recent national study](#) reported that more than 3,000 people have died in vehicle pursuits in the past five years, including more than 500 bystanders. Among these tragic incidents was a pursuit-related [crash in Honolulu that killed three innocent bystanders](#) who were waiting at a crosswalk. And, according to federal government estimates cited in the above national study, police pursuits injured more than 52,000 people from 2017 to 2021. While individuals in the vehicle being pursued or other nearby vehicles are most likely to die, a 2019 study found that officer deaths resulting from pursuit-related collisions accounted for more than five percent of all line-of-duty officer deaths each year.² Although there are scenarios in which pursuits are necessary, they undoubtedly create extreme risk to police, bystanders, and the public at large.

Importantly, the recent study also found that just one out of fifteen people killed during pursuits were chased for violent crimes. Most of the time, the study explained, officers are conducting chases at high speeds to stop drivers suspected of non-violent crimes or low-level driving infractions, like having a broken taillight or playing loud music. Consistent with the recent study's finding, [a 2021 study our organization conducted](#) found no evidence that restrictive pursuit policies produced more criminal activity.

The limited data available on pursuits in Hawai'i is unfortunately consistent with this national data. For example, [a review of pursuits](#) on Oahu found that nearly one-third of pursuits between 2017 and 2019 involved a documented collision and 42% of those collisions caused injury. And Hawai'i police appear to be too often engaging in dangerous chases for low-level offenses: for example, in 2020 on Oahu, only 18% of pursuits started over an alleged felony offense.

To make matters worse, vehicle pursuits are also costly. The recent national study found that, in the past five years, local governments and insurers have paid more than \$80 million in settlements and judgments in lawsuits arising from pursuit-related injuries and death. For example, in Oahu, a 2021 pursuit started

² See Michael White, Lisa Dario, & John Shjarback, *Assessing dangerousness in policing: An analysis of officer deaths in the United States, 1970–2016*, 18 CRIMINOLOGY & PUB. POL'Y 11, 18 (2019).

because of a noise violation caused a crash, seriously injuring the pursued driver, who endured a six-week coma and suffered traumatic brain injury. This pursuit sparked a settlement in which the City and County of Honolulu [paid the driver \\$12.5 million](#).

B. H.B. 277 Would Limit Dangerous and Unnecessary Vehicle Pursuits

There is a better way. In light of the danger posed by vehicle pursuits, [a comprehensive 2023 report on vehicle pursuits by the Department of Justice and PERF](#) urged police to only pursue vehicles in narrow circumstances. The PERF working group that developed the report's recommendations consisted of the National Highway Traffic Safety Administration's Director of Office of Safety Programs, ten different police chiefs and lieutenants hailing from states as varied as Nevada, South Carolina, and Texas, and an academic expert on vehicle pursuits. The working group determined that the risks of pursuits were only justified when a driver or passenger in the vehicle is reasonably suspected of committing a violent crime, or, in very limited situations, for vehicles driven by reckless or impaired drivers.

Jurisdictions across the country have taken heed. With [the support of the NYC Police Benevolent Association](#) (the largest municipal police union in the country), [NYPD recently adopted](#) a restrictive pursuit policy in which police are prohibited from chasing vehicles unless someone in the vehicle is suspected of having committed a violent crime. A growing number of states and agencies have adopted similarly restrictive pursuit laws and policies, including the state of New Jersey, Washington D.C., the Michigan State Police, and law enforcement agencies in Boise, Boston, Detroit, Miami, and New Orleans.

Recognizing the danger of vehicle pursuits, H.B. 277, as amended, would take a vital first step at restricting vehicle pursuits by permitting pursuits only where an officer reasonably suspects someone in the vehicle has committed a crime, and where the public safety benefits of the pursuit outweigh the potential harms to officers and members of the public, prohibiting many unnecessary chases. And, if this Committee adopts our recommended amendments (described in Section D below) to only allow pursuits for serious offenses, the bill could prevent significantly more injuries

and save even more lives, given that most chases are initiated over low-level offenses.³

The bill, too, contains other common-sense measures such as requiring officers engaged in vehicle pursuits to communicate with other officers engaging in the pursuit and receive relevant training before engaging in such pursuits. The bill also laudably requires police departments to collect data on all vehicle pursuits, which would enable departments, lawmakers, and members the public to meaningfully assess the efficacy of this new pursuit policy. H.B. 277 will make permitted pursuits less dangerous.

The bill also follows the lead of many other states and restricts officers from firing a weapon at or from a moving vehicle unless necessary to protect against an imminent threat of serious harm. Firing at a moving vehicle [poses risks of serious injury and death](#) not only to the people in the vehicle targeted but also to other people nearby, including police officers. Accordingly, the bill sensibly only permits firing a weapon when the public safety benefits outweigh the risks.

C. This Legislature Should Not Completely Defer to the LESB to Regulate Pursuits

Some opposing this bill may acknowledge that statewide pursuit standards are appropriate, but assert that the Law Enforcement Standards Board (LESB) should set statewide pursuit standards instead of this legislature. But the LESB lacks the tools this legislature has to enforce the standards or the authority to impose the bill's important data collection and transparency requirements. Nor does the LESB have the power to require departments to change their policies: it only has authority to "[r]eview and recommend statewide policies." Haw. Rev. Stat. § 139-3(12).⁴

Moreover, a dangerous vehicle pursuit is just like a serious use of force: both are intended to further public safety but too often unnecessarily endanger lives. This legislature has recently and repeatedly passed legislation requiring departments statewide to adopt particular use of force standards, *see, e.g.*, Haw. Rev. Stat. §§ 139-10, 803-7, even though the LESB has the authority to recommend statewide use of

³ Moreover, as we explain in Section D, even without these amendments, it is critical to clarify that the misdemeanor crime of resisting an order to stop a motor vehicle cannot be a basis for a pursuit.

⁴ And though reducing the danger of pursuit policies like Honolulu's requires urgent action, LESB, established in 2018, has yet to issue its implementing regulations.

force policies. It is equally appropriate for this policymaking body to protect the lives of officers and the public by requiring departments statewide to adopt pursuits standards.

And H.B. 277 still makes significant use of LESB's expertise, tasking the board with issuing a model pursuit policy consistent with the bill's requirements, and deferring to the LESB to issue guidance on pursuit intervention tools and tactics, which are generally not regulated in the bill.

Indeed, the bill just sets a floor, a necessary floor given that the Hawai'i Police Department fully redacts the core components of [its pursuit policy](#) and the Honolulu Police Department's pursuit policy does not comply with the best practices set forth by the Department of Justice and PERF⁵. Namely, [the Honolulu Police Department permits pursuits](#) for *any crime or traffic infraction*, no matter how low-level, and tasks officers with conducting a complex balancing test on the fly when deciding whether to pursue. [One review](#) found that agencies who leave the pursuit decision up to officer discretion, as Honolulu does, engage in eight times as many pursuits as those with a policy that discourages or prohibits certain pursuits. In contrast, the policy set forth in H.B. 277 (particularly with our recommended amendments) draws the line in advance, creating clarity for officers in fast-moving situations.

The tragic result of overly relaxed pursuit policies is more avoidable injuries and deaths. For instance, before 2018, Milwaukee had a restrictive pursuit policy, but in 2018 it loosened its pursuits policy to give officers more discretion. [Pursuits more than doubled](#), increasing from a little over 400 to more than 1,000 per year, with pursuit-related injuries tripling and deaths increasing as well. Similarly, after the Little Rock Police Department relaxed a restrictive chase policy, pursuit-related crashes ballooned, [going from a low of 6 in 2016 to 32 in 2020](#).⁶

D. Amendments to Subsection (a)(1) Would Make the Bill More Effective and Reduce Unnecessary Harms to Hawai'i Residents

Subsection (a)(1) of the bill, as amended, permits pursuits for *any crime*. If that language is retained, that would mean officers would still be authorized to engage in

⁵ H.B. 277 commendably would require county police departments to publish their policies with limited redactions.

⁶ Because of the urgency of reform and the fact that existing Hawai'i pursuit policies do not comply with best practices, it also would be inadvisable to completely defer to local departments to establish their own pursuit policies without any state regulation.

chases of drivers suspected of all petty misdemeanors, subject to the indeterminate factors set forth in subsections (a)(2) through (4). Putting the lives of officers and members of the public at risk for minor criminal offenses does not make Hawai'i's roads or residents safer.⁷ And it would mean that Hawai'i would not have sufficiently restrictive pursuit policies to claim the full safety benefits (saved lives and prevented injuries) of many of the studies cited above.

By contrast, amending the bill to only allow pursuits for a broad list of serious criminal offenses would do far more to protect officers and the residents of Hawai'i from death and serious injury. Indeed, the offense list is the core feature of restrictive pursuit policies: it is that list that gives officers a clear standard for when they can pursue rather than tasking officers with applying a multi-factor balancing test on the fly. We thus recommend amending the current bill to add the serious offense list of H.B. 277 H.D2 (a)(1) back into the bill, but 1) adding the statutory sections that cover kidnapping and robbery⁸ to the list of offenses for which pursuits are allowed, and 2) broadening a(1)(A) to permit pursuits for all felonies that involve "physical injury to the person of another *or the threat, or significant risk, of physical injury to the person of another.*" These amendments would further public safety by allowing officers to chase suspects suspected of a wide variety of serious crimes (even if physical injury does not result) while not permitting officers to initiate dangerous chases for minor offenses.

These amendments address the particular concerns we and law enforcement both expressed in prior testimony. Namely, the prior (a)(1) authorized pursuits when someone in the vehicle is reasonably suspected of committing a felony that "involves physical injury," a sexual offense, reckless driving, or driving under the influence, among other offenses. That offense list was too restrictive because of the "involves physical injury" language, which would not cover suspects who engage in kidnapping or armed robbery, among other serious crimes, unless those crimes resulted in physical injury. The amendments we suggest would ensure serious crimes like kidnapping and armed robbery are included among the crimes for which officers could initiate a pursuit, even when physical injury does not result.

⁷ It also does not cohere with the PERF/DOJ guidance or the best practices of states and law enforcement agencies across the country, including the state of New Jersey, NYPD, Miami, Michigan State Police, and New Orleans.

⁸ Part IV of chapter 707 and Part V of chapter 708.

There is an additional vital amendment we recommend if (a)(1) is not amended as we suggest. Namely, if (a)(1) continues to allow pursuits for all crimes, it could be read to allow pursuits for the crime of resisting an order to stop a motor vehicle, Haw. Rev. Stat. § 71-1027. That would mean police can pursue in *all cases* in which someone drives off, even for the most minor traffic offense. This loophole would gut the core of the bill. At minimum, then, it is essential to make clear that Haw. Rev. Stat. § 71-1027 cannot be a basis for a pursuit.⁹

Conclusion

H.B. 277 could save lives and prevent serious injuries by bringing much-needed regulation to police vehicle pursuits in Hawai'i. The bill, however, would save more lives, prevent many more injuries, and align with best practices if it were amended as we suggest above. By clarifying that officers may only pursue vehicles containing people suspected of serious criminal offenses, an amended version of HB 277 would be a huge step forward in roadway safety for officers, drivers, and all residents of Hawai'i. We urge the committee to amend the bill as set forth in this testimony and pass the amended version.

⁹ If this Committee were to amend the bill to once again include an offense list as we suggest, there would be no need to specifically address Haw. Rev. Stat. § 71-1027 because resisting an order to stop a motor vehicle would not be among the list of crimes for which pursuits are authorized.



Committee: JDC
Hearing Date/Time: Friday, March 38th 2025, at 10:02am
Place: Conference Room 016 & Via Videoconference
Re: **Testimony of ACLU of Hawai'i in SUPPORT of H.B. 277 H.D. 2 S.D. 1 Relating to Vehicular Pursuit**

Dear Chair Rhoads, Vice Chair Gabbard, and Committee Members:

The American Civil Liberties Union of Hawai'i **provides comment and an amendment to H.B. 277 H.D. 2 S.D. 1**, which provides a much-needed policy on vehicular pursuit for law enforcement officers, and basic protection against the miscarriage of justice by those entrusted with public safety.

The current lack of standardized pursuit policies across Hawaii's law enforcement agencies creates unnecessary risks and potential for abuse of police discretion. Some policies, like Hawai'i Island's, are almost completely redacted. Others have not been updated in years or are not publicly available. Implementing basic requirements for pursuits to be authorized and for documenting them afterwards are common sense measures to protect citizens against the use of force that officers are entrusted with.

Guidance issued by the Department of Justice and the Police Executive Research Forum found that *"the high-speed chase is not—nor should it be—a routine part of law enforcement work. The safety of fleeing suspects, their passengers, pursuing officers, and uninvolved bystanders are too important to risk on a regular basis."*¹ Across the country, oversight bodies are calling for vehicular pursuit policies that provide standards for how officers engage in pursuits, especially given the tremendous harm these chases pose to officers, suspects, and innocent individuals nearby.² Los Angeles, Phoenix, and Orlando have all reduced police chases without crime escalating.³ Most of the time, police pursuits begin with minor violations rather than violent crimes. Police pursuit fatalities also exacerbate existing racial disparities in the criminal justice system. Black Americans, for example, are disproportionately killed in police pursuits each year and are twice as likely to start over non-violent crimes or minor offenses.⁴

The passage of H.B. 277 H.D. 2 S.D. 1 is supportive of the Law Enforcement Standards Board (LESB), which was created in 2018 by H.B. 2071. Absent a statute, LESB only has authority to make recommendations.⁵ H.B. 277 H.D. 2 S.D. 1 not only provides a pursuit policy but requires

¹ <https://portal.cops.usdoj.gov/resourcecenter/content.ashx/cops-r1134-pub.pdf>

² <https://boltsmag.org/after-deadly-car-chases-san-diego-police-oversight-body-wants-to-restrict-pursuits/>

³ <https://dcjusticelab.org/library/policing/car-chases/>

⁴ <https://www.usatoday.com/pages/interactives/blacks-killed-police-chases-higher-rate/>

⁵ The powers and duties of the LESB are outlined in section 139-3, HRS, and were subsequently expanded in 2020 through Act 47 with the addition of paragraph (12) requiring the LESB to "[r]eview and recommend statewide policies and procedures relating to law enforcement, including the use of force." (Testimony of the Attorney General, 2.26.25 before JHA)

law enforcement agencies to adopt policies consistent with the LESB's model (§139(i)(3)). Current departments are largely redacted, making oversight from the public incredibly difficult. The standards for police pursuit do not need to be confidential. In fact, the standards for police use of force should be made explicit to the public. While officers will need to make decisions that the public may not always agree with, the basis for their decision making should be something that the public is aware of and can hold them accountable to.

In 2021, four Honolulu police officers were involved in a vehicle pursuit that injured six people. Harms included one passenger being paralyzed from the waist down (a 14 year old) and another being in a vegetative state/coma for months after the crash.⁶ The Honolulu Police Department, ("HPD"), claimed that it would revisit and review its vehicular pursuit policy.⁷ However, in January of 2024, a bystander suffered a facial fracture, hemorrhaging, a concussion and other injuries after being struck by a police vehicle during a police chase by HPD.⁸ Although the LESB claims it will promulgate standards, it has made no significant efforts to do so. Nor is it likely that doing so be in the interest of board members. For example, the current HPD Chief, Arthur "Joe" Logan, is also a member of LESB. **It is difficult to expect meaningful oversight to come unbidden from the very actors who need to be overseen. The legislature is fully within its rights and its responsibility to set forth H.B. 277 H.D. 2, which respects the expertise of the LESB while providing necessary safeguards to public safety.**

This bill's reporting requirements will create much needed transparency and allow for meaningful public oversight of pursuit practices. The inclusion of protections like limitations on firing weapons at moving vehicles will keep the public safer and provide a check against a "shoot first, ask questions later" mindset that harms uninvolved third parties and threatens due process rights of suspected individuals.⁹ **The ACLU of Hawai'i asks that you move H.B. 277 H.D. 2 S.D. 1 forward with an amendment.**

The amendment requested relates to §139(a)(1) in H.D. 2 S.D. 1, which we respectfully request be amended to provide greater clarity and to limit the use of vehicular pursuit only to necessary cases. The ACLU of Hawai'i supports the amendment to this section offered by the NYU Policing Project, which would expand upon the list of offenses for which officers can initiate a vehicular pursuit.¹⁰ The earlier versions of this bill may have been overly restrictive, and we are grateful for input from other testifiers on certain cases where pursuit may be necessary. However, the bill as currently amended by the previous committee is far too broad.

⁶ <https://www.civilbeat.org/beat/trial-of-officers-charged-in-makaha-pursuit-continued-to-june-3/>

⁷ <https://www.civilbeat.org/2021/11/hpd-says-it-will-take-a-fresh-look-at-its-vehicle-pursuit-policy/>

⁸ <https://www.civilbeat.org/2024/01/man-who-says-he-was-hit-by-police-suv-and-beaten-during-fatal-chase-sues-hpd/>

⁹ <https://www.nytimes.com/2021/11/06/us/police-traffic-stops-shooting.html>

¹⁰ "We thus recommend amending the current bill to add the serious offense list of H.B. 277 H.D2 (a)(1) back into the bill, but 1) adding the statutory sections that cover kidnapping and robbery¹⁰ to the list of offenses for which pursuits are allowed, and 2) broadening a(1)(A) to permit pursuits for all felonies that involve "physical injury to the person of another *or the threat, or significant risk, of physical injury to the person of another.*" These amendments would further public safety by allowing officers to chase suspects suspected of a wide variety of serious crimes (even if physical injury does not result) while not permitting officers to initiate dangerous chases for minor offenses." Testimony of Policing Project

Allowing officers to engage in pursuit for *any* crime, so long as they can reasonably justify the pursuit under sections (a)(1-4), gives far too much discretion to police officers. It makes it difficult for officers to make critical decisions in the heat of the moment: it is far easier and simpler to first determine if behavior fits into a certain category of crime than to balance out a variety of factors related to public safety, risk, and necessity for all crimes. Without proper limits on a pursuit policy, this legislature runs the risk of sanctioning officers to inappropriately engage in the use of force—putting themselves and the public at risk.

Sincerely,

Nathan Lee, Policy Legislative Fellow
Carrie Ann Shiota, Policy Director

The mission of the ACLU of Hawai'i is to protect the fundamental freedoms enshrined in the U.S. and State Constitutions. The ACLU of Hawai'i fulfills this through legislative, litigation, and public education programs statewide. The ACLU of Hawai'i is a non-partisan and private non-profit organization founded in 1965 that provides its services at no cost to the public and does not accept government funds.

HB-277-SD-1

Submitted on: 3/26/2025 11:32:12 AM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Support	Written Testimony Only

Comments:

I support this initiative.

HB-277-SD-1

Submitted on: 3/26/2025 12:17:45 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Kristen Young	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members,

My name is Kristen, and I live in Makiki. I'm writing in support of HB277. Creating a policy on police pursuits is necessary to protect the public from unnecessary violence. Police pursuits often start over minor violations and not violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this.

Mahalo for your time and consideration.

Kristen Young
Honolulu, HI 96813

HB-277-SD-1

Submitted on: 3/26/2025 1:26:01 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Anne Leake	Individual	Support	Written Testimony Only

Comments:

Police vehicle pursuits are highly dangerous, posing risks of serious injury or death to members of the public and police officers. Currently, Hawai'i's law enforcement agencies lack uniform vehicular pursuit policies statewide. Basic requirements for authorizing and documenting pursuits are necessary to protect citizens against the use of force. Data from DOJ, FBI, and *Civil Beat* confirms that most police pursuits begin with minor and not violent crimes.

In 2021, four Honolulu police officers were involved in a vehicle pursuit that injured six people. Harms included one passenger being paralyzed from the waist down (a 14-year-old) and another being in a vegetative state/coma for months after the crash. HPD claimed that it would revisit and review its vehicular pursuit policy. However, in January of 2024, a bystander suffered a facial fracture, hemorrhaging, a concussion, and other injuries after being struck by a police vehicle during an HPD chase. The Law Enforcement Standards Board has also failed to issue a policy recommendation on vehicular pursuits for almost seven years. Although law enforcement officers seek to protect the public, it is also important to protect the public from law enforcement itself.

I am asking for amendments to limit vehicular pursuits to felonies that involve "physical injury to the person of another" or the threat, or significant risk, of physical injury to the person of another, and to cover kidnapping and robbery. We believe this will give officers the ability to use pursuits when necessary for public safety but not for minor violations and non-violent offenses.

HB-277-SD-1

Submitted on: 3/26/2025 2:07:19 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Carla Allison	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members,

My name is Carla Allison, I live in Honolulu and I'm writing in support of HB277 **with an amendment** to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person.

We need a statewide policy on police pursuits to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders.

It's crucial that we have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need and want basic protections against their use of force. HB277 can help us achieve this.

Please support HB277 with the requested amendment.

Mahalo for your time and consideration,

Carla Allison

HB-277-SD-1

Submitted on: 3/26/2025 2:34:36 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Greg Puppione	Individual	Support	Written Testimony Only

Comments:

“Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members: My name is Greg Puppione, and I live in Honolulu. I’m writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this. Mahalo for your time and consideration.

HB-277-SD-1

Submitted on: 3/26/2025 3:43:18 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Michelle Ma	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members: My name is Michelle Ma and I live in Nu'uano. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this. Mahalo for your time and consideration.

HB-277-SD-1

Submitted on: 3/26/2025 9:37:05 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Kathy Shimata	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members,

My name is Kathy Shimata, and I live in Honolulu. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm.

Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this.

Mahalo for your time and consideration.

Kathy Shimata

Honolulu. 96822

HB-277-SD-1

Submitted on: 3/27/2025 5:52:42 AM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Tadia Rice	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members:

My name is Tadia Rice and I live in Kailua. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this.

Mahalo for your time and consideration.

HB-277-SD-1

Submitted on: 3/27/2025 9:31:21 AM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Keoni Shizuma	Individual	Comments	Written Testimony Only

Comments:

Aloha,

I wanted to provide comments on this bill, as I found this to be an interesting situation.

After reading the article in Civil Beat on 3/27/25, I understand the history behind the issue and would recommend the following amendments:

1. Insert before "No law enforcement officer shall...", "if no guideline is enacted by the Law Enforcement Standards Board relating to vehicular pursuit,"
2. Make the effective date of HB277 on January 1, 2026.

Thus, if guidance is adopted by the Hawaii Law Enforcement Standards Board relating specifically to vehicular chases by January 1, 2026, and implementation has begun among the various Police Departments, the rule changes in this bill would then not be implemented and have no standing. But also, if the Standards Board creates a guideline then pulls it, this comes back into play.

Mahalo for your consideration and trying to protect the innocent by-standards as law enforcement takes actions.

HB-277-SD-1

Submitted on: 3/27/2025 9:57:50 AM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Noelle Lindenmann	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members:

My name is Noelle Lindenmann, and I live in Kailua-Kona. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods.

Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this.

Mahalo for your time and consideration.

Noelle Lindenmann, Kailua-Kona

LATE

HB-277-SD-1

Submitted on: 3/27/2025 2:34:49 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Elizabeth Winternitz	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members:

My name is Elizabeth Winternitz and I live in Kula, Maui. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this. Mahalo for your time and consideration.

Sincerely,

Elizabeth Winternitz

LATE

HB-277-SD-1

Submitted on: 3/27/2025 6:57:03 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Leah Morse	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Rhoads, Vice Chair Gabbard, and Committee Members: My name is Leah Morse and I live in Honolulu. I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this. Mahalo for your time and consideration.

LATE

HB-277-SD-1

Submitted on: 3/27/2025 7:55:32 PM

Testimony for JDC on 3/28/2025 10:02:00 AM

Submitted By	Organization	Testifier Position	Testify
Shay Chan Hodges	Individual	Support	Written Testimony Only

Comments:

I'm writing in support of HB277 with an amendment to limit vehicular pursuits to felonies that involve physical injury or the threat of physical injury to another person. Creating a statewide policy on police pursuits is necessary to protect the public from unnecessary harm. Police pursuits often start over minor violations and non-violent crimes, but they threaten the lives of officers, suspects, and bystanders. It is important to have clear standards for when police can make use of these potentially lethal methods. Police are given tremendous responsibilities and power, and we need basic protections against their use of force. HB277 can help us achieve this. Mahalo for your time and consideration.