

Hawaii State
Department of Transportation



HIGHWAY SAFETY
**ANNUAL
REPORT**
2021

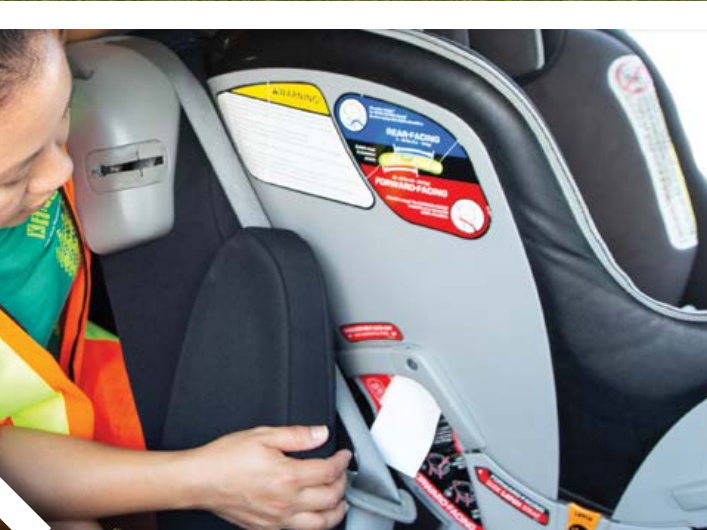




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MESSAGE FROM THE Governor's Highway Safety Representative

Aloha!

If 2020 was the year of uncertainty, major changes and adaptability, then 2021 was the year of resiliency and ambition for the Hawaii Department of Transportation (HDOT) and traffic safety in Hawaii.

Rather than sitting around and waiting for things to happen, our teams at HDOT and at partner agencies *made* things happen. In fact, our year was filled with so many firsts – accomplishments that we once thought were nearly impossible but that we are even more proud of, given the Coronavirus disease (COVID-19) pandemic and its unprecedented impacts:

◆ Hawaii's legislative session was already memorable because it was entirely virtual, with all committee hearings and testimonies conducted via Zoom, but Hawaii's legislators passed three key bills that will directly impact traffic safety.

Act 60 clarified in Hawaii Revised Statutes §291E-15 (Refusal to submit to breath, blood, or urine test) to make an exception for providing a breath, blood or urine sample pursuant to a search warrant.

Act 196 created a special fund to establish and support a state drug and alcohol toxicology testing laboratory.

Act 216 defined "highly intoxicated drivers" in Hawaii's Operating a Vehicle Under the Influence of an Intoxicant statute and provides for enhanced penalties for drivers with a blood or breath alcohol concentration of .15 and above.

◆ The Hawaii County Police Department (HCPD) coordinated its first ever Drug Recognition Expert (DRE) Instructor Development Course and DRE School. The training included students from HCPD and the Maui Police Department, and instructors from HCPD, the Honolulu Police Department and HDOT.

◆ Following a competitive selection process, Hawaii was chosen to be one of 10 states involved in the Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving hosted by the National Governors Association's Center for Best Practices

and supported by the Centers for Disease Control and Prevention. Between September 2020 and April 2021, Hawaii's multi-agency team participated in a series of sessions that culminated in the drafting of an action plan to improve impaired driving data, resources and partnerships. Our Hawaii team continues to put into action the strategies they had developed.

◆ HDOT, the four county police departments, MADD Hawaii and community members joined forces for a statewide Labor Day Campaign that focused on addressing speeding and impaired driving with community engagement; strict enforcement; paid and earned media; sign waving; and education. HDOT launched its "No Excuses" campaign during this time with public service announcements, social media posts and media interviews.

◆ Hawaii's traffic safety partners shifted their activities to include more partnerships and community engagement because we believe that preventing more needless roadway deaths is a shared responsibility that requires everyone doing their parts, including the communities affected by these tragedies. Activities included reaching out to new partners and including them

in the discussions; initiating new trainings; and educating the public at farmers markets and other community events.

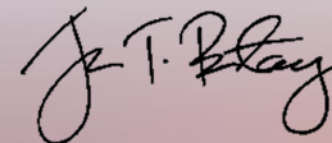
◆ Child Passenger Safety Technicians in Hawaii did not let a pandemic stop them from keeping our *keiki* (children) safe. They continued to conduct virtual car seat checks and even expanded their reach, inviting out-of-state caregivers to take advantage of the virtual forum to learn best practices and proper installation techniques.

◆ With the alarming increase in speeding on our roadways, we initiated statewide speed management meetings, making sure to include our Highway Safety Section team; state and county traffic engineers; law enforcement; prosecutors; Hawaii State Department of Health, metropolitan planning organizations; National Highway Traffic Safety Administration (NHTSA); Federal Highway Administration; and safety advocates. These meetings were designed to evaluate and strategize countermeasures with a more holistic approach.

◆ Finally, our Highway Safety Section successfully completed its first virtual NHTSA Management Review. There were some challenges since older files and documents were in hard copy paper format and needed to be scanned and uploaded. However, technology allowed for the sharing of files for review, as well as "face-to-face" interviews.

Wrapping up another year of traffic safety during COVID-19, HDOT and our partners are committed more than ever to saving lives on our roadways. We are inspired by our communities, the victims' families who turn their grief into action and work with us on changing behaviors so that one day we can achieve zero deaths and no more victims. Until that day, we remember why we do what we do and keep trying.

With warmest aloha,



Jade T. Butay

Director of Transportation



Annual Report
Federal Fiscal Year 2021

P R E P A R E D B Y

The Hawaii Department of Transportation's
Highway Safety Section

- Jade T. Butay Director of Transportation
- Edwin Sniffen Deputy Director, Highways Division
- Lee Nagano Motor Vehicle Safety Administrator
- Christy Cowser Highway Safety Specialist
- Karen Kahikina Highway Safety Specialist
- Sheri Sagayaga Highway Safety Specialist
- Lianne Yamamoto Highway Safety Specialist
- John McAuliffe Fatality Analysis Reporting System Analyst
- Robert Lung Law Enforcement Liaison
- Cherise Ishida Fiscal Coordinator



Federal
Fiscal Year
2021
Annual
Report

ARF	Annual Report File	HTRCC	Hawaii Traffic Records Coordinating Committee
CDR	Crash Data Retrieval	HVE	High Visibility Enforcement
CIOT	Click It or Ticket	IPTM	Institute of Police Technology and Management
COVID-19	Coronavirus Disease 2019	JIMS	Judiciary Information Management System
CPS	Child Passenger Safety	KIPC	Keiki Injury Prevention Coalition
DAID	Drug and Alcohol Intoxicated Driving	KPD	Kauai Police Department
DOH	Hawaii State Department of Health	LEL	Law Enforcement Liaison
DRE	Drug Recognition Expert	MED	Mobile Electronic Device
DTS	City & County of Honolulu Department of Transportation Services	MFD	Maui Fire Department
DWI Court	Driving While Impaired Court	MPD	Maui Police Department
EDR	Event Data Recorder	MR	Management Review
FARS	Fatality Analysis Reporting System	NGA	National Governors Association
FFY	Federal Fiscal Year	NHTSA	National Highway Traffic Safety Administration
FHWA	Federal Highway Administration	OVUII	Operating a Vehicle Under the Influence of an Intoxicant
GHSA	Governors Highway Safety Association	PSA	Public Service Announcement
HAV	Highly Automated Vehicles	RMS	Records Management System
HCFD	Hawaii County Fire Department	SHACA	State of Hawaii Advanced Crash Analysis
HCPD	Hawaii County Police Department	SHSC	State Highway Safety Council
HDOT	Hawaii Department of Transportation	SHSP	Strategic Highway Safety Plan
HFD	Honolulu Fire Department	TEU	Traffic Enforcement Unit
HIGLS	Hawaii Incident Geo-Locating System	TSRP	Traffic Safety Resource Prosecutor
HPD	Honolulu Police Department	UHM	University of Hawaii at Manoa
HPPUD	Hawaii Partnership to Prevent Underage Drinking	VMT	Vehicle Miles Traveled
HSP	Highway Safety Plan	WWH	Walk Wise Hawaii

Traffic Safety Core Performance Measures

(Using five year average to determine performance progress)

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs.

An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures.

States are required to set goals for and report progress on each of the core outcome and behavior measures annually. NHTSA then uses the core measures as an integral part of its reporting to the Congress, the public and others.

Like NHTSA and GHSA, the Hawaii Department of Transportation (HDOT) believes that the core outcome and behavior measures are vital in identifying problems, tracking progress and assessing countermeasure effectiveness. In particular, these performance measures are used to:

- ◆ Set goals;
- ◆ Connect goals to actions;
- ◆ Allocate resources;
- ◆ Monitor progress;
- ◆ Evaluate allocation of resources to program areas and efforts to meet targets; and
- ◆ Communicate the priorities, results and value to our communities of various traffic safety program areas and activities.

Throughout Federal Fiscal Year (FFY) 2021, as the Highway Safety Section worked with its traffic safety partners in finalizing the Hawaii Strategic Highway Safety Plan (SHSP) and creating action plans to address the SHSP strategies, we looked to align goals, strategies and efforts statewide, not only within the Highway Safety Plan (HSP), the SHSP and the Highway Safety Improvement Program, but also with other groups' plans and initiatives [Vision Zero, Hawaii Partnership to Prevent Underage Drinking (HPPUD), Complete Streets, etc.].

In doing this, groups across the state were able to maximize resources and ensure that traffic safety efforts were working cohesively and collaboratively. We have a long way to go to enhance and continue this process, but we believe that we are on the right path.

The Coronavirus Disease 2019 (COVID-19) pandemic continued to present challenges during FFY 2021. Most projects that required gatherings, such as in-person trainings, could not be implemented due to travel restrictions and social distancing orders. The April 2020 Distracted Driving Month campaign and the May 2020 National Click It or Ticket (CIOT) mobilization campaign were rescheduled to October 5-12, 2020 and November 9-29, 2020, respectively. Despite this, subrecipients strived to conduct as many grant activities as possible this year.

Even with the pandemic and its impacts on our traffic fatalities and serious injuries counts last year and this year, our state will probably not meet performance targets for total traffic fatalities, unrestrained passenger vehicle occupant fatalities, alcohol-impaired driving fatalities, speeding-related fatalities, young drivers involved in fatal crashes (using five-year moving averages) and seat belt usage. Our FFY 2023 HSP will use the data from the following performance measures to evaluate current distribution of funds and resources and determine how to redistribute funds so that targets that were not met will be adequately addressed. For instance, we may need to address seat belt usage, impaired driving and speed management with more enforcement, education, community engagement and innovative countermeasures. We must also maintain certain existing efforts so that we don't fall behind on other targets.

Hawaii Core Performance Measures Target Chart

Assessment of Results in Achieving Performance Targets

	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY 21 Progress Results	On Track to Meet FY21 Target Y/N (in-progress)	Target Value FY20 HSP	Target Year(s)	Data Source/ FY20 Final Result	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 year	2017-2021	103	2016-2020 FARS - 107 2020 FARS - 85	In progress	100.8	2016-2020	2016-2020 FARS - 107 2020 FARS - 85	No
C-3) Fatalities/VMT	5 year	2017-2021	0.968	2016-2020 FARS - 1.032 2020 FARS - 0.969	In progress	0.935	2016-2020	2016-2020 FARS - 1.032 2020 FARS - 0.969	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	32	2016-2020 FARS - 36 2020 FARS - 27	In progress	35	2016-2020	2016-2020 FARS - 36 2020 FARS - 27	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2017-2021	24	2016-2020 FARS - 24 2020 FARS - 18	In progress	25	2016-2020	2016-2020 FARS - 24 2020 FARS - 8	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	9	2016-2020 FARS - 10 2020 FARS - 8	In progress	8	2016-2020	2016-2020 FARS - 10 2020 FARS - 8	No
C-11) Bicyclist Fatalities	5 year	2017-2021	3	2016-2020 FARS - 3 2020 FARS - 4	In progress	2	2016-2020	2016-2020 FARS - 3 2020 FARS - 4	No
D-1) Distracted Driving Program Area: Observed Cellular Phone Usage Among Drivers (State Survey)	Annual	2021	1.3%	2021 State survey 1.59%	No				

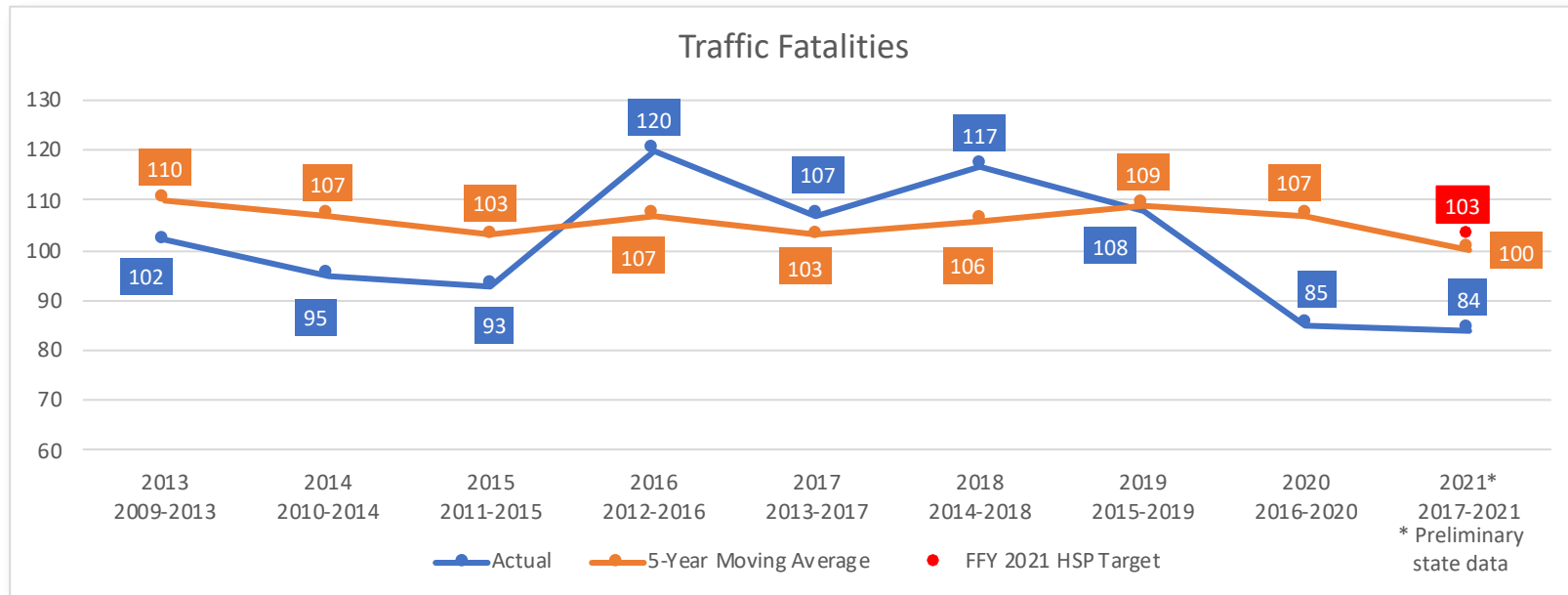
C-1 Traffic Fatalities

Goal: Our goal is to decrease traffic fatalities to 103 for the five-year average.

Result: The five-year average for 2020 (2016-2020) is 107 traffic fatalities, according to the Fatality Analysis Reporting System (FARS) 2020 Annual Report File (ARF) – 3.9 percent over the five-year average target of 103 fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce fatalities, HDOT’s FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement, public education and program areas, including allocating more resources to vulnerable roadway users. In addition, the HSP will align with HDOT’s initiatives to move towards a Safe System Approach, as well as Hawaii’s recently updated SHSP and Vision Zero strategies developed by the State Highway Safety Council (SHSC) and the counties.

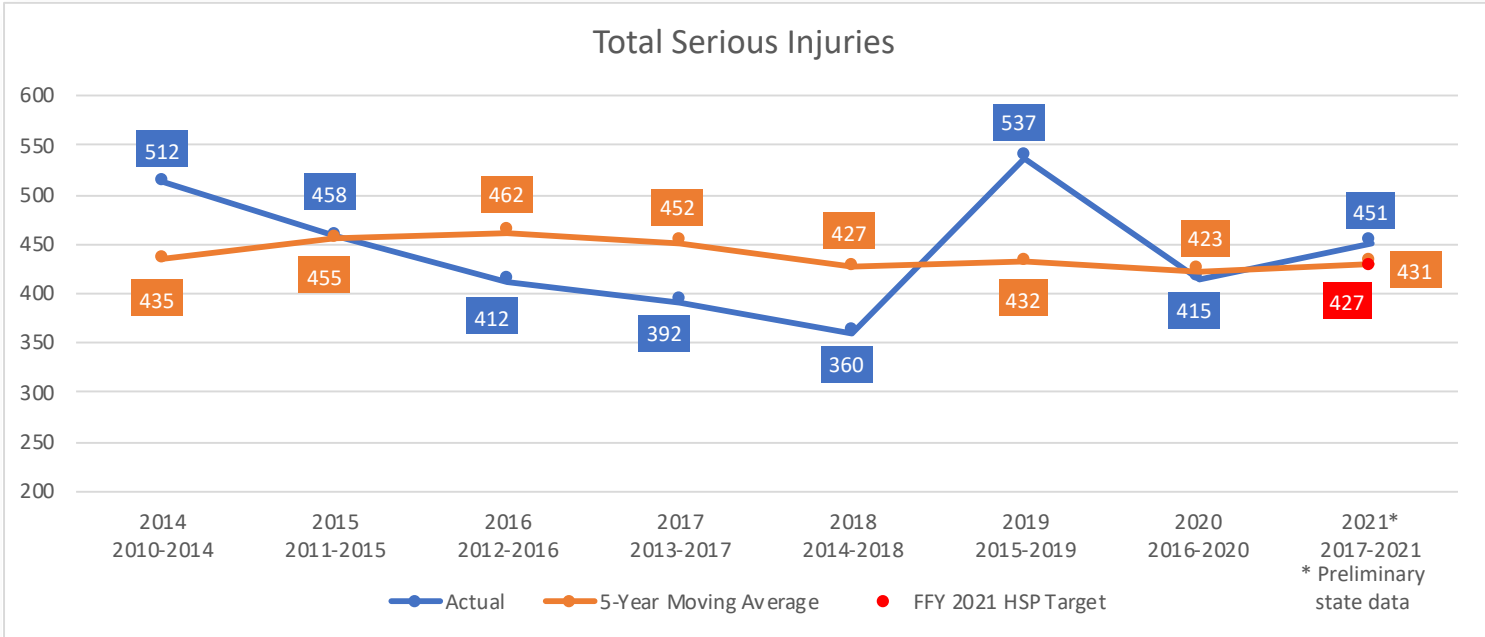


C-2 Total Serious Injuries

Goal: Our goal is to decrease serious traffic injuries to 427 for the five-year average.

Result: The five-year average for 2020 (2016-2020) is 423 serious injuries, according to the State of Hawaii Advanced Crash Analysis (SHACA) system – 0.94 percent below the target of 427 serious injuries.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2021 performance target.



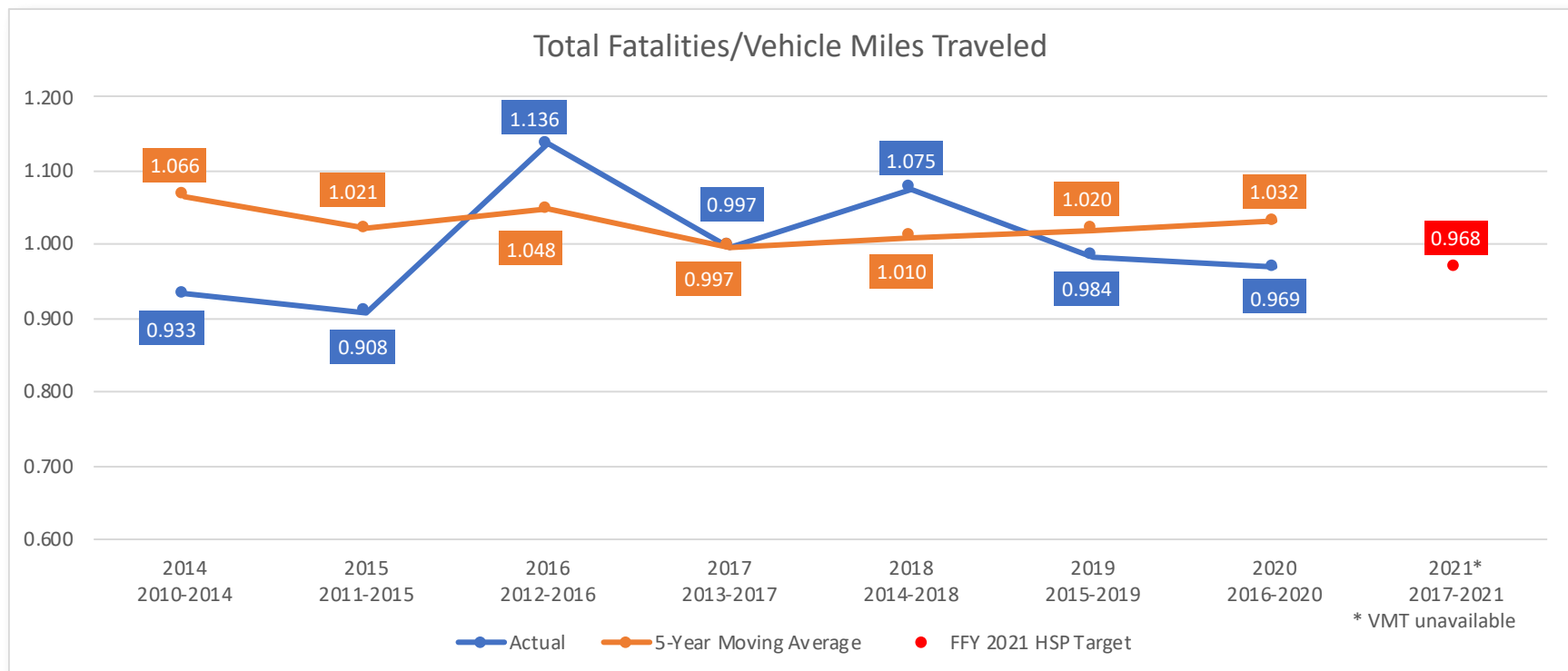
C-3 Total Fatalities/Vehicle Miles Traveled (VMT)

Goal: Our goal is to decrease the fatalities/100 VMT to 0.968 for the five-year average.

Result: The five-year average fatalities/VMT rate for 2020 (2016-2020) is 1.032, which exceeds the target rate of 0.968.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce the fatalities/VMT rate, HDOT's FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement, public education and program areas, including allocating more resources to vulnerable roadway users. In addition, the HSP will align with HDOT's initiatives to move towards a Safe System Approach, as well as Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions

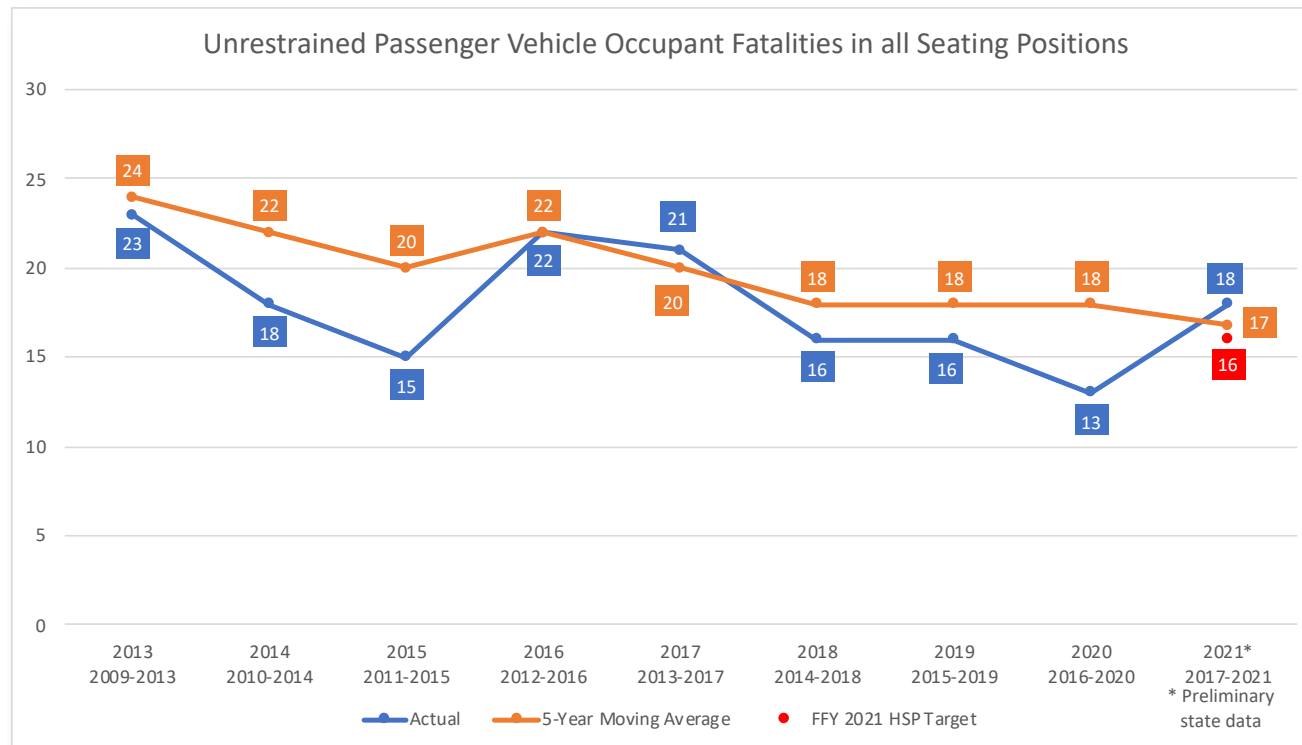
Goal: Our goal is to decrease unrestrained passenger vehicle occupant fatalities in all seating positions to 16 by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 18 unrestrained passenger vehicle occupant fatalities for all seat positions, according to the FARS 2020 ARF – 12.5 percent above the target of 16.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce the number of unrestrained passenger vehicle occupant fatalities, HDOT's FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement and public education, including allocating

more resources to enforce seat belt laws and to remind the public to buckle up. As COVID restrictions are lifted, Hawaii will offer more in-person car seat checks and education, in conjunction with virtual car seat checks that provide greater options for caregivers. In addition, the HSP will align with HDOT's initiatives to move towards a Safe System Approach, as well as Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



C-5 Alcohol-Impaired Driving Fatalities

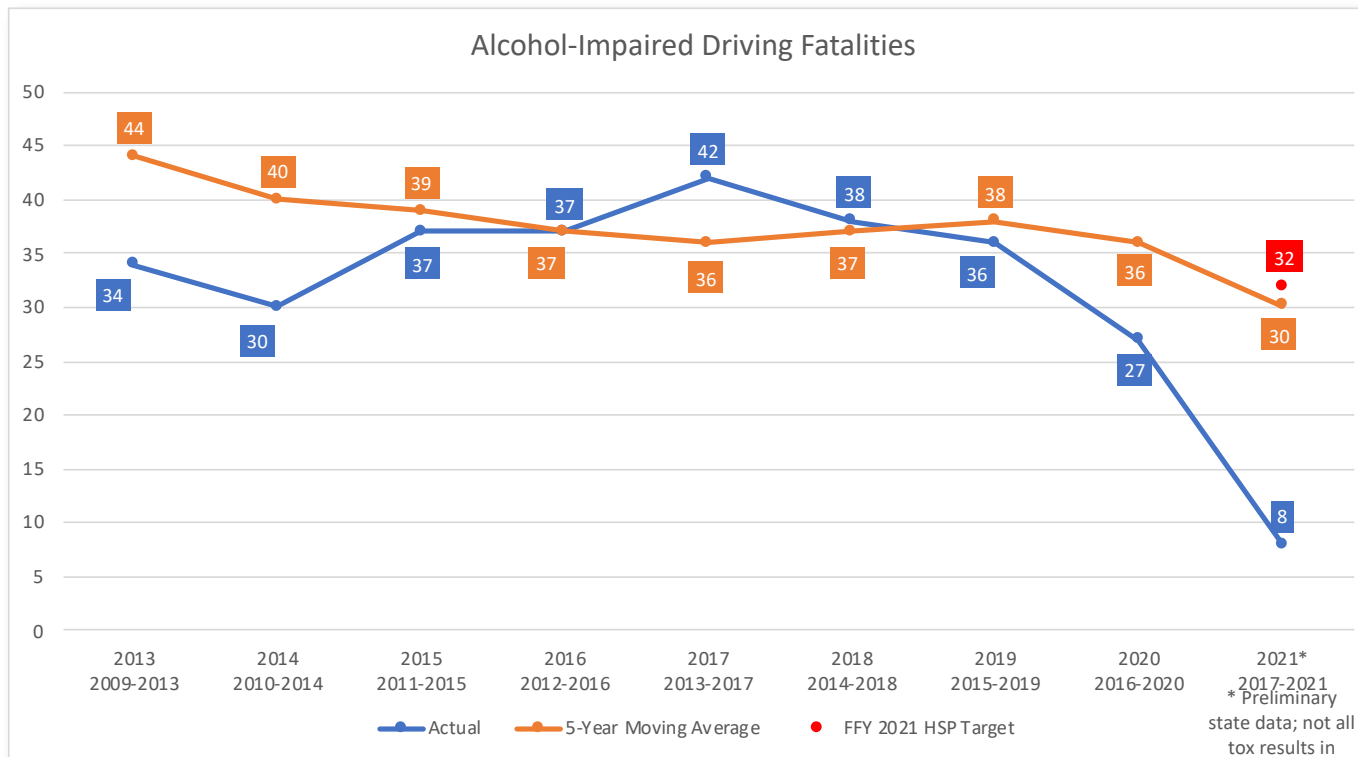
Goal: Our goal is to decrease alcohol-impaired driving fatalities to 32 by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 36 alcohol-impaired driving fatalities, according to the FARS 2020 ARF – 12.5 percent over the target of 32 alcohol-impaired driving fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce alcohol-impaired driving fatalities, HDOT’s FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement and public education. The Highway Safety Section will work closely with the Hawaii Drug and Alcohol Intoxicated Driving (DAID) working group, the SHSP Core Committee, HPPUD and

Vision Zero groups to align projects with the groups’ priorities. In addition, HDOT and its partners plan to engage more with community members and victims’ families on education, public service announcements and other initiatives, such as the statewide “No Excuses” campaign and mobilization.



C-6 Speeding-Related Fatalities

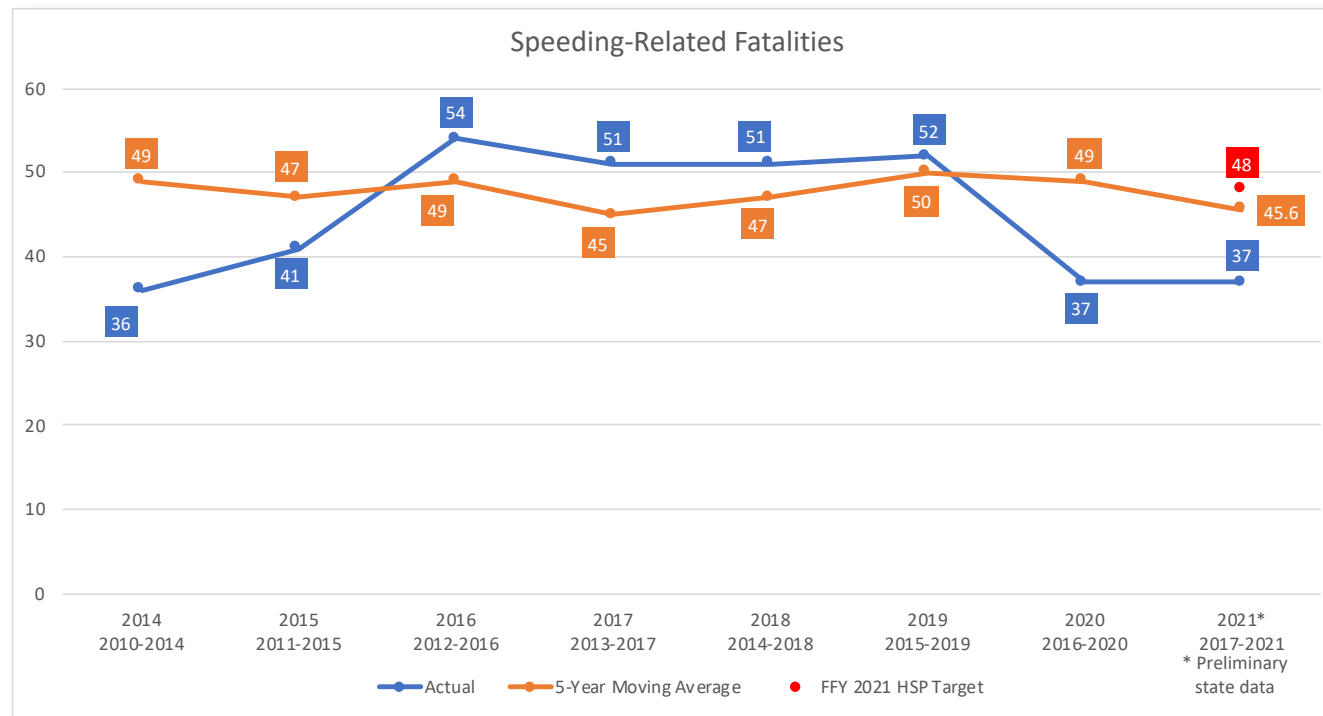
Goal: Our goal is to decrease speeding-related fatalities to 48 by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 49 speeding-related fatalities, according to the FARS 2020 ARF – 2.1 percent over the target of 48 speeding-related fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce fatalities, HDOT’s FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement and public education, including working closely with law enforcement agencies to ensure that enforcement is conducted in areas

shown to have speeding issues. HDOT will also work with its traffic safety partners to continue the statewide “No Excuses” speed communications/education campaign and mobilization, as well as aligning the HSP with HDOT’s initiatives to move towards a Safe System Approach, Hawaii’s recently updated SHSP, and state/county Vision Zero plans.

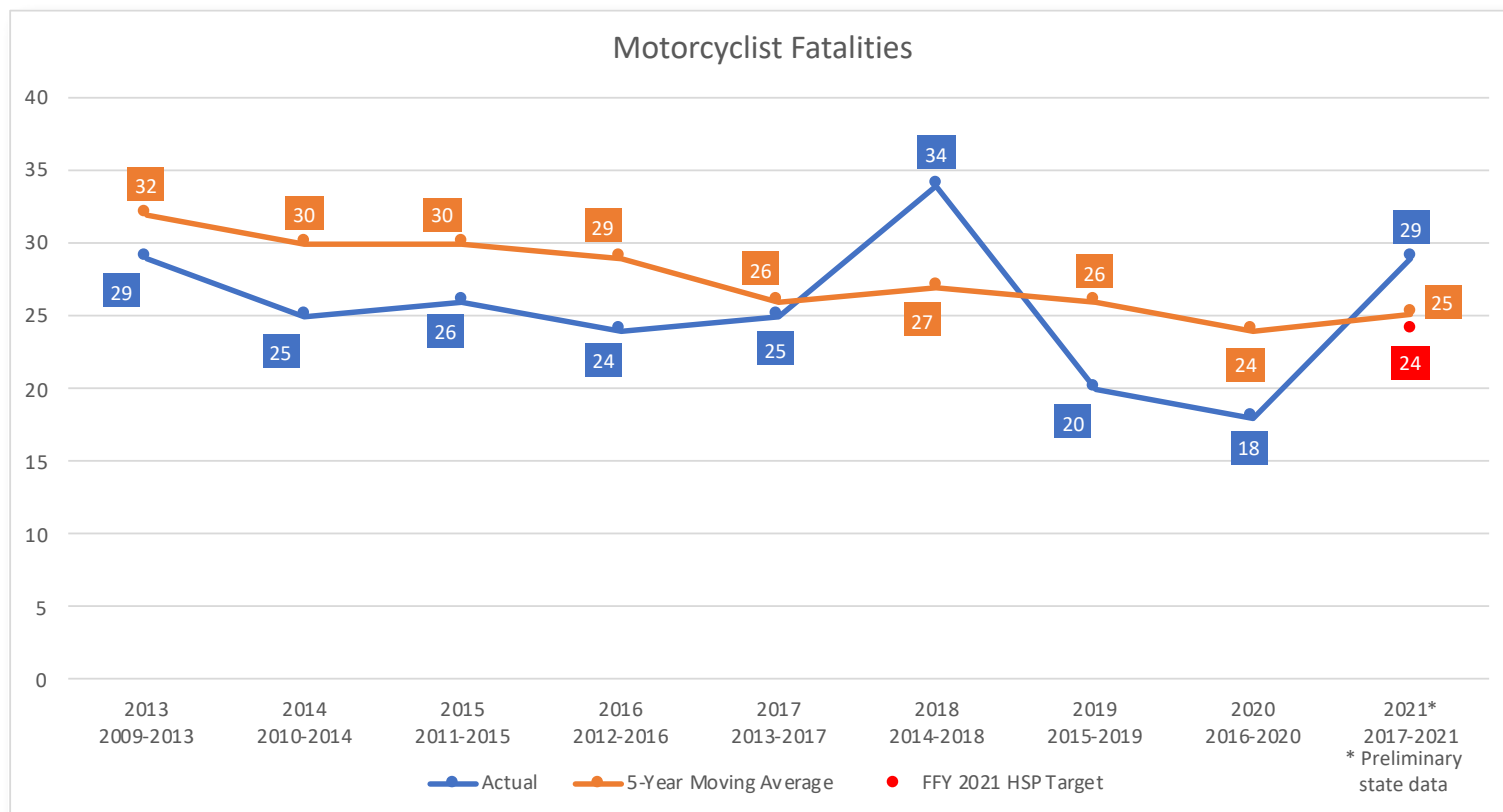


C-7 Motorcyclist Fatalities

Goal: Our goal is to decrease motorcyclist, motor scooter and moped fatalities to 24 by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 24 motorcyclist fatalities, according to the FARS 2020 ARF – the same as the target of 24 motorcyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2021 performance target.

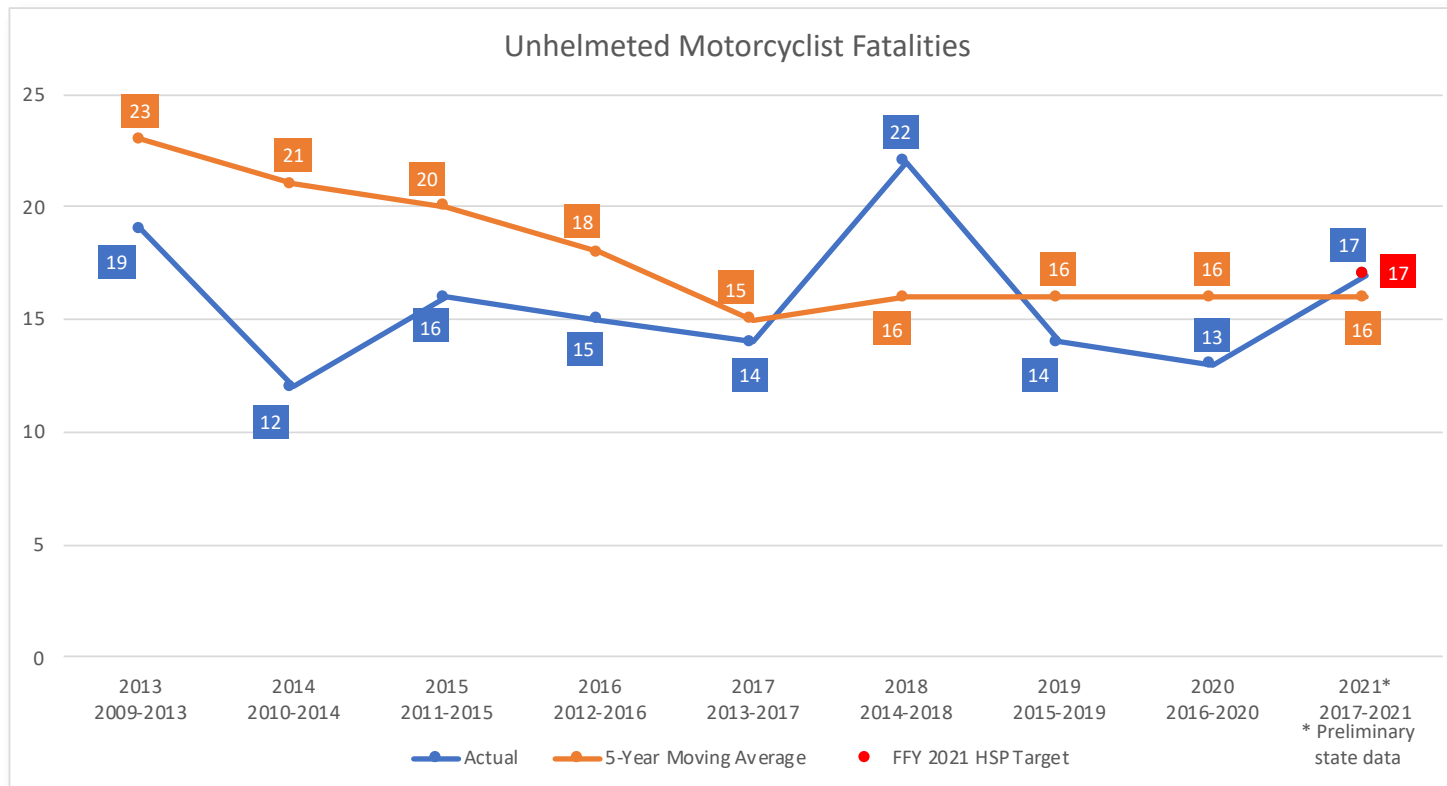


C-8 Unhelmeted Motorcyclist Fatalities

Goal: Our goal is to not exceed 17 unhelmeted motorcyclist fatalities by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 16 unhelmeted motorcyclist fatalities, according to the FARS 2020 ARF – 5.9 percent below the target of 17 unhelmeted motorcyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2021 performance target



C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

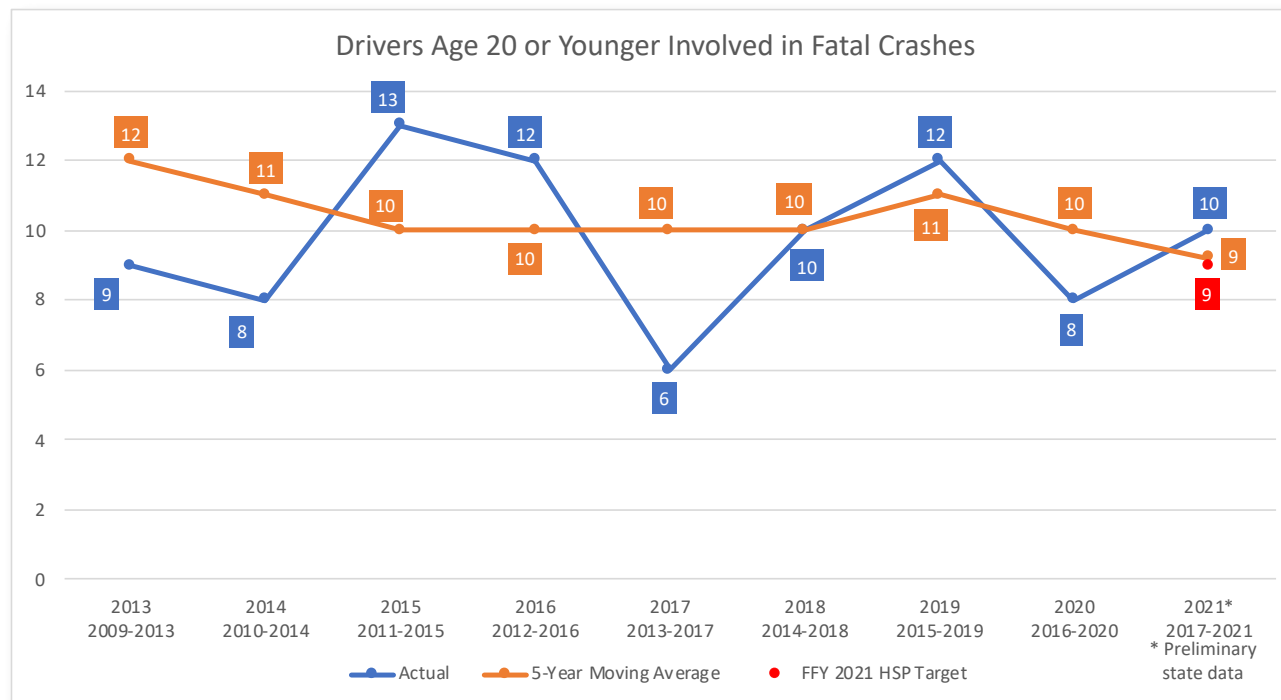
Goal: Our goal is to decrease drivers age 20 or younger involved in fatal crashes to 9 by December 31, 2021.

Result: The five-year average of drivers age 20 and younger involved in fatal crashes for 2020 (2016-2020) is 10, according to the FARS 2020 ARF – 11.1 percent over the target of 9 underage drivers.

Based on the known data and using the five-year average dataset, we believe we will miss our 2021 performance target.

Countermeasure: To reduce the number of fatal crashes involving drivers age 20 and younger, HDOT's FFY 2023 HSP will re-evaluate existing projects and programs and apply a more holistic and data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, driver's education instructors will be implementing a new curriculum that was developed by the American Driver and Traffic

Safety Education Association, AAA and the State of Hawaii. Hawaii is currently finalizing a train-the-trainer program for driver's education instructors that aligns with national standards and requirements; this train-the-trainer is scheduled to be implemented during FFY 2022. HDOT and our traffic safety partners are also working with community members and new partners to incorporate youth into traffic safety initiatives.

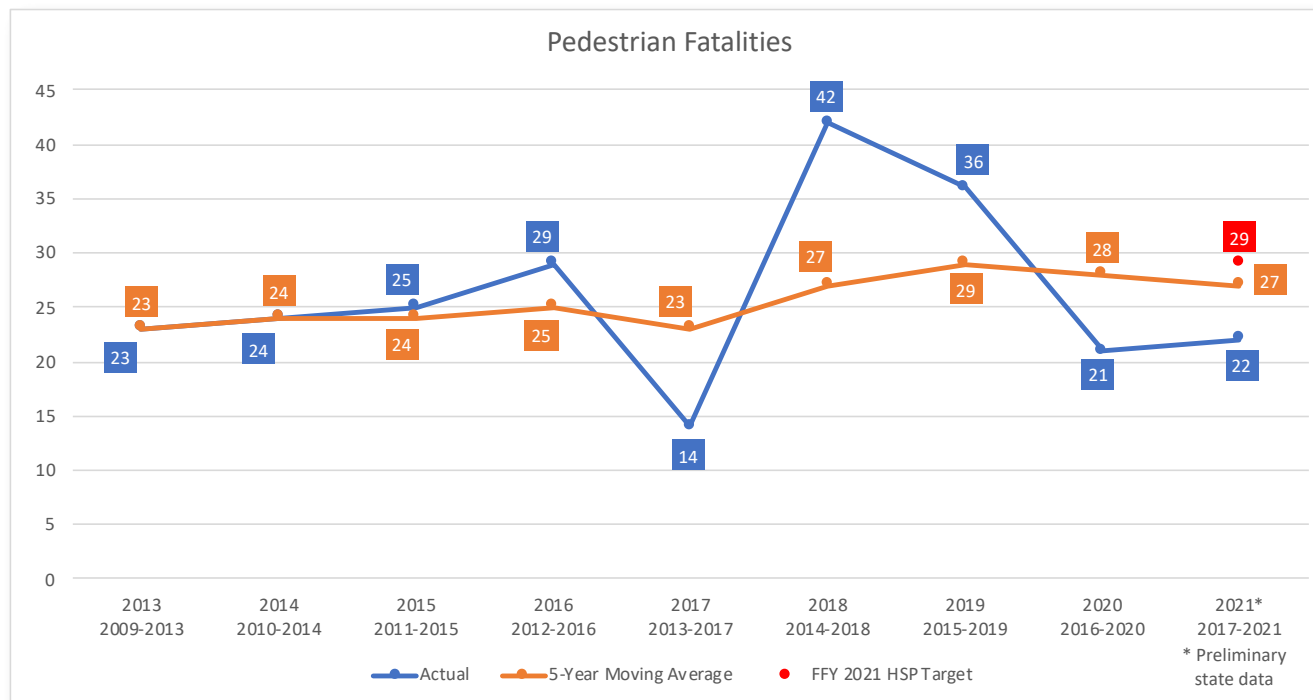


C-10 Pedestrian Fatalities

Goal: Our goal is to not exceed 29 pedestrian fatalities by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 28 pedestrian fatalities, according to the FARS 2020 ARF – 3.4 percent below the target of 29 pedestrian fatalities.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2021 performance target.

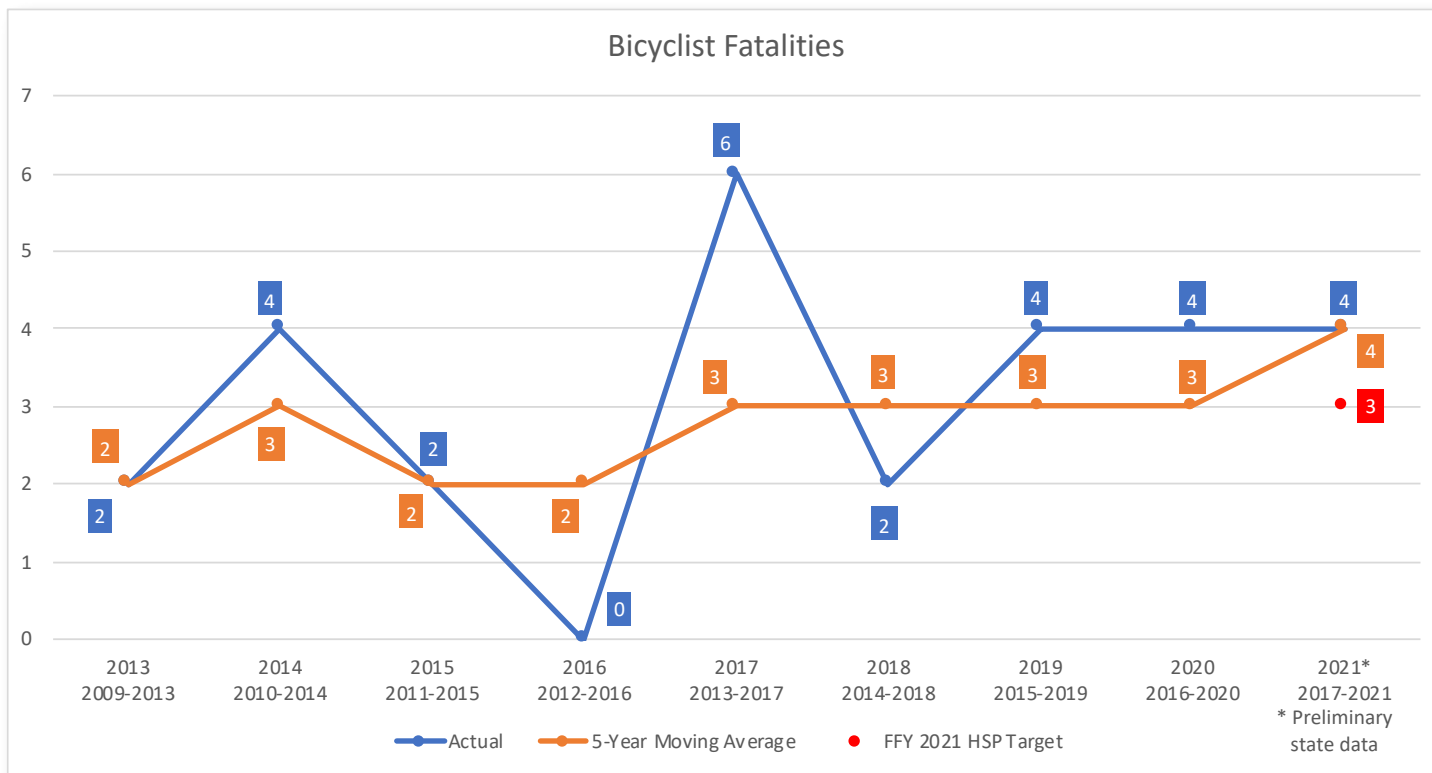


C-11 Bicyclist Fatalities

Goal: Our goal is to not exceed 3 bicyclist fatalities by December 31, 2021.

Result: The five-year average for 2020 (2016-2020) is 3 bicyclist fatalities, according to the FARS 2020 ARF – the same as the target of 3 bicyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2021 performance target.



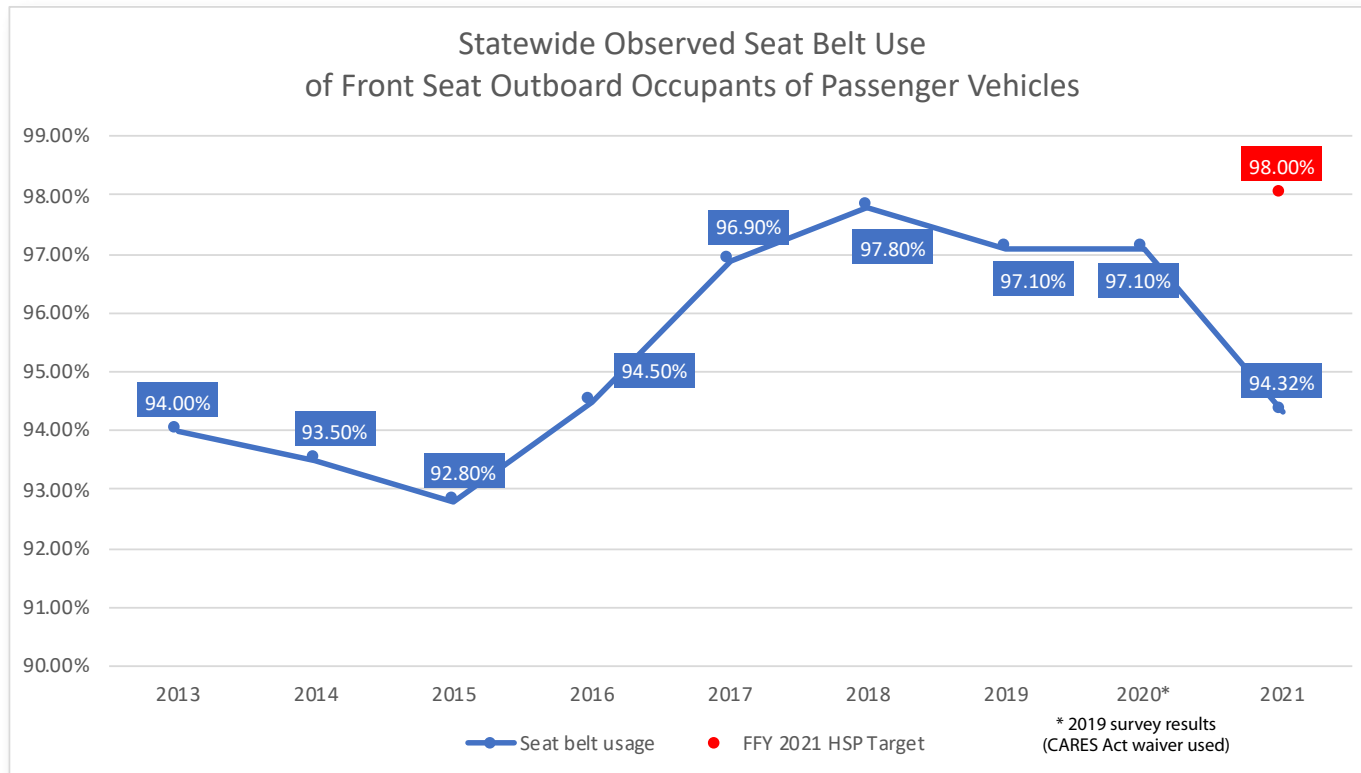
B-1 Observed Seat Belt Use

Goal: Our goal is to increase our statewide observed seat belt usage for front seat outboard occupants in passenger vehicles to 98.0 percent by December 31, 2021.

Result: During calendar year 2021, Hawaii's observed seat belt usage for passenger vehicles, front seat outboard occupants, was 94.32 percent, falling short of the target of 98.0 percent.

Based on Hawaii's Winter 2021 Seat Belt Use Survey, we have missed our 2021 performance target.

Countermeasure: To increase Hawaii's seat belt usage rate, HDOT's FFY 2023 HSP will use a holistic and data-driven approach and historical data from past seat belt surveys to determine which areas and populations to focus resources, including enforcement and education. In addition, HDOT will expand the CIOT media campaign to ensure statewide exposure on multiple platforms.



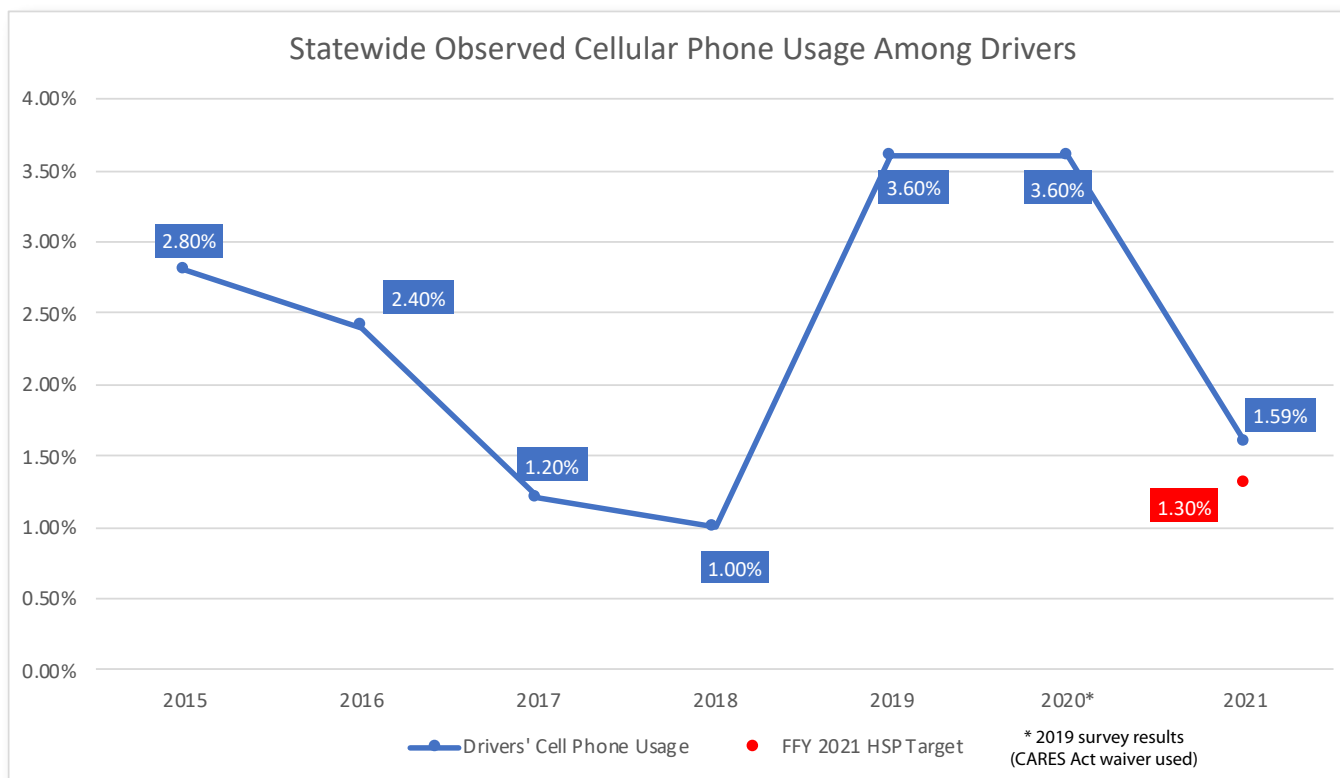
Distracted Driving Program Area: Statewide Observed Cellular Phone Usage Among Drivers

Goal: Our goal is to decrease observed cellular phone usage among drivers to 1.30 percent by December 31, 2021.

Result: During calendar year 2021, Hawaii's observed cellular phone usage among drivers was 1.59 percent, exceeding the target of 1.30 percent.

Based on Hawaii's Winter 2021 Seat Belt Use Survey, we have missed our 2021 performance target.

Countermeasure: To decrease Hawaii's observed cellular phone usage rate among drivers, HDOT's FFY 2023 HSP will use a data-driven approach and historical data from past observational surveys to determine which areas and populations to focus resources, including enforcement and education. In addition, HDOT will increase public education of Hawaii's distracted driving laws and the dangers of driving while distracted.



Traffic Records Program Area: Average Number of Days from Crash to Database

Goal: Our goal is to decrease the average number of days from crash occurrence to entry into the SHACA database to 45 during the performance target period of May 1, 2020 through April 30, 2021.

Result: During the specified time period (May 1, 2020-April 30, 2021), the average number of days from crash occurrence to entry into the SHACA database was 86.25. This showed measurable progress from the baseline of 219.25 average number of days during the baseline period of May 1, 2019-

April 30, 2020. The counts change as HDOT updates its database with amended and/or new crash reports from the four county police departments entered into SHACA.

Although the 86.25 average number of days exceeded the original performance target of 45 average number of days, it is an improvement from the updated baseline of 219.25 average number of days.

However, based on the known data for the specified time period, we have missed our 2021 performance target.

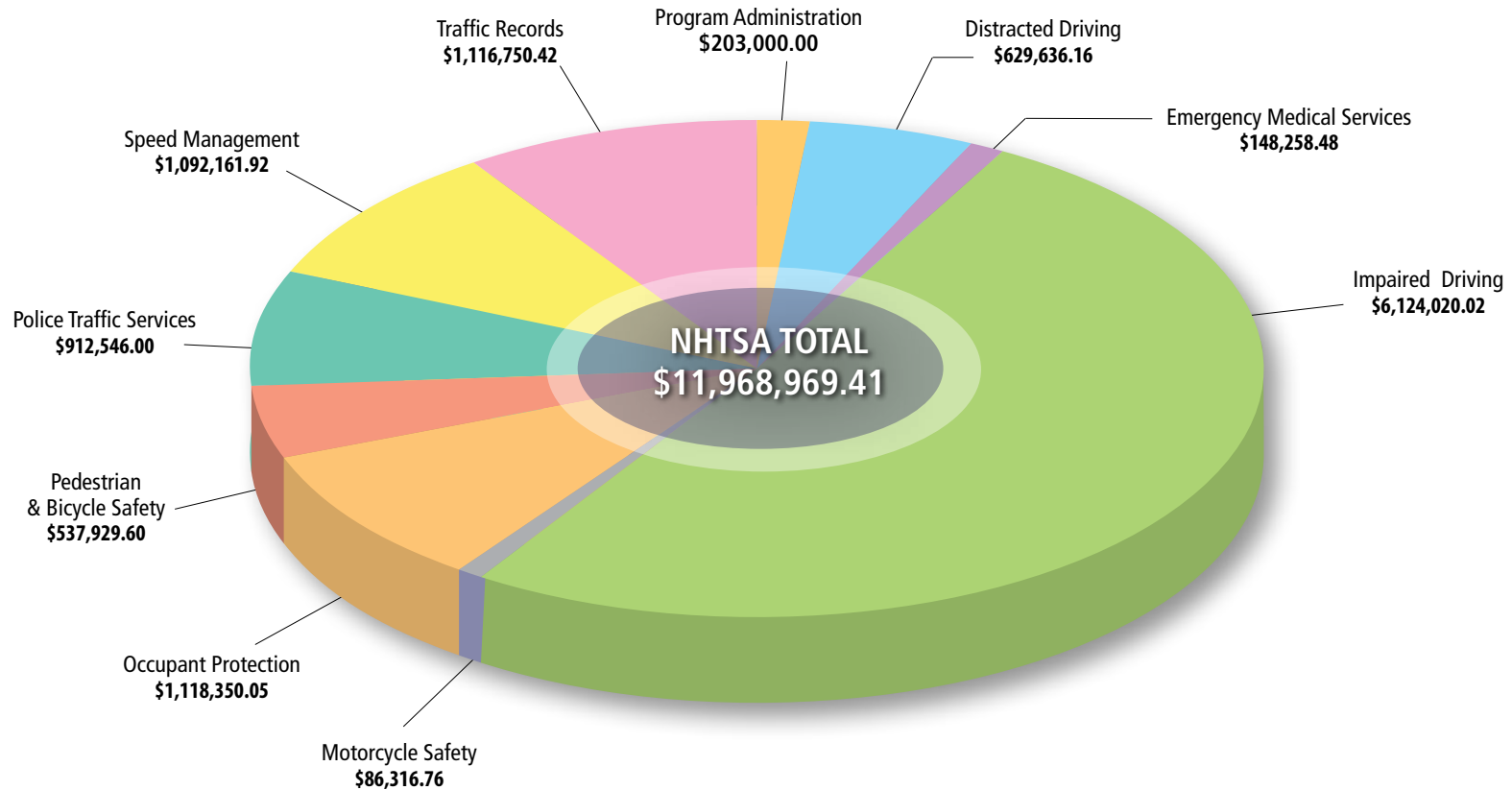
Countermeasure: To decrease the average number of days from crash occurrence to entry into the SHACA database, HDOT's FFY 2023 will include initiatives to improve the interfaces between HDOT's SHACA database and the police departments. HDOT will also work with the police departments to develop/implement the Hawaii Incident Geo-Locating System (HIGLS), which would provide HDOT with more accurate location data that can be more easily entered into the system.

Baseline (5/1/19-4/30/20)	FFY 2021 Performance Target(5/1/20-4/30/21)
53.75 avg number of days from crash to database	45 avg number of days from crash to database
219.25 avg number of days from crash to database (from FFY 2022 HSP)	Actual 86.25 avg number of days from crash to database (from FFY 2022 HSP)

Program Administration

The primary function of HDOT's Highway Safety Section is to oversee the NHTSA grant program and other related traffic safety initiatives in Hawaii. Grant funds were used to pay the salary of the acting Highway Safety Manager, the Fiscal Coordinator and operating costs of the Highway Safety Section, including staff salaries, travel expenses, meeting room rentals and membership dues to national traffic safety organizations such as GHSA.

The Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. The Fiscal Coordinator continued to provide much needed budgetary support for the Highway Safety Section staff, including assisting with the NHTSA subrecipient reimbursement process.



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HAWAIIAN HIGHWAY

SKYLINE
PRODUCTS



FEDERAL FISCAL YEAR 2021 Impacts of COVID-19

The COVID-19 pandemic continued to impact our programs and initiatives during FFY 2021. Particularly, our office and programs were affected in the following ways:

Highway Safety Section

- ◆ Our team members continued to work remotely, collaborating and maintaining productivity in the virtual environment;
- ◆ Project monitoring and inspection of training sites were conducted virtually;
- ◆ Most in-person meetings between team members and traffic safety partners became virtual meetings;
- ◆ Our NHTSA Management Review (MR) was conducted entirely in the virtual forum, with the MR team accessing our files through shared folders and meetings and interviews held using Microsoft Teams; and
- ◆ Team members developed new partnerships since we were able to participate in other groups' online meetings, including community coalitions and national organizations.

Trainings and Conferences

- ◆ Grant-funded trainings such as police, prosecutors and judges trainings were either modified or cancelled due to state and county orders prohibiting large gatherings;
- ◆ More Hawaii representatives were able to attend national conferences and webinar trainings since travel was no longer an issue and registration was sometimes free for all attendees; and
- ◆ Some states continue to open up their virtual trainings to other states so Hawaii traffic safety partners could benefit from renowned presenters speaking about the latest trends and research.

Enforcement

- ◆ Because increased speeding continues to be an issue, county police departments stepped up speed enforcement and education.

Adjustments to Projects/Programs

- ◆ Car seat checks continued to be conducted virtually, with child passenger safety (CPS) technicians and instructors using video conferencing apps to guide parents and caregivers as they installed the car seats themselves and taught them how to properly secure a child in the child restraint;
- ◆ Since the Judiciary was closed for a significant amount of time and then reopened with strict guidelines and restrictions, Driving while Impaired (DWI) Court and court monitoring of impaired driving cases were conducted virtually;
- ◆ HDOT's behavioral survey was cancelled; and
- ◆ Since travel was restricted, meetings, trainings, conferences, project monitoring, etc. were held virtually, with meeting durations shortened and discussions more focused.

Communications and Education

- ◆ HDOT's media contractor and subrecipients came up with innovative ways to reach the communities and share vital traffic safety information, such as taking part in drive-through and drive-in events.

Additional details on the pandemic's impact on projects can be found in their respective program areas.

Project Distribution

The following is a summary of the number of grants and types of grants that were funded under each program area during FFY 2021.

Distracted Driving

- 4 Enforcement
- 2 Education and public awareness

Emergency Medical Services

- 3 First responder equipment

Impaired Driving

- 4 Enforcement
- 6 Training
- 2 Prosecution
- 2 Youth deterrence/compliance checks
- 1 DWI Court
- 1 Behavioral survey
- 4 Education and public awareness
- 1 Impaired Driving Task Force
- 1 Court monitoring

Motorcycle Safety

- 1 Training
- 2 Education and public awareness

Occupant Protection

- 4 Enforcement
- 4 Child passenger safety
- 1 Observational survey
- 3 Education and public awareness

Pedestrian & Bicycle Safety

- 2 Enforcement
- 3 Education and public awareness

Police Traffic Services

- 4 Training
- 1 Law Enforcement Liaison
- 1 Traffic Safety Liaison
- 1 Strategic Highway Safety Planning
- 1 Travel to Lifesavers Conference

Speed Management

- 4 Enforcement
- 1 Education and public awareness

Traffic Records

- 9 E-citations/traffic records system
- 1 Fatality Analysis Reporting System



PROGRAM AREAS

Distracted Driving



According to NHTSA’s “Overview of Motor Vehicle Crashes in 2019,” 3,142 people died in distraction-related crashes in 2019. Our FARS statistics indicate that 25 (or 23.1 percent) of Hawaii’s 108 traffic fatalities involved distracted drivers in 2019. For 2020, state data shows a decrease, with 14 (or 16.5 percent) of our 85 traffic fatalities involving distracted drivers.

During FFY 2021, as part of our high visibility enforcement countermeasure, county police departments participated in NHTSA’s October 2020 and April 2021 national mobilizations. Despite being short-staffed during the ongoing COVID-19 pandemic and tasked with additional duties such as enforcing the compliance of COVID-19 mandates, their efforts resulted in 5,640 mobile electronic device (MED) contacts, and over 3,491 MED citations issued. A breakdown of their enforcement data by county is included in the FFY 2021 Distracted Driving Enforcement chart.

In addition to enforcement, police departments also included the following activities in their respective distracted driving efforts:

- ◆ Educated the public about the dangers of driving distracted at Traffic Safety events;
- ◆ Participated in community events such as sign wavings to support families who lost loved ones;
- ◆ Conducted earned media through social media postings and issued media releases; and

- ◆ Included the distracted driving issue during the statewide Labor Day weekend initiative.

Planned Activities/ Projects Not Implemented

HDOT Distracted Driving Media

HDOT did not implement a distracted driving media campaign.

FFY 2021 Distracted Driving Enforcement Activities					
	Hawaii	Honolulu	Kauai	Maui	Total
# of Grant-funded Distracted Driving Contacts	671	4,131	164	674	5,640
# of Grant-funded Distracted Driving Citations	2,990	1,051	143	358	4,542
# of Grant-funded Contacts/Citations for Other Violations	788	176	N/A	257	1,221

Emergency Medical Services

It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. The chances of surviving a motor vehicle crash increases for motor vehicle crash victims if they receive care within the “golden hour.”

Recognizing this, HDOT issued three grants, one to each of the following counties – Honolulu, Maui and Hawaii Island. The Honolulu Fire Department (HFD) and the Hawaii County Fire Department (HCFD) requested lithium-ion battery powered extrication rescue tools. This cordless system makes it easier and faster to retrieve victims in these areas where the corded kits would be rendered useless. This is especially crucial if the travel times to and from the crash site are long, making extracting the victim quicker and safely more imperative to saving a life. The Maui Fire Department (MFD) grant was for airbag lifts. The Hawaiian Islands have many rural terrain (lava fields, ravines, cliffs, etc.), which make traditional extrication systems too difficult to set up as quickly as the cordless sets. Even on the roadways, time is of the essence especially if the victim is trapped beneath the vehicle. The airbag lifts can safely and gently lift vehicles that have pinned crash victims to the ground, thus increasing the chance of survival.

Honolulu Fire Department – EDraulics Cordless Extrication System

During FFY 2021, HFD purchased two cordless vehicle extrication kits for the Waikele and Kahaluu fire stations, which are located in more rural areas and have not received battery-operated extrication sets or grant assistance in the past. These kits replace older, corded sets (9 years old in Waikele and 30 years old in Kahaluu).



Unfortunately, due to the shipping delays created by the COVID-19 situation, the two stations did not receive their equipment until later in the fiscal year. Thus, they haven't had a chance to use the equipment. However, they have reported that at least three other stations that had received the equipment from previous grants utilized them to save lives, and HFD issued press releases on their usage.

Station 42 - Waikele	2017	2018	2019	2020	2021
Roadway Incidents	171	145	164	146	123
Overall Traffic-Related Incidents	49	47	50	68	53
Motor vehicle crashes that involved injuries and crashes requiring extrication	29	31	27	38	26
Crashes solely on the State highways involving vehicle crash injuries and extrication	16	17	16	26	26
MVC response times	11:34	11:38	11:27	10:28	9:18

Station 37 - Kahaluu	2017	2018	2019	2020	2021
Roadway Incidents	65	70	76	74	45
Overall Traffic-Related Incidents	22	27	18	27	15
Motor vehicle crashes that involved injuries and crashes requiring extrication	18	22	13	20	10
Crashes solely on the State highways involving vehicle crash injuries and extrication	10	18	12	18	8
MVC response times	8:17	8:23	10:13	10:30	10:52

Planned Activities/ Projects Not Implemented

Maui Fire Department – Lift Bags

MFD had previously purchased extrication equipment for their stations. The extrication equipment helps to quickly extract motor vehicle operators when they are trapped in a vehicle, but the other concern is when the vehicle rolls onto the crash victims, pedestrians and other roadway users. The lift bags that were being requested for were to go to the five most strategic locations on Maui -- Station 2 in Paia, Station 3 in Lahaina, Station 7 in Hana, Station 10 in Kahului, and Station 13 in Kula.

They were to be instrumental in reducing the amount of time it takes to extricate and transport crash victims to a hospital. However, due to delays in shipping, they were not able to procure the items for this grant period. With the permission of NHTSA, they will secure these items for the FFY 2022 grant period.

Hawaii County Fire Department - EDraulics Cordless Extrication System

Due to staff shortages and other challenges, HCFD was unable to execute the FFY 2021 grant to purchase the extrication kit for the Captain Cook and North Kohala fire stations.



Impaired Driving



Although driving under the influence of drugs and alcohol (.08+ BAC) is illegal, people continue to die in crashes involving impaired drivers on our roadways.

According to FARS, 53.7 percent of Hawaii’s traffic fatalities from 2015-2019 involved impaired drivers who tested positive for having alcohol and/or drugs in their systems. In recent years, drug-only traffic fatalities outpaced alcohol-only traffic fatalities.

During FFY 2021, Hawaii incorporated countermeasures ranging from high visibility enforcement of its Operating a Vehicle Under the Influence of an Intoxicant (OVUII) laws and conducting alcohol off-premise compliance checks, to prosecutorial and judicial initiatives.

High Visibility Enforcement (HVE)

Despite the on-going COVID-19 pandemic and restrictions on conducting sobriety checkpoints and public presentations, county police departments statewide conducted 579 sobriety checkpoints and 240 saturation patrols and effected over 829 OVUII alcohol and drug arrests. Police also worked with their local media to distribute information on

impaired driving and participated in interviews via Zoom. Refer to the Impaired Driving Enforcement Activities chart for additional details of their efforts.

In addition to their statewide HVE efforts, police also included the following activities in their respective impaired driving enforcement operations:

- ◆ On the Big Island, the Hawaii County Police Department (HCPD) held its first Drug Recognition Expert (DRE) School on the Big Island and implemented the electronic search warrant.

- ◆ On Oahu, the Honolulu Police Department (HPD) conducted alcohol off-premise compliance checks on 343 establishments and issued 45 citations.

- ◆ HPD, HCPD, Kauai Police Department (KPD) and Maui Police Department (MPD) participated in the December 2020 and August 2021 national mobilizations.

Additionally, police used funds to purchase items such as the following:

- ◆ Powerflares for sobriety checkpoints;
- ◆ Preliminary breath testing instruments and mouth pieces;
- ◆ Reflective collapsible cones for use at crash scenes;
- ◆ Fatal Vision Alcohol Program kit for use at schools and public events; and

Impaired Driving Enforcement Activities					
	Honolulu	Hawaii*	Maui	Kauai	Total
ENFORCEMENT (grant-funded)					
# of sobriety checkpoints	444	N/A	130	5	579
# of vehicles checked	N/A	N/A	14,874	1,814	16,688
# of OVUII alcohol and drug arrests	553	121	150	5	829
# of other arrests	142	N/A	77	N/A	219
# of citations	5,378	N/A	264	52	5,694
# of saturation patrols	24	215	N/A	1	240
Average BAC (based on 2020 OVUII arrests)	0.141	0.133	0.166	0.200	0.160

*Due to county COVID-19 restrictions, HCPD was not able to conduct sobriety checkpoints.

◆ Tablets to enter data into the national database when conducting DRE evaluations.

Media Campaigns

To support Hawaii’s HVE activities, impaired driving public service announcements (PSA) were aired as a deterrent to drivers from driving under the influence. HDOT purchased media buys with local TV and radio stations statewide to air its “Sober Driver” PSA for their Alcohol-Impaired Driving media campaign, and “Medicated Driving May Cause DUI” PSA for our Drug-Impaired Driving media campaigns.

HDOT also aired its “Bling” PSA statewide on television and radio. The paid media buy with the Hawaii Association of Broadcasters, Inc. and its Public Education Program guaranteed a minimum of \$70,000 in free additional airtime.

Enforcement Tools and Resources

Although police planned to attend local and national conferences, trainings, and meetings to keep up-to-date on impaired driving and related emerging issues to enhance their enforcement initiatives, they attended the initial Traffic Commanders and Hawaii DAID working group meetings virtually due to travel restrictions related to the on-going pandemic.

DRE and Drugged Driving Statistics					
For Federal Fiscal Year 2021 (October 1, 2020-September 30, 2021)	Honolulu	Hawaii Island	Maui	Kauai	Total
Enforcement (grant-funded and county/agency funded)					
# of OVUII drug arrests	300	116	40	14	470
# of DRE enforcement evaluations (with and without tox)	23	85	3	0	111
# of refusals to do evaluation	225	13	4	0	242
# of refusals to submit tox (but did the evaluation)	6	3	0	0	9
DRE/SFST Trainings					
# of DRE Schools	1	1	0	0	2
# of newly certified DREs	8	6	2	0	16
# of DRE Instructor Schools	0	0	0	0	0
# of newly certified DRE instructors	0	0	1	0	1
# of ARIDE trainings	2	2	1	0	5
# of students	20	20	9	0	49
# of SFST trainings	3	6	1	2	12
# of SFST students	114	161	17	11	303
# of SFST Instructor trainings	0	0	1	0	1
# of SFST Instructor students	0	0	6	0	6

Nationally, the Lifesavers Conference was converted into a virtual conference, which allowed for more of Hawaii’s representatives to attend since they didn’t need to pay for travel costs. Also, registered attendees were able to access the recorded online sessions for a limited time after the conference ended. As

for the 2021 International Association of Chiefs of Police Training Conference on Drugs, Alcohol, and Impaired Driving, police were able to attend the conference in person based on their county’s restrictions.

In addition, the Hawaii State Department of Health’s (DOH) State Laboratories Division faced

internal challenges with establishing Hawaii’s first forensic toxicology state laboratory, but recently filled its Branch Chief’s position, which will aid the department’s progress during FFY 2022.

Prosecution and Adjudication

In addition to the enforcement component, Hawaii incorporated the following prosecutorial and judicial initiatives into its multi-pronged approach:

- ◆ County prosecutors used grant funds to attend in person Traffic Commanders meeting, as well as virtually attended the Lifesavers Conference.
- ◆ The Kauai Prosecutors Office's Traffic Safety Resource Prosecutor (TSRP) continued to provide statewide support by responding to legislative and technical assistance requests, and attending virtual Traffic Commanders meetings, National Governors Association (NGA) Impaired Driving

Learning Collaborative and Hawaii DAID meetings to provide guidance.

- ◆ The Judiciary's DWI Court program used grant funds for the DWI Court Judge and Case Manager to attend the National Association of Drug Court Professionals RISE21 Training Conference. By attending the training, the DWI Court team gained knowledge on best practices and emerging research, and were able to make appropriate program adjustments to improve Hawaii's DWI Court program.
- ◆ As part of the Judiciary's Judicial Training grant, two district court judges attended the National Judicial College's Drugs in America Today: What Every Judge Needs to Know course to better understand the following topics:



- Alcohol and Other Drugs: Psychopharmacology;
- Prescription Drug Abuse;
- Effective Treatment for Substance Related Disorders;
- Meds Used in Substance Disorder Treatment and Recovery;
- Co-Occurring and PTSD in Substance-Related Disorders;
- Relapse Prevention in Substance-Related Disorders; and
- Effective Sentencing Options.

In light of the on-going pandemic, the Judiciary's statewide training was cancelled.

- ◆ Volunteers trained by HDOT staff were able to monitor Honolulu's OVUII court proceedings in District Court and Circuit Court. The data was collected using a standardized form created by HDOT, then entered into HDOT's database.



HDOT Initiatives

As part of the NGA Impaired Driving Learning Collaborative, the core Hawaii team (comprised of representatives from HDOT, DOH, Kauai County's Office of the Prosecuting Attorney and Judiciary) met with national experts and other states to share our challenges and successes and exchange ideas with other jurisdictions, which culminated in states developing an action plan. Hawaii's impaired driving partners and Hawaii Traffic Records Coordinating Committee (HTRCC) were valuable resources during the development process, as well as supporting our team's efforts.

In addition to NGA sharing about our team's impaired driving work with Governor David Ige, Hawaii's participation along with the other chosen nine states will be highlighted in their forthcoming publication reflecting on the learning collaborative's impaired driving efforts.

Planned Activities/ Projects Not Implemented

HDOT did not implement the following impaired driving planned activities/projects due to the COVID-19 pandemic:

- ◆ HPD Impaired Driving Intoxilyzer
- ◆ DOH's Intoxilyzer Training
- ◆ Honolulu Prosecutors Impaired Driving
- ◆ Hawaii Prosecutors Office – TSRP Training
- ◆ Judiciary's statewide Judicial Training
- ◆ Alcohol- and Drug-Impaired Driving Media Contractors
- ◆ HDOT Attitudinal/Behavioral Survey
- ◆ HDOT Impaired Driving Task Force/ Working Group
- ◆ DRE In-Service Training

Impaired Driving Adjudication & Youth Deterrence Activities

DWI COURT

# of participants	12
# of new participants	2
# of graduates	30
Graduation rate	1
Reduction in recidivism of subsequent OVUII arrests after 2 years	14%
Reduction in recidivism of subsequent OVUII arrests after 5 years	9%
Reduction in recidivism of subsequent HRS 291E-62 (driving while license suspended or revoked for OVUII) arrests	29%

TSRP

# of technical assistance request responses	30
# of legislative assistance request responses	1
# of community outreach meetings attended	2
# of state & local task force meetings attended	8
# of appearances in traffic safety cases	40
Social media counts	26 Tweets; 679 impressions

HONOLULU YOUTH DETERRENCE

# of compliance checks (retail outlets)	303
# of citations	45

KAUAI YOUTH DETERRENCE

# of compliance checks (retail outlets)	(TBA)
# of underage alcohol purchase attempts	(TBA)
# of outlets that sold alcohol to a minor	(TBA)

Motorcycle, Motor Scooter and Moped Safety

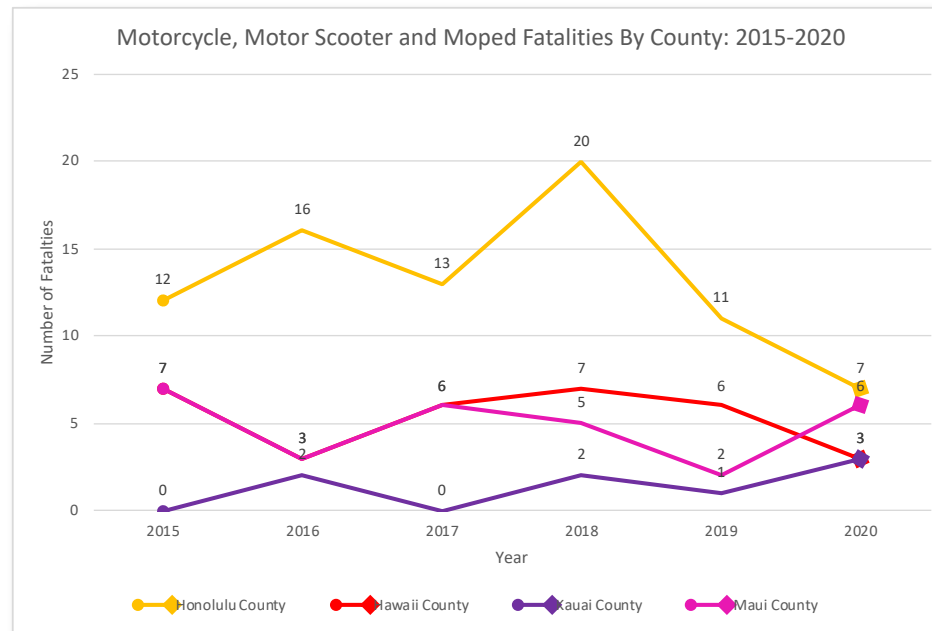


In Hawaii, there were a total of 18 motorcycle, scooter and moped fatalities for the calendar year 2020, which was the lowest number of this type of roadway user fatalities in over five years.

However, they represented 21 percent of the total fatalities during that year even though they only represent 3 percent of registered vehicles for the state, according to FARS data and the 2019 vehicle registration numbers from the Hawaii Department of Business, Economic Development & Tourism.

Currently, FARS data counts mopeds fatalities with the motorcycles and scooters; however, they are not represented in the total number of registrations for this category. Therefore, the data for number of fatalities per registrations is still inaccurate. As of January 1, 2017, mopeds were required to be

registered and safety checked in efforts to curb the illegally modified mopeds. Although the numbers are small, it is anticipated that, even if the numbers won't initially represent all the mopeds in the state, it will continue to grow as acceptance of the process grows.



MOTORCYCLES AND SCOOTERS VEHICLE REGISTRATION* BY COUNTY: 2014-2019

Year	State total	City and County of Honolulu		County of Hawaii		County of Kauai		County of Maui	
		County Total	percent of total	County Total	percent of total	County Total	percent of total	County Total	percent of total
2014	37,771	25,473	67%	5,511	15%	1,955	5%	4,832	13%
2015	32,831	21,870	67%	5,013	15%	1,713	5%	4,235	13%
2016	31,082	20,287	65%	4,902	16%	1,625	5%	4,268	14%
2017	39,312	25,958	66%	5,564	14%	2,336	6%	5,454	14%
2018	39,936	26,927	67%	5,600	14%	1,706	4%	5,703	14%
2019	39,137	26,471	68%	5,528	14%	1,591	4%	5,547	14%
2020*									

*2020 data has not been released as of 12.6.2021

MOPED VEHICLE REGISTRATION* BY COUNTY: 2017-2020

Year	State Total	City and County of Honolulu		County of Hawaii		County of Kauai		County of Maui	
		County Total	Percent of Total	County Total	Percent of Total	County Total	Percent of Total	County Total	Percent of Total
2017	8,223	6,174	75%	629	8%	114	1%	1,306	16%
2018	11,161	8,662	78%	740	7%	152	1%	1,607	14%
2019	11,445	8,999	79%	687	6%	186	2%	1,573	14%
2020	10,951	8,723	80%	627	6%	196	2%	1,405	13%

Motorcycle Safety Training

In the Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highways Safety Offices, 10th Edition, both training and helmet use are listed as part of those countermeasures.

Licensing shows that potential riders had enough of the rider skills to pass a test, but it does not guarantee

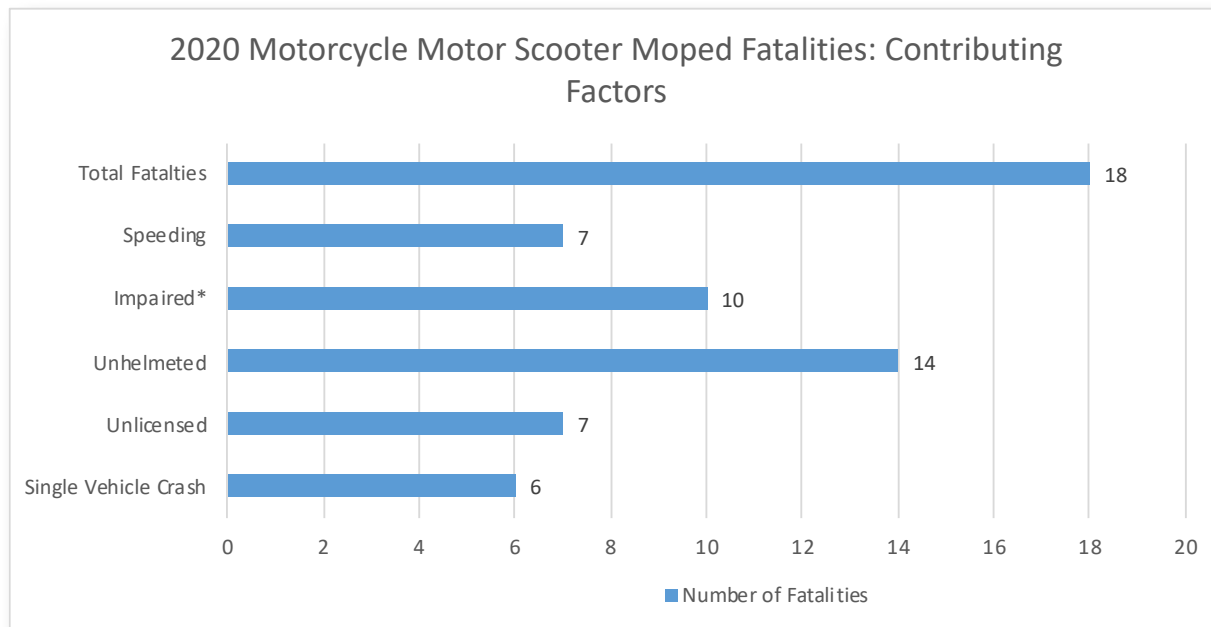
that all riders have the skills to avoid traffic crashes and practice safe riding behaviors. Having the training will make people better riders so that they can operate their vehicles safely on our roadways and be more likely to use protective riding gear.

To ensure that the state can service all those that wish to take the courses, there are motorcycle safety training ranges in two major county islands: Oahu and Hawaii Island. For Kauai

and Maui counties, the Leeward Community College from Oahu is currently handling the training. The lack of demand on the island of Kauai has made it economically unsustainable as an independent site and closed its range in 2018. Maui Community College has had difficulty hiring Motorcycle Safety Foundation-certified instructors in late 2019 and in 2020 so their training facilities have been suspended until they can secure another instructor.

Media Outreach

Despite the overall low fatalities for all of 2020, in the last month of 2020, the state started to see the escalation of motorcycle fatalities with five for the month of December 2020 alone. As the FFY 2021 progressed and the gas prices rose quickly, the number of motorcycle fatalities also increased as some of the public sought transportation that was more fuel efficient. There appears to be a correlation with the increase in gas prices. In previous years, as the gas prices get closer to \$4.00 a gallon, fatalities appeared to go up as more people were using motorcycle/moped/motor scooters instead of cars. Hawaii's highest number of these fatalities was 45 in 2012, and gas prices were at least \$4.12 per gallon. The second highest year was 2018 with 35 fatalities, and gas prices were an average of \$3.89 per gallon. By the end of June 2018, Hawaii had 11 motorcycle/motor scooter/moped fatalities. The average price for gas during this time averaged \$3.95 per gallon and by June 23, 2021, Hawaii had 16 motorcycle/moped/motor scooter fatalities compared to only nine in 2020. The combination of high gas prices and more drivers speeding and impaired saw the need for increased awareness.



To address the rise in motorcycle crashes and fatalities, HDOT used motorcycle safety grant funds towards movie theater advertising in two of Hawaii's largest theater entertainment providers. As part of a statewide motorcyclist awareness campaign, Washington State's "A Message to Drivers from Riders/It's a Fine Line" PSA was retagged for the Hawaii market and shown in eight Consolidated Theaters and eight National CineMedia Hawaii theaters for five weeks in July and August for the release of "Black Widow" and for four weeks for the September release of "Shang-Chi and the Legend of the Ten Rings." The PSA used a comic-

book format and positive messaging to remind drivers to watch out for motorcyclists, as well as to remind them to be better drivers by not driving impaired or distracted. The relaxation of some of the COVID restrictions to allow for movie going as well as the popularity of the Marvel franchise provided the opportunity to outreach to the populations. Despite the limited capacity that was allowed in the theaters, during the four-week campaign, ScreenVision yielded 187,000 local viewers, while the five-week campaign had a viewership of 234,700 viewers. Final numbers are still pending from National CineMedia Hawaii.

Planned Activities/ Projects Not Implemented

Hawaii Community College Motorcycle Safety Education

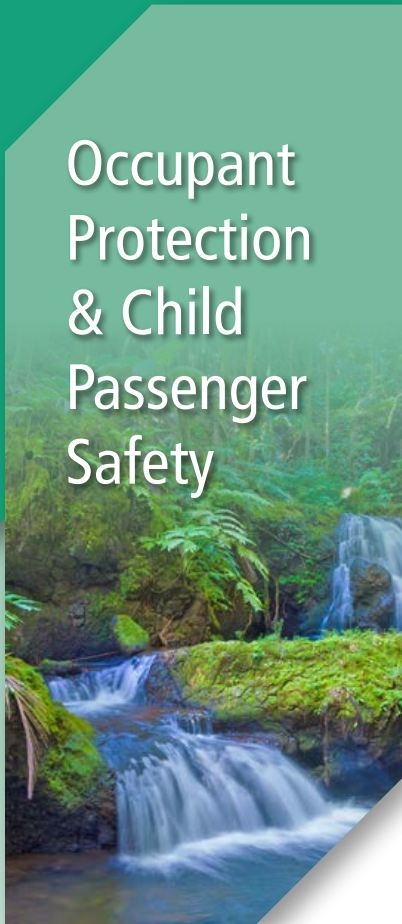
Hawaii Community College received a grant for FFY 2020 to bring part of the training curricula regarding impaired riding and speeding to at least two established riding groups in an effort to outreach to existing

riders to remind them of the dangers of speeding and riding impaired. However, due to the COVID-19 pandemic and the restrictions implemented to stem the spread, the instructors had not been able to bring this education to the rider clubs. Their grant was extended to FFY 2021 in the hopes that the COVID pandemic would subside. Unfortunately, they were still unable to continue the grant due to the public gathering restrictions for that county.

MOTORCYCLE TRAINING PER COUNTY: 2017 - 2021***														
Year	State total		City and County of Honolulu			County of Hawaii			County of Kauai*			County of Maui**		
	#of classes	# of students	#of classes	# of students	% of students taught	#of classes	# of students	%of students taught	#of classes	# of students	% of students taught	# of classes	# of students	%of students taught
2017	90	1,247	51	983	79%	15	111	9%	2	13	1%	22	140	11%
2018*	82	947	52	758	80%	13	90	10%	0	0	0%	17	99	10%
2019	75	970	42	767	79%	15	103	11%	0	0	0%	18	100	10%
2020	85	943	75	879	93%	7	47	5%	0	0	0%	3	17	2%
2021***	101	1,178	89	1,096	93%	12	82	7%	0	0	0%	0	0	0%
Total:	433	5,285	309	4,483	84.82%	62	433	8.19%	2	13	0.25%	60	356	6.74%

*Kauai closed its facilities due to lack of interest
 **Maui closed until a new instructor can be hired
 *** Training numbers as of 12/6/21

Occupant Protection & Child Passenger Safety



Hawaii normally enjoys a high seat belt rate. However, since the COVID-19 pandemic started, noncompliant traffic safety behaviors seem to have become an issue. The occupant protection area was no exception.

The 2021 Winter Seat Belt Usage Report showed that seat belt usage dropped to 94.3 percent, the lowest number since 2016. Honolulu's daytime seat belt use decreased from 96.77 percent to 94.6 percent between Winter 2020 and Winter 2021. In Maui, seat belt use decreased from 95.17 percent to 93.62 percent. Hawaii County's seat belt compliance decreased from 95.06 percent to 94.14 percent, and in Kauai, seat belt use decreased from 94.04 percent to 93.7 percent.

Although infant seat usage jumped up to 94.83 percent, booster seat use dropped to 47.43 percent which lowered the overall child restraint usage to 68.3 percent.

During pre-pandemic grant periods, the four county police departments used high visibility enforcement to increase compliance with Hawaii's universal seat belt and child restraint laws. Police would focus their efforts in areas with low seat belt and/or child restraint use, as identified in our observational surveys. However, the COVID-19 pandemic

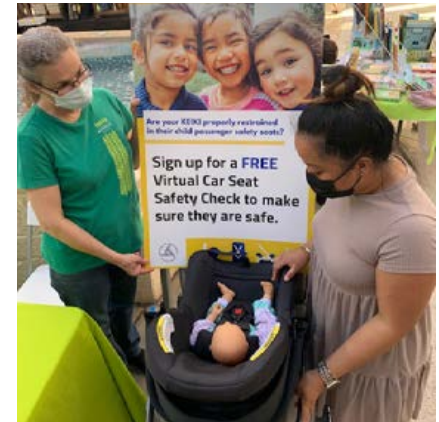
restrictions continued to reduce the attendees to many of the events and enforcement. With social distancing, many activities still could not be conducted or had to be reduced, and there was a decrease in the number of the public being assisted. Also, many of the child passenger safety technician certifications expired since technicians experienced difficulties with accessing trainings that were designed to be conducted in person.

Finally, the counties experienced being short staffed in their traffic divisions which curtailed the enforcement and outreach activities.

CPS Activities

As the COVID-19 pandemic progressed into FFY 2021, many in-person events were still curtailed, especially with the social distancing requirements in place.

Not wanting to see people going unassisted in providing proper seat usage for their children, the Keiki Injury Prevention



Coalition (KIPC) continued their virtual car seat checks and conducted them whenever possible. These continued to be the best option to providing parents with the child safety seat instruction. Prior to the virtual appointments, parents were given "homework" about their child safety seats and vehicles. Using Zoom as the medium, the parent (or parent-to-be) was assisted virtually by at least three CPS technicians through their smartphones, tablets and/or laptop cameras and audio to walk the parent through the process of ensuring that the child would be properly restrained. Follow-up, in-person appointments were scheduled so that parents could meet with a technician to confirm proper installation. During FFY 2021, KIPC was able to conduct virtual car seat checks for 20 families, which required up to 8 instructors and 20 technicians for the day.

In addition, they were able to:

- ◆ Complete 585 car seat checks at individual appointments (both virtual and in-person) and virtual community events;
- ◆ Distribute 118 car seats to families;
- ◆ Conduct five virtual community car seat check events;
- ◆ Provide direct and indirect education to families and community members;
- ◆ Provide at least one in-person certification training;
- ◆ Maintain their strong active instructor team; and
- ◆ Provided support for techs and instructors to attend virtual national conferences with CPS focus.

They were also able to hold four virtual network meetings with attendance by site coordinators, instructors and partners,

KPD and MPD relied on officers who were previously trained as well as the local hospitals for support.

East Kiwani’s main child safety seat instructor and technician for Hawaii Island, John Kaizuka, held eight mini clinics and provided phone assistance 27 times, as well as drove to many locations around the island to conduct 136 child safety seat checks in one-on-one visits.

Media

Occupant Protection and CPS Media Campaigns

Although HDOT did not implement paid media campaigns for CIOT or Child Passenger Safety Week, media outreach did continue to generate earned media attention.

As part of the media and public outreach, TLC PR was contracted by HDOT to conduct year-round outreach, educational presentations and earned media opportunities. Their total outreach for CIOT was 21,011 members of the public in various events throughout the state and approximately 12,079 members of the public for CPS outreach. They were able to do more CIOT banner placements throughout the state, as well. They placed another 12 on Oahu, 15 on Hawaii Island, 9 on Maui and 5 on Kauai to make sure that the public is reminded of the enforcement campaign.

Press releases by MPD and HDOT were done to let the public know about Child Passenger Safety Week and that the checks would be done virtually with a central contact number that members of the public from all counties could call into.

However, some events did resume even though they were on a smaller scale due to social distancing mandates. At least three baby expos were attended, outreaching to 627 people.



Above: A certified CPS Technician explains to KITV's Taizo Braden the steps on how to install a car seat safely and securely.

As with the Walk Wise Hawaii (WWH) Program for our pedestrian safety efforts, the popular pop-up, Aloha Drive-in Movies, allowed TLC PR to do the child safety seat awareness at their venue as well as the drive-through farmer’s markets around the different islands.

Enforcement

Although Hawaii’s four county police departments conducted high visibility enforcement as part of their grant activities, staffing shortages and COVID-19 restrictions impacted enforcement efforts. Despite these challenges, they did participate in the CIOT national mobilization and year-round operations for child safety seat enforcement.

Honolulu Police Department

For FFY 2021, HPD conducted 125 operations, utilizing 510 hours of federally funded overtime. The results of the occupant protection operations were 1,153 seat belt warnings, 166 seat belt citations issued, six child seat citations, 64 miscellaneous moving violations, 41 driving without a license, seven driving with a suspended or revoked

Media and Community Outreach	
Child Passenger Safety Week Campaign 2021	
Story Count	25 feature stories (20 TV:KITV, KHON, KHII; 5 online)
Audience	402,787
Nielsen Audience	246,300
Unique Visitors	156,487
Ad Value	\$10,167
Calculated Ad Value	\$16,167
Calculated Publicity Value	\$48,646
Runtime	24:52

FFY 2021 Click It or Ticket Mobilization Activities

	Honolulu	Hawaii	Maui	Kauai	Statewide
# of nighttime seat belt projects	125	23	4	1	153
# of child seat enforcement projects	0	32	0	0	32
# of OVUII arrests	0	4	0	0	4
# of seat belt citations	166	523	401	172	1,262
# of child safety seat violations	6	195	15	0	216
# of suspended licenses	7	86	0	0	93
# of driving without a license violations	41	137	0	0	178
# of uninsured motorists	0	139	0	0	139
# of speeding citations	2	61	0	0	63
# of cell phone violations	4	206	136	0	346
# of reckless driving violations	0	92	0	0	92
# of other citations	64	92	146	0	302
# of truck bed violations	0	0	0	0	0

* May include those above as there may be multiple violations per citation

FFY 2021 Child Passenger Safety Activities

	Honolulu	Hawaii	Maui	Kauai	Statewide
3-Day Classes	1	0	0	0	1
Trained	7	0	0	0	7
Types of Participants (EMS, Police, etc.)	Hospitals, EMS, Police, KIPC	Hospitals, EMS, Police	Hospitals, Police	Hospitals, Police	
Inspection Stations*	5	8	0	0	13
# checked at inspection stations	585	26	0	0	611
# of community car seat checks	0	136	0	0	136
# of seats checked at community events	0	156	0	0	156
# of seats checked total	585	182	0	0	767
# of car seats issued	118	16	0	0	134

*Inspection Stations may be in-person or virtual

license, four MED citations, and two speeding citations. The total contacts made related to seat belt and child seat restraint violations were 1,668 contacts. There were no child seat purchases made as there were no car seat checkpoints conducted because of mandated restrictions on gatherings in the State of Hawaii. HPD did not certify or re-certify any child seat technicians and instructors due to there not being any available training for the HPD officers to attend. Due to that, they currently do not have any certified car seat technicians or instructors.

Maui Police Department

During this time, MPD's child car seat coordinator was limited in conducting car seat checks. However, the department's enforcement efforts resulted in the issuance of 401 seatbelt citations, 15 child restraint citations, 136 MED citations, and 146 other citations. They also issued 33 warnings and used these as "teachable moments." In total, MPD made contact with 704 people. MPD participated in the NHTSA CIOT campaigns from November 16-29, 2020, and May 31, 2021-June 6, 2021 with two nighttime enforcement operations.

Hawaii County Police Department

For FFY 2021, HCPD's goal was to increase the number of overall reported properly fitted child restraints

from 89 percent in 2019 to no less than 91 percent in 2021. HCPD met this goal for the infant aged children at 92.31 percent but did not meet this goal for toddlers at 28.09 percent. The toddler numbers seem extremely low based on the trending over several years. These numbers are a result of the seat belt observational survey done at the Hilo Walmart, Kona Walmart, and Kona Coast Shopping Center. Since none of these locations have been identified as high fatality or major crash corridors, officers have not focused their enforcement efforts in these areas. However, the low child restraint usage is concerning, and so HCPD plan to schedule future sign waving and community events at the entrances of these Walmart locations to increase public awareness and education.

HCPD had also planned to conduct an additional 10 focused child safety seat grant operations to increase the number of reported properly fitted

infant, toddler and child restraints. Due to the staffing issues in 2021, a total of 32 child safety seat-focused operations were conducted, which was only one operation less than FFY 2020. They were able to publicize and conduct no less than eight nighttime seatbelt operations during FFY 2021. HCPD far exceeded this goal by conducting 23 nighttime seat belt operations.

The traffic safety staff participated in two community sign waving events. They had planned to host a child safety seat training to 10 officers however, due to an increase in the COVID-19 outbreak, this training was postponed until FFY 2022.

Using county funds, HCPD hired a new Public Relations Specialist to assist with their communication and outreach efforts. Although their goal was to produce one PSA directed at child safety seats and occupant protection, they decided to issue media releases instead.

Kauai Police Department

During this project period, all in-person meetings were cancelled due to the ongoing COVID-19 pandemic restrictions, and all in-person child seat events in the county were postponed.

A total of 26 seatbelt enforcement projects were done, resulting in 222 violator contacts and 172 seatbelt violation citations.

Planned Activities/ Projects Not Implemented

Keiki Injury Prevention Coalition

KIPC was unable to complete 12 community car seat check events since there were no in-person events held due to pandemic restrictions.

The certification renewal course or second certification training also



could not be held due to pandemic restrictions on in-person events. Technicians were sent information on virtual offerings including the Lifesavers Conference and a free, two-day conference with Continuing Education Units (CEU) hosted by Oregon.

Overall, no new instructor training nor recertifications were done during this time due to a lack of training format that would allow for virtual training since part of the training includes practice with the different types of car seats and potential vehicles that they would go into. As FFY 2021 ended, a potential hybrid training was identified and will be conducted in the next FFY.

Occupant Protection and CPS Media Campaigns

HDOT did not implement a paid CIOT media campaign nor implement a paid media campaign to support the national Child Passenger Safety Week campaign due to the continuing pandemic coverages.

FFY 2021 Occupant Protection Enforcement Report (October 1, 2020-September 30, 2021)					
	Oahu	Hawaii	Maui	Kauai	Statewide
# of grant-funded seat belt contacts*	1,321	523	401	222	2,467
# of county-funded seat belt contacts	1,327	0	0	0	1,327
# of grant-funded child restraint contacts	6	195	15	0	216
# of county-funded child restraint contacts	180	0	0	0	180
TOTAL	2,834	718	416	222	4,190
*Contacts - warnings, educational moments and/or citations					

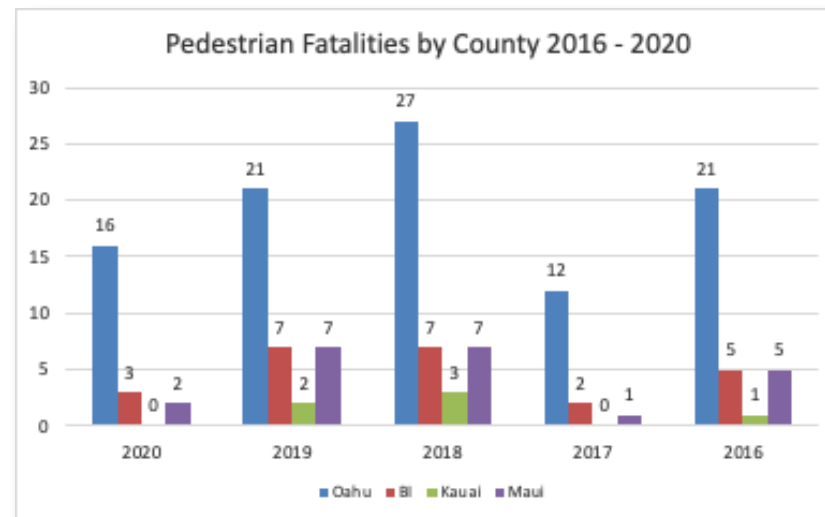
Pedestrian & Bicycle Safety



With beautiful, year-round weather, walking and biking are healthy and attractive modes of transportation in Hawaii, especially on the most populated island of Oahu.

According to state data, in 2020, there were 21 pedestrian fatalities, with pedestrian fatalities down 43 percent from 2019's 37 fatalities. Pedestrian deaths represent 25 percent of the 85 roadway fatalities for 2020. Also, in 2020, there were four bicyclist fatalities, same as in 2019. Although bicyclist fatalities are small, even one death is too many. HDOT and our partners continue to seek new ways to protect these vulnerable roadway users.

Pedestrian safety remained an important issue during the ongoing COVID-19 pandemic, especially with the increase in speeding and impaired driving that spanned across the state. Outreach to the public continued to be a challenge due to many of the events being cancelled or reduced in capacity, even with lockdowns being lifted. Public schools were exercising extreme caution, so the opportunity to continue our education outreach was severely limited. Where possible, creativity was used to ensure that some of the messaging was getting to both drivers and pedestrians.



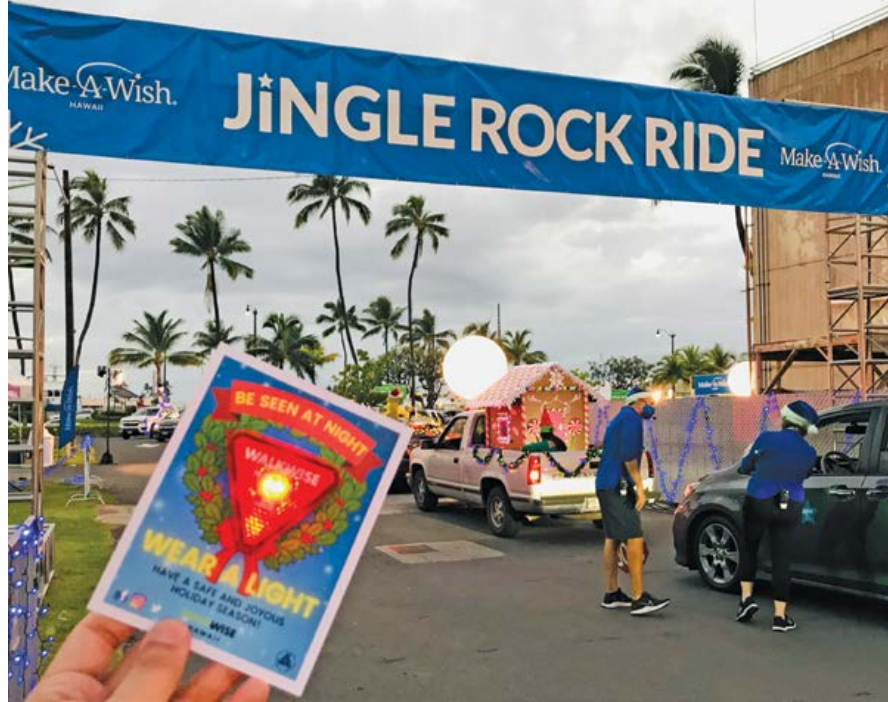
Walk Wise Hawaii (WWH)

HDOT contracted with TLC PR to continue its WWH initiatives to increase awareness of pedestrian safety and safety infrastructure changes through community events, presentations and media events.

TLC PR partnered with the Aloha Drive-in Movies pop-ups at various locations around Oahu, which were popular during the pandemic when movie theaters were closed. These outdoor venues allowed WWH to continue to reach out to drivers and their passengers on driver awareness of pedestrians as well as pedestrian safety tips. Farmers markets around the state provided another great venue to talk to community members about roadway awareness. Other drive-through events included:

- ◆ Nanakuli's Spread Aloha Not Covid Event, with an estimated 800 people who attended to be tested and vaccinated;
- ◆ The Jingle Rock Ride, which replaced the Jingle Bell Run; and
- ◆ The Make-a-Wish Hawaii Holiday Craft Fair.

Because of social distancing requirements, sign waving was one of the few high visibility outreach efforts that allowed for the greatest



exposure for creating traffic safety awareness. TLC PR maximized these opportunities by organizing and/or participating in the following:

- ◆ Sign waving events in Nanakuli and Ewa Beach to support Kaulana Werner’s family and HDOT’s pedestrian infrastructure efforts;
- ◆ Sign waving with HPD at a sobriety checkpoint in Kakaako on the second anniversary of fatal crash victims who were killed in 2019 by an impaired and speeding driver who lost control and veered into pedestrians waiting to cross the street;

- ◆ Sign waving events with faculty and students from Waikiki Elementary School and Nanakuli High School to raise awareness of children walking near their schools;

- ◆ Sign waving events in downtown Honolulu, Waikiki and the Ala Moana areas with HPD’s districts and community policing teams; and
- ◆ Sign waving as part of the statewide “No Excuses” Labor Day campaign.

WWH also leveraged its partnerships with other agencies, organizations and community members to remind

drivers to slow down and watch for pedestrians. They worked with the Girl Scouts of Hawaii as they slowly resumed their pedestrian safety outreach efforts to earn their badges.

With increased public awareness of impaired driving and speeding issues, WWH was also presented with a new opportunity to work with the local music group, Angry Locals, to create an original public awareness rap video entitled, “Look at Me Now.” A member of the group was born and raised in Nanakuli and knows many of the victims of pedestrian crashes in the community.

The nearly three-minute video helped to reinforce the message to *kamaaina* (locals) that speeding needs to stop and pedestrian safety is of the utmost importance. It even featured guest

appearances by Ed Werner (father of Kaulana Werner, who was killed by an impaired driver in 2016), other family members and residents from the area. The PSA premiered during the first week of Hawaii’s Pedestrian Safety Month, was shown before live Angry Local performances, and was posted on YouTube and shared on social media platforms like Facebook, Instagram and Twitter.

Hawaii’s Pedestrian Safety Month was held in August, with each day dedicated to a different pedestrian safety initiative. With the help of the military, HPD districts, and Hawaii public schools (Kapolei High School, West Hawaii Elementary School, Kaala Elementary School, etc.), WWH ramped up its awareness campaigns and engaged more with communities to make their spaces safer.

WWH Community Outreach				
FFY 2021	# of Events	Audience Size	Total Talks	Total People Outreached
Seniors	2	1,080	2	1,080
Kids	7	2,370	7	2,370
Driver Focused	54	20,296	54	20,296
Pedestrian Focused	65	18,118	62	18,118
Sign Waving	14	1,650	4	4,300
TOTAL OUTREACH	142	43,514	129	46,164



Finally, despite TLC PR’s efforts to solicitate earned media all year long, much of the media outlets focused on the Kakaako two-year anniversary remembrances at the end of January and the statewide Pedestrian Safety Month in August.

Honolulu Police Department

HPD’s goal for FFY 2021 was to decrease the number of pedestrian-related traffic fatalities on Oahu’s roadways by 26.4 percent or a decrease of five pedestrian-related fatalities as compared to the 2014-2018 average of 20.4. Unfortunately, they were unable to attain that goal.

In analyzing the pedestrian-related fatalities, it was found that most of the pedestrians that were struck were not in crosswalks and not in well-lit areas. To address these issues, HPD coordinated education and enforcement operations, including increasing police visibility on state and county roadways. By the end of the FFY, HPD utilized grants funds to conduct 255 pedestrian safety operations that resulted in 2,718 contacts with pedestrians and motorists.

As part of the Hawaii Pedestrian Safety Month, HPD, along with WWH and City and County of Honolulu Department of Transportation

Services (DTS), participated in two events to promote pedestrian safety in the downtown and Kailua areas. The events were comprised of officers teaming up with WWH and DTS personnel to educate pedestrians on being seen and traversing crosswalks safely. After taking the Walk Wise pedestrian pledge and learning about pedestrian safety, event attendees were given wearable blinking lights to make them more visible while walking at night. Observed violations of the pedestrian law were addressed with warnings and education on the law and dangers of unsafe walking. Interactions with community members also led to questions about traffic laws and information from residents of areas in their communities that were dangerous for pedestrians, based upon their own daily observations and experiences.

City & County of Honolulu’s Department of Transportation Services

DTS partnered with TLC PR for HDOT’s WWH program and other local programs to help support outreach efforts and educate the community about pedestrian safety.

In November, DTS restarted the School Traffic Safety Committee, a multi-agency group that discusses communication tactics, encouragement and resources to promote pedestrian safety for children as they walk to school.

Due to the continued pandemic and county restrictions, many family events remained cancelled. However,

Media Outreach for August Pedestrian Safety Month	
Story Count	33 feature stories (17 TV:KITV, KHON, KHII, KFVE, KGMB; 13 online; 2 newspapers; 1 radio)
Audience	3,699,751
Nielsen Audience	347,044
Unique Visitors	3,344,507
Ad Value	\$5,511
Calculated Ad Value	\$6,799
Calculated Publicity Value	\$72,822
Runtime	26:16



they were able to conduct Walk Ed presentations and walking field trips with summer fun programs at Sunset Beach Elementary, Waianae District Park, Piliiaau Community Park, Mililani District Park, Pearl City District Park, Kahala Community Park and Waikale Community Park. Using a foam crosswalk, DTS taught children about safe walking and gave students an opportunity to practice what they learned.

Assisting Waianae District Park's summer fun with a walking field trip, DTS taught 587 children how to be a safe pedestrian and what to watch out for, such as when crossing a multilane road. Students took the Walking Safety Pledge and received a printed copy, along with reflective neon stickers.

In addition, DTS accomplished the following grant activities:

- ◆ Provided 60 wearable, blinking lights to the Waimanalo Senior Citizens Club for their holiday gift bags;
- ◆ Provided 2,000 Walking Safety Pledge fliers to the state's Department of Education to distribute to students across Oahu;
- ◆ Four new DTS staff members attended the virtual Lifesavers Conference from April 26-28, 2021 and learned about new ways of communicating to the public and new data and design ideas for pedestrian safety;

- ◆ Worked with WWH and HPD to coordinate the Mayor's Pedestrian Safety Month proclamation on August 6;
- ◆ Partnered with HPD and WWH to distribute blinking lights and educate 425 pedestrians during the First Friday event;
- ◆ Attended farmer's markets in Kakaako, Pearlridge Shopping Center and Windward Mall to educate approximately 220 attendees; and
- ◆ Participated in the Oahu Ola Pono Challenge orientation workshop via Zoom, where they presented walking safety tips to approximately 50 students and 10 teachers and group leaders; and distributed blinking lights and the Walking Safety Pledge after the presentation.



In all, despite COVID restrictions and cancelled events, DTS' efforts reached 4,281 people, with 645 of those during Pedestrian Safety Month -- far exceeding their goal of outreach to 300 people.



Police Traffic Services



Hawaii's four county police departments and HDOT view reducing the amount of time it takes to investigate a crash scene while improving investigation techniques as an ongoing priority.

Through continual and advanced training, the police departments strive to minimize the amount of time roads are closed, without compromising the integrity of their investigations. Additionally, continual training is necessary due to constant changes in personnel due to promotions, transfers, and new hires. Grant funds are also used to purchase and repair equipment that increase officers' efficiency in investigating and documenting crash scenes.

However, due to COVID-19, early in the FFY, travel continued to be restricted and some of the trainings were postponed or modified, which impacted the county police departments in various ways. As the pandemic progressed and a few agencies were able to adapt to the situation, a few organizations had offered online courses, allowing for more attendees in their county offices to attend training with less cost. As the restrictions to the pandemic lessened, some of the training became available or counties allowed their officers to travel out of state for trainings.

Honolulu Police Department

Since the start of the COVID-19

mandates in 2020, HPD has not received any updated training for vehicle homicide investigators. With the relaxing of some of the county mandates, they were able to host the necessary training for those new to the traffic program.

From July 6, 2021-September 3, 2021, the Institute of Police Technology and Management (IPTM) taught the following courses at the HPD Ke Kula Maka'i Training facility:

- ◆ At-Scene Traffic Crash/Traffic Homicide Investigation;
- ◆ Advanced Traffic Crash Investigation; and
- ◆ Traffic Crash Reconstruction.

All attendees of the classes completed and passed all three classes.

Due to logistical restraints caused by COVID-19 for travel and gatherings, HPD did not send any representatives to the Event Data Recorder (EDR) Summit and the Symposium on Traffic Safety. The Leica Cloud Station training was not given to the officers as the HPD is in process of obtaining a Leica RTC 360 device, which will facilitate faster forensic mapping and highly accurate measurements for

the vehicular homicide investigators at a crash scene. The purchase of the Leica RTC 360 comes with initial training and would replace the Leica Scan Station training in the future.

Maui Police Department

MPD hosted the following much-needed training and invited law enforcement members from the outer islands to participate:

- ◆ Map360/Pix4D Mapper Pro and Leica P40 Software Training on July 16, 2021, July 19-21, 2021;
- ◆ IPTM trainings (At-Scene Traffic Crash/Traffic Homicide Investigation, Advanced Traffic Crash Investigation and Traffic Crash Reconstruction courses from June 7-18, 2021; June 21-July 2, 2021; and September 13-24, 2021);
- ◆ ZETX Cell Phone data analysis training from May 24-28, 2021; and
- ◆ EVR updates.

Also, during this fiscal year, MPD was able to purchase the equipment they needed to assist with their fatal crash investigations such as:

- The Berla iVe Eco System to identify, acquire and analyze fatal crash investigation data;
- The PIX 4D Mapping software/license;
- ZETX software to analyze cellular phone data records;
- Traffic Cloud Stats Suite for StatTrac;



- Equipment management, reporting and mapping software; and
- Updates for the Leica P40 360 Scan Station and Point Cloud Software.

Hawaii County Police Department

Eight Traffic Enforcement Unit (TEU) officers attended the three IPTM courses on Maui.

HCPD had planned to host the At-Scene Traffic Investigation Course in Hawaii County for 20 officers to attend but due to the COVID-19 outbreak and the travel restrictions set by the State of Hawaii and HCPD administration, this course was not held in person on Hawaii Island. Instead, four HCPD officers attended the online, accelerated At-Scene Traffic Investigation Course from February 8-21, 2021.

HCPD had also planned for two officers to attend an EDR Course to obtain their instructor certification, which would allow them to teach other officers how to properly use the Bosch System, but an online option for that training was not available. As an alternate training, four officers

attended the virtual Bosch Crash Data Retrieval (CDR) Tool Technician training.

They were able to purchase the Bosch CDR900 EDR Upgrade for Area I TEU officers to use for data downloads.

Law Enforcement Liaison (LEL)

The LEL continued to work on gathering information on updating traffic laws and bring this knowledge to the Traffic Commanders and HDOT; collecting and analyzing information on fatalities and OVUII arrests; initializing and maintaining the ignition interlock program database for the state; processing lifetime petitioners for re-entry of Lifetime Revocation drivers into the license system; and coordinating with Hawaii ignition interlock vendor on servicing clients for the ignition interlock device. In addition, he distributed newsletters from various safety organizations to Hawaii's Traffic Commanders, county prosecutors, and highway safety staff, as well as worked on educating current partners on automotive enforcement and ignition interlock for legislative bills in preparation for and throughout the Hawaii legislative session. He attended Hawaii SHSP, Highway Safety Section, HTRCC, eCitations and Traffic Commanders virtual and in-person meetings.

He attended and participated in conferences and webinars on various highway safety issues, including on traffic safety challenges, LEL-related topics and the Lifesavers Conference.

Traffic Safety Liaison

During FFY 2021, the Traffic Safety Liaison conducted the following activities:

- ◆ Continued education on Highly Automated Vehicles (HAVs);
- ◆ Participated in teleconference calls and NHTSA webinars regarding HAVs and the updated American Association of Motor Vehicle Administrators guidelines for HAVs, and provided comments regarding HAV permitting issues;
- ◆ Educated on "micro-mobility" options and its relationship with traffic safety for potential legislation;
- ◆ Provided comments on potential legislation proposals and issues; and
- ◆ Worked with the FARS Analyst and DOH on acquiring data on fatal motor vehicle crash victims.

Planned Activities/ Projects Not Implemented

Hawaii County Police Department

HCPD did not purchase the Leica RTC 360 because it was determined that

the Leica instrument does not comply with the Buy America Act.

The National IPTM Conference, which was scheduled for June 21-24, 2021 in Orlando Florida, was cancelled due to COVID-19. Therefore, HCPD officers were not able to attend.

Kauai Police Department

Due to COVID restrictions and an extremely limited staff, KPD was unable to conduct any grant activities.

Maui Police Department

MPD was unable to complete the following grant activities due to COVID-19 cancellations:

- ◆ Train two traffic investigators on the retrieval of crash data from the vehicle's CDR;
- ◆ Certify two traffic investigators on the CDR Technician train-the-trainer course;
- ◆ Send one traffic investigators to the CDR Analyst course;
- ◆ Send two traffic personnel to the 2021 Symposium on Traffic Safety conference; and
- ◆ Purchase Dirigo Software to assist with speed calculations for crash investigations.

Speed Management



Like the rest of the nation, Hawaii has seen an alarming trend of speeding and excessive speeding on our roads during the pandemic. On Oahu alone, the Honolulu Police Department saw a dramatic increase in the number of excessive speeding citations issued.

Compared to FFYs 2017 and 2018, which had an average of 5,000 county-funded excessive speeding citations, FFYs 2020 and 2021 had an average of 8,000 county-funded excessive speeding citations.

As our economy opened back up and more people were driving, the speeding problem did not go away.

Unfortunately, this isn't a new issue. According to NHTSA's October 2021 Speeding Traffic Safety Facts, Hawaii was ranked third in the nation among states with the highest percentage of speeding-related fatalities in 2019. In 2020, FARS ARF reports that 37 of the 85 fatalities (or 44 percent) involved speeding, and preliminary state data indicate that so far this year (as of December 1, 2021), that trend is continuing with 44 percent of all fatalities involved a speeding driver.

What is new is a shift in Hawaii's approach to tackling this problem. Whereas we've primarily addressed speeding in the past with strict enforcement and limited education, we've realized that we need a more holistic approach that incorporates education, enforcement, paid/earned

media, engineering and community engagement. These also need to work in conjunction with each other, rather than in silos and in isolation.

Speed Management Meetings

HDOT coordinated statewide speed management meetings that included partners from county police departments; DOH; county and state planners and engineers; prosecutors;

metropolitan planning organizations; NHTSA; and the Federal Highway Administration (FHWA). During these meetings, attendees were grouped together according to counties and tasked with evaluating roadways in their communities that have been plagued with speed-related issues. Representatives from the different agencies applied their expertise and knowledge to the situations and through facilitated activities, discussed problem identification, objectives, existing/potential resources, possible solutions and next steps. Gathering these initial stakeholders and starting the discussions are a first step to building connections and developing strategies.

Speed-Related Traffic Fatalities
(annual numbers)

Year	Hawaii Speed-Related Fatalities	Total Fatalities	Percentage Speed-Related Fatalities
2012	69	125	55%
2013	45	102	44%
2014	36	95	38%
2015	41	93	44%
2016	54	120	45%
2017	51	107	48%
2018	51	117	44%
2019	52	108	48%
2020	37	85	44%
2021	37	84	44%

(preliminary year to date, as of December 1, 2021)

Law Enforcement Activities

The four county police departments stepped up their speed management efforts with particular focus on education and data-driven enforcement. They conducted speed operations in locations known to have speeding problems, utilizing data collected from speed data recorders and crashes. They also shared the data with police district commanders and county and state traffic engineers.

In addition, the police departments expanded their education efforts both on the roadways to speeding drivers and off the roadways to driver's education instructors and via letters to motorists.

Speed Enforcement Tools

To ensure that officers can effectively enforce Hawaii's speeding laws, HDOT provided funding for the following speed detection devices and trainings:

- ◆ HCPD purchased 10 LTI handheld lasers and 40 Stalker handheld radar batteries, which were distributed to the eight districts;
- ◆ LTI provided virtual instructor laser training to 10 HCPD officers;
- ◆ KPD purchased 12 TruSpeed lasers and nine Stalker in-car radars; and
- ◆ MPD purchased four LTI lasers.

Labor Day Campaign

For the first time, HDOT teamed up with the four county police departments, MADD Hawaii, families



who have lost loved ones to fatal crashes, and community members to coordinate a statewide enforcement, education and media campaign focused on speeding and impaired driving. Leading up to and following the Labor Day weekend, HDOT and our partners launched the "No Excuses" campaign with:

- ◆ New PSAs that aired on television, radio and social media platforms. The PSAs reminded drivers that there is no excuse for driving while impaired or speeding, and to slow down and enjoy the ride.
- ◆ Sign wavings that were held in numerous locations throughout the state on Thursday, September 2, and Friday, September 3. Family members and friends of victims killed in speed-related and/or impaired driving crashes were present at select sign waving sites to share their stories.

- ◆ Strict enforcement of Hawaii speeding and impaired driving laws throughout the weekend and holiday. All four county police departments also conducted sobriety checkpoints and/or saturation patrols in support of MADD Hawaii's Saturation Saturday, a nationwide event to get impaired drivers off the road.

The campaign garnered numerous earned media stories, radio interviews and online impressions, clicks and click through rate.

Planned Activities/ Projects Not Implemented

Laser Instructor Training for Kauai Police Department

KPD did not send officers to Hawaii County for laser instructor training since HCPD's training was conducted virtually.

Speed-Related Traffic Fatalities (using 5-year average)			
Year	Hawaii Speed-Related Fatalities (5-year average)	Total Fatalities (5-year average)	Percentage Speed-Related Fatalities
2012	55	111	50%
2013	54	110	49%
2014	49	107	46%
2015	47	103	46%
2016	49	107	46%
2017	45	103	44%
2018	47	106	44%
2019	50	109	46%
2020 (preliminary YTD)	49	107	46%

STATEWIDE Speed Enforcement Activity

(grant-funded, unless otherwise specified)

	Honolulu	Hawaii	Maui	Kauai	FFY 2021 Totals	FFY 2020 Totals	FFY 2019 Totals
Number of speed enforcement operations	961	462	406	71	1,900	1,661	454
Number of speed enforcement operations (county-funded)	312	76	0	25	413	120	28
Speeding-Related Contacts							
- Number of vehicle stops or contacts	49,439	2,691	2,677	795	55,602	19,161	5,710
- Number of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	6,135	2,147	989	725	9,996	16,967	7,699
- Number of speeding citations issued (county-funded)	32,578	11,086	1,571	1,867	47,102	39,733	41,520
- Number of warnings issued	7,431	0	1,590	75	9,096	3,654	44
- Number of excessive speeding citations issued	177	373	65	70	685	915	357
- Number of speeding in a construction/school zone citations issued	11	16	156	84	267	53	82
Number of citations for other violations	538	1,249	198	53	2,038	1,986	872
Number of OVUII arrests	2	28	0	120	150	29	13
Number of arrests for other violations	2	52	8	1	63	72	31
Number of traffic safety presentations conducted (grant- and county-funded)	6	0	2	3	11	52	81
Number of violation letters with educational materials to registered vehicle owners relative to speeding and reckless driving violations					0	97	227

Traffic Records



Moving towards a more holistic approach to traffic safety means we also need a more holistic approach to our data.

To gain a better understanding of the issues and root causes, as well as to properly evaluate our programs, projects and planned activities, it is imperative that our data is comprehensive, accurate and meaningful.

This need for more robust data has been the driving force behind our traffic records initiatives, including the continued development of the new SHACA system; and implementation of the electronic citation (or eCitation) pilot program. In addition, we've realized that robust data means acquiring quality data and the right data, looking not only to traditional data sources but also to other sources we have not considered in the past. This revelation came about in part from our participation in the NGA Impaired Driving Learning Collaborative, which started during FFY 2020 and continued in FFY 2021. While going through the process of evaluating Hawaii's impaired driving data, we learned that to more accurately portray our state's impaired driving "landscape," we need to identify data gaps and work to fix those.

Throughout FFY 2021, the HTRCC further explored these data gaps, along with working on improving our collection of data and increasing accessibility to data sources. Active participation and discussions by key stakeholders in HTRCC meetings were productive and led to greater action and more collaborations.

Hawaii Traffic Records Coordinating Committee

Throughout FFY 2021, the HTRCC and the eCitation Subcommittee continued its work on the following prioritized projects despite the COVID-19 pandemic. Meetings continued to be conducted using the virtual platform, which allowed more members from around the state to meet.

The HTRCC and eCitation Subcommittee members also shared their traffic data and best practices amongst themselves and with other partners, which proved to be extremely useful. HCPD's Traffic Services Section Program Manager developed monthly Traffic Trends Data Reports and shared these with the eight District Commanders and

two TEU sergeants in Hawaii County. District commanders and the TEU sergeants then used the reports to plan their enforcement efforts. The program manager also trained the Community Police lieutenant and Community Police officers on how to produce their own data and mapping reports for use in strategizing their education initiatives.

State of Hawaii Advanced Crash Analysis System

During FFY 2021, HDOT's Traffic Safety Section worked closely with its consultant, SHACA vendors, the four county police departments and the departments' Records Management System (RMS) vendors to complete Phase 3 and prepare for Phase 4 in development and build of the SHACA system. This new crash reporting and analysis system, which replaces the antiquated and outdated Traffic Accident Reporting System, is a more comprehensive system that interfaces with each of the four

county police departments, accept electronic crash data and provide analysis reports.

With the completion of Phase 3, the vendor has developed the following components for SHACA:

- ◆ Enhanced diagramming of intersections;
- ◆ Data quality control;
- ◆ Interface between MPD and SHACA;
- ◆ End-to-end validation testing of transmitted crash reports; and
- ◆ External access to SHACA.

With the web-based SHACA, HDOT personnel were able to continue teleworking, accessing the SHACA database remotely and providing data to traffic safety partners. Police departments continued to seamlessly send their crash reports. With the MPD's interface with SHACA going live in June, all four county police departments' crash data are now being uploaded into the HDOT database electronically.

In addition, HDOT and its consultant prepared for scheduled, phased development and implementation of the HIGLS with meetings with the police departments, workflow workshops for stakeholders and preparation of technical specifications for HIGLS.

In-person site visits with the police departments were not possible due to COVID-19 restrictions, so HDOT and its consultant used virtual meetings to discuss the SHACA interfaces, HIGLS and answer any questions the police departments and their RMS vendors had.

eCitations

Grant funds were used towards equipment, engineering hours and training for the continuation of two eCitation projects on Maui and Oahu.

The County of Maui completed the interface between the eCitation system and MPD's RMS. This interface improved upon timeliness and efficiency since officers were no longer required to manually input eCitation information into the RMS. MPD continues to use the analytics component of the eCitation system, which has resulted in better data that MPD can use towards problem identification; evaluations; implementation of enforcement efforts; and tracking officers' contacts with roadway users and results of those contacts (e.g., warnings and eCitations issued).

Honolulu completed its third full year of the eCitation pilot project with 60 eCitation users. A total of 43,573 eCitations were issued during the FFY.



Solo bike officers, who are primary users of the eCitation units, received training by the vendor; in the future, these motorcycle officers will train other eCitation users.

Due to continuing procurement issues, HPD's eCitation vendor was unable to develop and integrate a web-based eCitation platform that would work with HPD's Sonim mobile devices.

According to the Hawaii State Judiciary, Honolulu's eCitations comprised 20.54 percent of all citations issued and entered into the

Judiciary Information Management System (JIMS), an increase from 14.26 percent in FFY 2019 and 16.47 percent in FFY 2020. These were processed 2.5 times faster than paper citations – an average of 4.06 days for eCitations compared to an average of 9.48 days for paper citations.

In Maui, eCitations comprised 47.35 percent of all citations issued and entered into JIMS, an increase from 30.49 percent in FFY 2019 and 35.48 percent in FFY 2020. These were processed 1.9 times faster than paper citations – an average of 2.40 days for

eCitations compared to an average of 4.61 days for paper citations.

The Departments of the Prosecuting Attorney in the City & County of Honolulu and the County of Maui have direct access to the eCitations via customized portals. Both departments, along with all other agencies, have expressed appreciation for the benefits of an eCitation system, including:

- ◆ Clear and easy-to-read citations;
- ◆ Reduction in the time it takes to issue citations on the roads;
- ◆ Improvements in timeliness from citation issuance to entry into the Judiciary's case management system;
- ◆ Improvement in deputy prosecutors and staffs' efficiency in intake and screening of cases; and
- ◆ The ability to record and access supporting digital evidence.

A team from the University of Hawaii at Manoa (UHM) continued its evaluation of the eCitation pilot

project. They developed surveys and interview questions for the different stakeholder agencies to complete either via email or online. Although the original evaluation plan included in-person interviews and travel to Maui, those have been delayed or cancelled due to the pandemic. The UHM team was unable to complete the evaluation by the end of the FFY because they were tasked with COVID-related responsibilities that became a priority. They anticipate completing the evaluation and producing a report during FFY 2022.

Throughout the pilot projects and even with the pandemic, there has been close collaboration between the stakeholders (HDOT, the Judiciary, MPD, HPD, the City & County of Honolulu's Department of the Prosecuting Attorney, County of Maui's Department of the Prosecuting Attorney and Thin Blue Line Reporting) and constant communication to address issues before they escalated.

Traffic Records Forum

Representatives from HDOT and MPD "attended" the 2021 International Traffic Records Forum, which was held 100-percent virtually. Representatives from HPD, KPD, HCPD and Maui's Department of the Prosecuting Attorney were unable to attend due to staffing shortages, procurement issues and/or conflicts with other trainings. Although the virtual environment would've allowed for more Hawaii representatives to attend because travel wasn't an issue, the live streaming of the conference and the early morning start time (Eastern Standard Time) discouraged agencies from participating.

Equipment Purchase

MPD purchased one laptop to be used for crash investigations and crash data entry into the department's RMS.

FARS Analyst

Grant funding was used to supplement the FARS Analyst position, covering any potential shortfall in FARS funding.

Planned Activities/ Projects Not Implemented

Traffic Records Forum

Representatives from HPD, KPD, HCPD and Maui's Department of the Prosecuting Attorney were unable to attend due to staffing shortages, procurement issues and/or conflicts with other trainings.

Hawaii County Police Department Easy Street Draw Upgrade

HCPD did not purchase an upgrade to its Easy Street Draw software because they decided that an upgrade was not needed at this time and training officers would have been difficult given the pandemic, COVID restrictions and a high volume of training the TEU officers were already required to attend.

Evidence-Based Enforcement

One of Hawaii's primary countermeasures to address dangerous roadway behaviors is strict enforcement paired with other highly visible efforts (communications campaign, safety messaging, etc.).

Using data resources such as FARS, crash reports, speed measurements from data recorders and citations, the four county police departments focused their enforcement activities in areas of highest risk.

In the second year of the pandemic, law enforcement continued enforcing Hawaii's traffic laws in the high priority areas of impaired driving; speed management; occupant protection and child passenger safety; distracted driving; and pedestrian and bicycle safety.

During FFY 2021, law enforcement expanded their efforts to include more community engagement, reaching out to community members, victims' families and traffic safety advocates to partner in campaigns and share their stories.

To reach those educating our young drivers, HPD presented to driver's education instructors, an initiative that received positive feedback and requests for more trainings.

Adjustments were also made as we continued to navigate through these unprecedented times:

- ◆ Police stepped up speed enforcement after they noticed a dramatic increase in speeding and racing on our roads, even with more vehicles returning to the roadways;
- ◆ The Distracted Driving Month campaign and CIOT mobilization were rescheduled to October 5-12, 2020 and November 9-29, 2020, respectively;

◆ Police contacts resulted in more warnings and teachable moments as departments were cognizant of the state of the economy and its impacts on struggling families; and

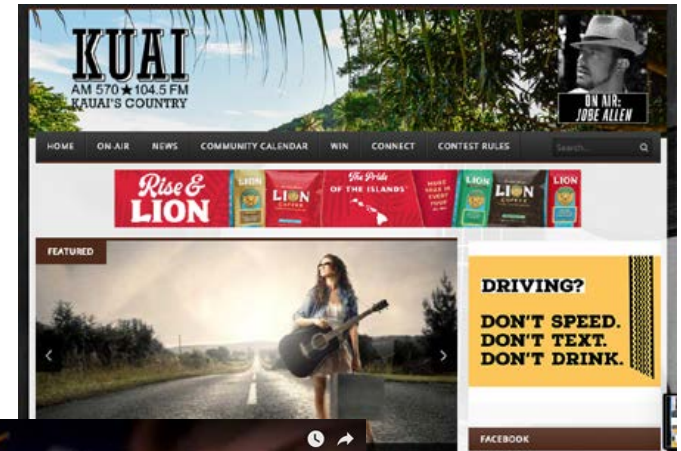
◆ Police exercised caution while conducting traffic stops, wearing the proper protective equipment.

Additional details on Hawaii's evidence-based traffic enforcement are included in their corresponding program areas on the pages listed in the table.

Hawaii's Evidence-Based Traffic Enforcement

Enforcement/Program Area	Pages
Distracted Driving Enforcement	27
Impaired Driving Enforcement	30-31
Occupant Protection/CPS Enforcement	38-41
Pedestrian & Bicycle Safety Enforcement	42-45
Speed Enforcement	49-50

Paid Media



Campaign	Program Area	PSAs Utilized	Campaign Time Frame	Paid Media Outlets Utilized	Earned Media/Other Outreach Utilized	Results	Budgeted	Expended	Funding Sources
"No Excuses" Labor Day Campaign	Speed Management	"Speed Kills" "Enjoy the Ride" "When Speeding Kills" "No Excuse for Speeding" radio spots	Labor Day (August-September 2021)	Television, radio, digital media, social media	Press releases, radio interviews, media pitches, sign waving	203 TV spots 3,434 radio spots Impressions: 2,908,976	\$100,000.00	\$66,670.81	FAST 402
"No Excuses" Labor Day Campaign	Drugged Driving	"Medicated Driving May Cause DUI" "No Excuse for Drugged Driving" radio spots	Labor Day (August-September 2021)	Television, radio, digital media, social media	Press releases, radio interviews, media pitches, sign waving	295 TV spots 5,707 radio spots Impressions: 3,122,254	\$200,000.00	\$90,538.67	FAST 405d
"No Excuses" Labor Day Campaign	Alcohol-Impaired Driving	"Sober Driver" "Ride Sober Motorcycle" "No Excuse for Drunk Driving" radio spots	Labor Day (August-September 2021)	Television, radio, podcasts, digital media, social media	Press releases, radio interviews, media pitches, sign waving	621 TV spots 4,221 radio spots Impressions: 5,318,348	\$300,000.00	\$260,565.81	154AL
Motorcycle Safety Campaign	Motorcycle Safety	"A Message to Drivers from Riders/ It's a Fine Line"	July-August ("Black Widow" release) September ("Shang-Chi and the Legend of the Ten Rings" release)	Movie theaters		187,000+ viewers	\$45,000.00	\$44,527.13	MAP-21 405f FAST 405f

Other Traffic Safety Initiatives



HDOT's initiatives to provide safer transportation for all road users ramped up during FFY 2021 with roadway infrastructure improvements, safer speeds and a move towards a Safe System Approach

Utilizing FHWA funding, HDOT pursued installation of raised pedestrian crosswalks, roundabouts, milled rumble strips, backplates with retroreflective borders, high friction surface treatments and wider edge lines. HDOT engineers also worked on expanding school zone speed zones and improving highway lighting.

Protecting Our Vulnerable Users

The Highways Division's Bicycle and Pedestrian Program continued its efforts on multi-modal integration, including all pavement and striping improvement projects; sidewalks; rail/railroad; curb ramps; bridge improvement projects affecting bikes and pedestrians; traffic signal projects; improved signage; raised crosswalks; and speed humps.

As a result of the Bicycle and Pedestrian Program projects worked on by HDOT Highways in Calendar Year 2021, the following improvements were made:

Bicycle Facilities

◆ HDOT has more than 157 bikeway miles on the state HDOT network; 54.8 miles were added to the bikeway network since 2003 (53 percent increase). More than 30 miles of new bikeways are in project delivery, which are estimated to be completed in 2022 and 2023.

Pedestrian Facilities

◆ HDOT has more than 160 miles of sidewalks on the state HDOT network. Eight miles were added to the network in 2020, which is a 5 percent increase over the previous year's miles.

Raised Crosswalks

Raised crosswalks, also known as speed tables, are an effective safety treatment used to decrease pedestrian crashes at uncontrolled crossings. They can help address issues like conflicts at crossing locations, excessive vehicle speeds, drivers not yielding to pedestrians in crosswalks and pedestrian visibility.

Since 2019, HDOT has installed 28 raised crosswalks – most of which were installed in 2021. Ninety-three percent of them are within one mile of a school. These raised crosswalks have been successful at improving pedestrian safety and decreasing speeding. Since the installation of these raised crosswalks, there have been zero pedestrian fatalities or crashes at these locations, and initial speed analyses demonstrate a potential decrease in speeding by up to 50 percent.

Completed and planned installation of raised crosswalks:

- ◆ Oahu: 15 (4 more in design for the end of 2021)
- ◆ Hawaii Island: 5
- ◆ Maui: 3 (1 installed in 2022-2023)
- ◆ Kauai: 1 (in development)

Bicycle and Pedestrian Integration

To integrate bicycle and pedestrian transportation options, HDOT is implementing the following projects:

- ◆ Ala Moana Boulevard Elevated Pedestrian Walkway (Oahu) – The proposed safety project involves building a mauka-makai (mountain-ocean) "land bridge" that would link to paths on either side of Ala Moana Boulevard.



◆ Leeward Bikeway (Oahu) – The new shared-use path is connecting with the existing Pearl Harbor Historic Trail and the West Lock path to create a dedicated bicycle and pedestrian pathway.

◆ Kamehameha Highway and Kahekili Highway Roundabout (Oahu) – This project proposes a shared use path along the roundabout at the intersection of Kamehameha Highway and Kahekili Highway, which includes pedestrian crosswalks that bicyclists may use to safely move through this intersection.

More information on HDOT’s Bicycle and Pedestrian Planning can be found here (<https://highways.hidot.hawaii.gov/stories/s/Bicycle-and-Pedestrian-Program-Homepage/h4ss-c6xy/>), and information on HDOT’s multi-modal integration can be found here (<https://highways.hidot.hawaii.gov/stories/s/Read-More-About-Multi-Modal-Integration-Goals-2021/6yfa-wkzw>).

Lower Speed Limits

To align with the raised crossed walks and multi-modal use areas, HDOT lowered speed limits in the following areas:

- ◆ Reduced the posted speed limit from 35 miles per hour (mph) to 30 mph in both directions between Waokanaka Street and Jack Lane on Oahu; and
- ◆ Reduced the posted speed limit from 40 mph to 35 mph in both directions on Piilani Highway between Uwapo Road/Kaiwahine Street and Lipoa Street/Lipoa Parkway on Maui.

Hawaii Strategic Highway Safety Plan

HDOT worked with its many partners on implementing the Hawaii SHSP’s action plans, which were developed by traffic safety groups with expertise in eight priority emphasis areas: impaired driving; speeding; occupant protection; pedestrian and bicycle safety; motorcycle, moped and motor scooter safety; roadway design; first responder capabilities; and data management. The action plans serve to move state, county, community organizations and other stakeholders towards addressing the SHSP strategies and achieving progress.

Vision Zero

Propelled by Act 134 from Hawaii’s 2019 Legislative Session, HDOT, the county transportation departments and the SHSC adopted a Vision Zero policy and developed engineering, enforcement, education and emergency response strategies focused on improving pedestrian and bicycle safety, as well as combating impaired driving and speeding. While the SHSC worked on a statewide plan, county Vision Zero groups concentrated on community-level challenges and initiatives.

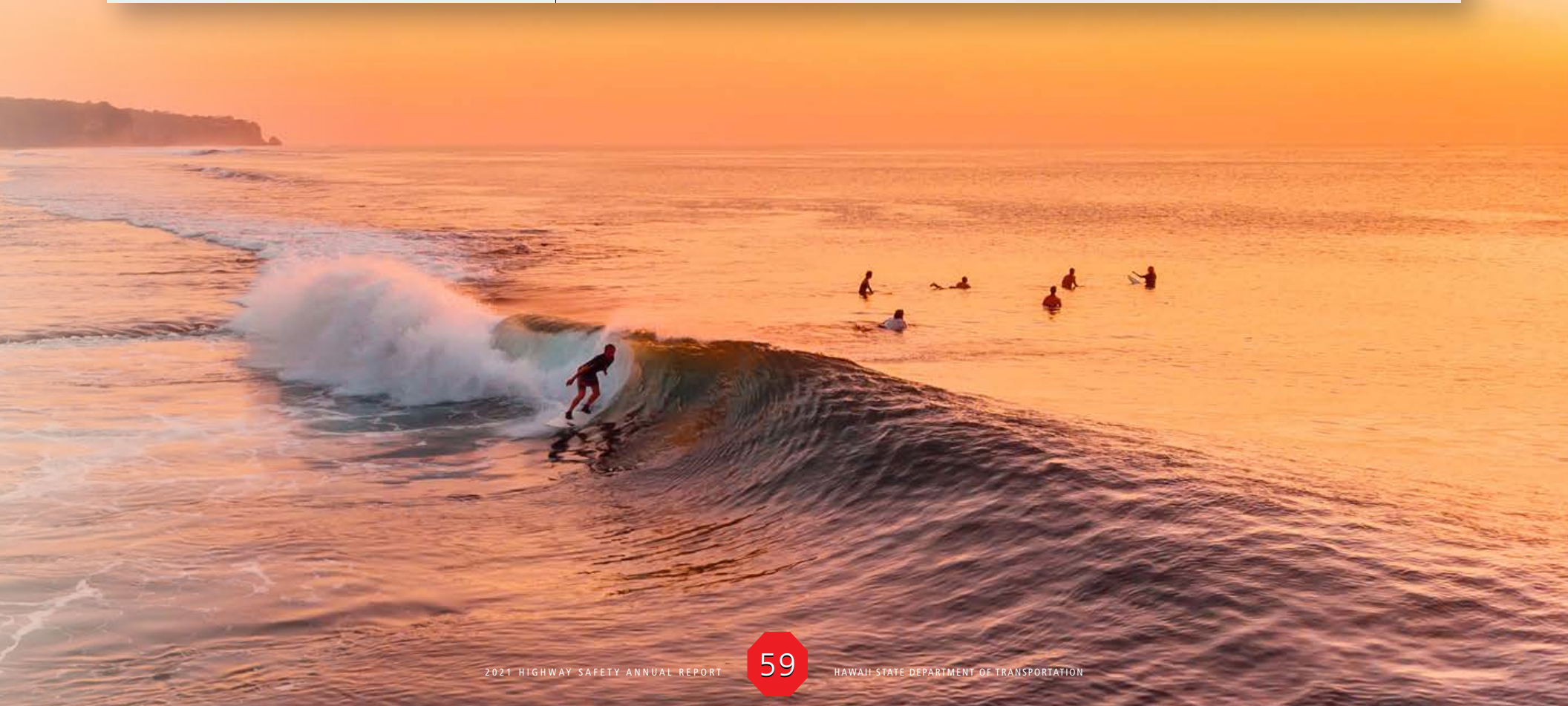
FEDERAL FISCAL YEAR 2021
 Highway Safety Plan Modifications

HSP Modification #1 - Approved on November 25, 2020

PROJECT	MODIFICATION
	<p>Uploaded a revised FFY 2021 grant funding chart to replace original chart, which did not accurately reflect all subrecipients and grant amounts requested in the HSP's planned activities.</p>
<p>Kauai Police Department Traffic Records TR21-K-05</p>	<p>Increased total grant funding amount by \$48,750, from \$61,018 to \$109,768. The additional funds are needed to complete the interface between KPD and the HDOT's SHACA system. All phases of the activity were originally slated to be completed during FFY 2020, but there were unexpected delays. Only a portion of the FFY 2020 funding for this activity was expended.</p>
	<p>Increased total grant funding amount by \$93,234, from \$260,181 to \$353,415. The additional funds are needed for the eCitation vendor to develop software for the eCitation program to run on Sonim mobile phone devices via a web-connected browser. This activity was originally in HPD's FFY 2020 Traffic Records grant but was not implemented due to purchasing priorities being given to COVID-related purchases and additional delays from having to amend the Master Agreement between the vendor and HPD/City & County of Honolulu. The FFY 2020 funding for this activity was not expended.</p>
<p>Hawaii County Child Restraint OP21-H-04</p>	<p>Increased total grant funding amount by \$3,000, from \$46,850 to \$49,850. East Hawaii Kiwanis had increased their administration fees from \$2,000 to \$5,000 to help them maintain the grant and to adhere to the IRA regulations. If we cannot increase the amount, they will not be able to maintain public demands for child safety seat checks and train new child passenger safety technicians for the island of Hawaii.</p>
	<p>Increased total grant funding amount by \$596, from \$102,510.02 to \$103,106.02. MPD inadvertently forgot to complete a field in our new Excel grant application form, which led to in-state travel budget items not calculating or being added to the total budget.</p>
<p>Maui Police Department Child Restraint OP21-M-07</p>	<p>Increased total grant funding amount by \$2,879.47, from \$52,536.70 to \$55,416.17. Like the Seat Belt Enforcement grant, MPD inadvertently forgot to complete a field in the Excel grant application form, which led to out-of-state travel budget items not calculating or being added to the total budget.</p>
<p>University of Hawaii Seat Belt Survey OP21-S-09</p>	<p>Increased total grant funding by \$9,090.96, from \$90,909.04 to \$100,000. UH forgot to include its 10 percent indirect cost rate, which has been included in prior years' grants.</p>

HSP Modification #2 - Approved on July 1, 2021

PROJECT	MODIFICATION
HDOT Motorcycle Safety Media Campaign MC21-S-02b	Requested to add an additional project to our FFY 2021 HSP for a Motorcycle Media Campaign in the amount of \$24,000. The existing Motorcycle Media project, in the amount of \$21,000, is a promised project that was extended due to a COVID waiver and cannot be modified. This new additional project covered \$555 that the promised project did not cover for the movie theater vendor we contracted with. The additional project also allowed us to add another movie theater vendor, which nearly doubled the amount of theaters and air time for the PSA.



GRANT EXPENDITURES

Federal
Fiscal
Year
2021

Project Number	Agency	Project Title	Awarded	Expended
Program Administration				
PA21-S-01	Hawaii Department of Transportation	Program Administration	\$135,000.00	\$49,894.58
PA21-S-02	Hawaii Department of Transportation	HDOT Fiscal Coordinator	\$68,000.00	\$2,184.50
Sub-total:			\$203,000.00	\$52,079.08
Distracted Driving				
DD21-O-01	Honolulu Police Department	HPD Distracted Driving	\$234,583.75	\$176,112.19
DD21-H-02	Hawaii County Police Department	HCPD Distracted Driving	\$73,128.80	\$39,625.70
DD21-M-03	Maui Police Department	MPD Distracted Driving	\$76,263.39	\$31,505.12
DD21-K-04	Kauai Police Department	KPD Distracted Driving	\$15,660.22	\$8,495.67
DD21-S-05	Hawaii Department of Transportation	HDOT Distracted Media Campaign	\$100,000.00	\$0.00
DD21-S-06	Hawaii Department of Transportation	Distracted Driving Media Contractor	\$100,000.00	\$0.00
DD21-S-07PM	Hawaii Department of Transportation	Program Management	\$30,000.00	\$13,046.49
Sub-total:			\$629,636.16	\$268,785.17
Emergency Medical Services				
EM21-O-01	Honolulu Fire Department	HFD eDrualic Extrication	\$64,492.00	\$64,492.00
EM21-H-02	Hawaii County Fire Department	HCFD eDrualic Extrication	\$41,088.98	\$0.00
EM21-M-03	Maui Fire Department	MFD Extrication	\$37,677.50	\$0.00
EM21-S-04PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$5,781.01
Sub-total:			\$148,258.48	\$70,273.01
Impaired Driving				
AL21-O-01	Honolulu Police Department	HPD Impaired Driving	\$1,111,982.52	\$745,914.29
AL21-O-02	Honolulu Police Department	HPD Alcohol Compliance Checks	\$68,281.37	\$34,525.72
AL21-O-03	Honolulu Police Department	HPD Intoxilyzer Training	\$0.00	\$0.00
AL21-H-04	Hawaii County Police Department	HCPD Impaired Driving	\$355,201.10	\$180,755.86
AL21-K-05	Kauai Police Department	KPD Impaired Driving & Youth Deterrence*	\$93,959.87	\$10,703.58
AL21-M-06	Maui Police Department	MPD Impaired Driving & Youth Deterrence	\$418,062.82	\$346,271.11
AL21-S-07	Hawaii State Department of Health	DOH State Lab & Intoxilyzer Training	\$2,139,728.35	\$2,000.00
AL21-O-08	University of Hawaii at Manoa Office of Public Health Studies	Alcohol Off-Premise Compliance Checks	\$353,124.04	\$87,243.86
AL21-O-09	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors Impaired Driving	\$0.00	\$0.00

Project Number	Agency	Project Title	Awarded	Expended
Impaired Driving (cont.)				
AL21-S-10	Hawaii County Office of the Prosecuting Attorney	Traffic Safety Resource Prosecutor Training	\$130,977.95	\$467.20
AL21-S-11	Kauai County Office of the Prosecuting Attorney	Traffic Safety Resource Prosecutor	\$181,190.00	\$165,882.66
AL21-M-12	Maui County Department of the Prosecuting Attorney	Maui Prosecutors Office Impaired Driving	\$33,365.00	\$2,338.50
AL21-S-13	Judiciary	Judicial Training	\$46,830.00	\$7,407.44
AL21-O-14	Judiciary	DWI Court Honolulu**	\$66,317.00	\$28,755.92
AL21-S-15	Hawaii Department of Transportation	Alcohol-Impaired Driving Media Contractor	\$100,000.00	\$0.00
AL21-S-16	Hawaii Department of Transportation	Attitudinal/Behavioral Survey	\$100,000.00	\$0.00
AL21-S-17	Hawaii Department of Transportation	Impaired Driving Task Force/Working Group	\$50,000.00	\$0.00
AL21-S-18	Hawaii Department of Transportation	Impaired Driving Court Monitoring	\$75,000.00	\$75,000.00
AL21-S-19	Hawaii Department of Transportation	Alcohol-Impaired Driving Media Campaign	\$300,000.00	\$260,565.81
AL21-S-20	Hawaii Department of Transportation	DRE In-Service Training	\$90,000.00	\$0.00
AL21-S-21	Hawaii Department of Transportation	Drug-Impaired Driving Media Contractor	\$100,000.00	\$0.00
AL21-S-22	Hawaii Department of Transportation	Drug-Impaired Driving Media Campaign	\$200,000.00	\$90,538.67
AL21-S-23PM	Hawaii Department of Transportation	Program Management	\$110,000.00	\$177,675.09
Sub-total:			\$6,124,020.02	\$2,216,045.71
Motorcycle Safety				
MC21-H-01	Hawaii Community College	Hawaii CC Motorcycle Safety Education	\$4,316.76	\$1,077.07
MC21-S-02	Hawaii Department of Transportation	HDOT Motorcycle Media Campaign	\$21,000.00	\$21,000.00
MC21-S-02b	Hawaii Department of Transportation	HDOT Motorcycle Media Campaign	\$24,000.00	\$23,527.13
MC21-S-03PM	Hawaii Department of Transportation	Program Management	\$37,000.00	\$14,033.95
Sub-total:			\$86,316.76	\$59,638.15
Occupant Protection				
OP21-O-01	Honolulu Police Department	HPD Seat Belt Enforcement	\$288,300.50	\$57,171.61
OP21-O-02	Keiki Injury Prevention Coalition	Oahu Child Restraint Program	\$126,610.08	\$70,727.57
OP21-H-03	Hawaii County Police Department	HCPD Seat Belt Enforcement	\$123,454.40	\$58,095.62
OP21-H-04	East Hawaii Kiwanis	Hawaii County Child Restraint Program	\$49,850.00	\$31,846.48
OP21-H-05	Hawaii County Fire Department	HCFD Child Restraint Program	\$17,843.15	\$0.00
OP21-M-06	Maui Police Department	MPD Seat Belt Enforcement	\$102,510.02	\$34,648.75
OP21-M-07	Maui Police Department	Maui Child Restraint Program	\$55,416.17	\$4,000.00

Project Number	Agency	Project Title	Awarded	Expended
Occupant Protection (cont.)				
OP21-K-08	Kauai Police Department	KPD Seat Belt Enforcement	\$40,724.88	\$8,513.18
OP21-S-09	University of Hawaii at Manoa	UH Seat Belt Observational Survey	\$100,000.00	\$100,000.00
OP21-S-10	Hawaii Department of Transportation	HDOT OP Media Contractor	\$93,640.85	\$95,959.84
OP21-S-11	Hawaii Department of Transportation	HDOT Click It or Ticket Media Campaign	\$60,000.00	\$0.00
OP21-S-12	Hawaii Department of Transportation	HDOT CPS Media Campaign	\$35,000.00	\$0.00
OP21-S-13PM	Hawaii Department of Transportation	Program Management	\$25,000.00	\$38,628.67
		Sub-total:	\$1,118,350.05	\$499,591.72
Pedestrian & Bicycle Safety				
PS21-O-01	Honolulu Police Department	HPD Pedestrian Enforcement	\$187,667.00	\$112,011.40
PS21-O-02	Honolulu Police Department	HPD Bicycle Enforcement	\$93,833.50	\$27,204.57
PS21-O-03	City & County of Honolulu Department of Transportation Services	DTS Pedestrian Safety	\$30,440.00	\$1,019.17
PS21-S-04	Hawaii Department of Transportation	Pedestrian Safety Media Contractor	\$95,989.10	\$94,206.98
PS21-S-05	Hawaii Department of Transportation	HDOT Pedestrian Media Campaign	\$80,000.00	\$0.00
PS21-S-06PM	Hawaii Department of Transportation	Program Management	\$50,000.00	\$25,959.37
		Sub-total:	\$537,929.60	\$260,401.49
Police Traffic Services				
PT21-O-01	Honolulu Police Department	HPD Traffic Services	\$209,110.00	\$94,500.00
PT21-H-02	Hawaii County Police Department	HCPD Traffic Services	\$194,910.00	\$118,372.23
PT21-M-03	Mauai Police Department	MPD Traffic Services	\$288,568.00	\$243,421.41
PT21-K-04	Kauai Police Department	KPD Traffic Services	\$41,074.00	\$0.00
PT21-S-05	Law Enforcement Liaison	Law Enforcement Liaison	\$74,844.00	\$56,695.84
PT21-S-06	Traffic Safety Liaison	Traffic Safety Liaison	\$49,920.00	\$27,103.49
PT21-S-07	Hawaii Department of Transportation	HDOT Traffic Branch - Lifesavers	\$7,260.00	\$1,375.00
PT21-S-08	Hawaii Department of Transportation	HDOT Traffic Branch - Safety Meetings	\$31,860.00	\$0.00
PT21-S-09PM	Hawaii Department of Transportation	Program Management	\$15,000.00	\$29,167.13
		Sub-total:	\$912,546.00	\$570,635.10

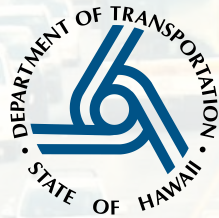
Project Number	Agency	Project Title	Awarded	Expended
Speed Management				
SC21-O-01	Honolulu Police Department	HPD Speed Enforcement	\$422,250.75	\$408,053.34
SC21-H-02	Hawaii County Police Department	HCPD Speed Enforcement	\$245,745.00	\$143,789.38
SC21-M-03	Maui Police Department	MPD Speed Enforcement	\$169,475.35	\$130,589.81
SC21-K-04	Kauai Police Department	KPD Speed Enforcement	\$119,690.82	\$79,097.92
SC21-S-05	Hawaii Department of Transportation	HDOT Speed Media Campaign	\$100,000.00	\$66,670.81
SC21-S-06PM	Hawaii Department of Transportation	Program Management	\$35,000.00	\$33,516.65
		Sub-total:	\$1,092,161.92	\$861,717.91
Traffic Records				
TR21-S-01	Hawaii Department of Transportation	HDOT Traffic Records System Update	\$115,993.00	\$82,070.98
TR21-O-02	Honolulu Police Department	HPD Traffic Records	\$353,415.00	\$158,738.50
TR21-H-03	Hawaii County Police Department	HCPD Traffic Records	\$72,280.00	\$0.00
TR21-M-04	Maui Police Department	MPD Traffic Records	\$211,581.00	\$155,358.19
TR21-K-05	Kauai Police Department	KPD Traffic Records	\$109,560.00	\$0.00
TR21-S-06	Hawaii State Judiciary	Judiciary eCitation Traffic Records	\$61,097.74	\$61,097.14
TR21-M-07	Maui County Department of the Prosecuting Attorney	Maui Prosecutors Traffic Records	\$11,550.00	\$3,170.89
TR21-O-08	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors E-citations	\$21,244.00	\$15,401.00
TR21-S-09	University of Hawaii at Manoa	UH eCitation Pilot Program Evaluation	\$40,029.68	\$10,122.08
TR21-S-10	Hawaii Department of Transportation	FARS Analyst	\$40,000.00	\$16,035.20
TR21-S-11PM	Hawaii Department of Transportation	Program Management	\$80,000.00	\$10,620.61
		Sub-total:	\$1,116,750.42	\$512,614.59
		Total	\$11,968,969.41	\$5,371,781.93
* Includes reimbursement for AL20-02 (01-K-04) in the amount of \$2,092.76				
** Includes credit for HPD Impaired Driving Grant AL20-02 (01-O-01) in the amount of \$20				

FEDERAL AID REIMBURSEMENT

Federal
Fiscal
Year
2021

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
NHTSA						
154 Planning and Administration	\$50,481.93	\$0.00	\$50,481.93	\$50,481.93	\$50,481.93	\$0.00
154 Alcohol	\$1,105,333.41	\$797,616.64	\$1,105,333.41	\$1,105,333.41	\$1,105,333.41	\$0.00
154 Transfer Funds Total	\$1,155,815.34	\$797,616.64	\$1,155,815.34	\$1,155,815.34	\$1,155,815.34	\$0.00
164 Planning and Administration Total	\$125,623.16	\$0.00	\$125,623.16	\$125,623.16	\$125,623.16	\$0.00
164 Alcohol	\$492,409.02	\$492,409.02	\$492,409.02	\$492,409.02	\$492,409.02	\$0.00
164 Transfer Funds Total	\$618,032.18	\$492,409.02	\$618,032.18	\$618,032.18	\$618,032.18	\$0.00
405f Motorcyclist Awareness	\$20,973.24	\$0.00	\$26,216.55	\$20,973.24	\$20,973.24	\$0.00
MAP 21 405f Motorcycle Programs Total	\$20,973.24	\$0.00	\$26,216.55	\$20,973.24	\$20,973.24	\$0.00
Planning and Administration	\$52,079.08	\$0.00	\$114,112.38	\$52,079.08	\$52,079.08	\$0.00
Emergency Medical Services	\$70,273.01	\$64,492.00	\$87,841.27	\$70,273.01	\$70,273.01	\$0.00
Occupant Protection	\$100,000.00	\$0.00	\$125,000.00	\$100,000.00	\$100,000.00	\$0.00
Pedestrian/Bicycle Safety	\$25,959.37	\$0.00	\$32,449.21	\$25,959.37	\$25,959.37	\$0.00
Police Traffic Services	\$570,635.10	\$456,293.64	\$713,293.89	\$570,635.10	\$570,635.10	\$0.00
Speed Management	\$861,717.91	\$761,530.45	\$1,050,599.19	\$861,717.91	\$861,717.91	\$0.00
Distracted Driving	\$268,785.17	\$256,738.68	\$335,981.48	\$268,785.17	\$268,785.17	\$0.00
FAST Act NHTSA 402 Total	\$1,949,449.64	\$1,539,054.77	\$2,459,277.42	\$1,949,449.64	\$1,949,449.64	\$0.00
405b High HVE	\$158,429.16	\$0.00	\$198,036.47	\$158,429.16	\$158,429.16	\$0.00
405b High Public Education	\$95,959.84	\$0.00	\$119,949.80	\$95,959.84	\$95,959.84	\$0.00
405b High Community CPS Services	\$106,574.05	\$0.00	\$91,946.70	\$106,574.05	\$106,574.05	\$0.00
405b OP High	\$38,628.67	\$0.00	\$48,285.85	\$38,628.67	\$38,628.67	\$0.00
FAST Act 405b OP High Total	\$399,591.72	\$0.00	\$458,218.82	\$399,591.72	\$399,591.72	\$0.00

Program Area/Project NHTSA	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
405c Data Program	\$512,614.59	\$0.00	\$640,768.26	\$512,614.59	\$512,614.59	\$0.00
FAST Act 405c Data Program Total	\$512,614.59	\$0.00	\$640,768.26	\$512,614.59	\$512,614.59	\$0.00
405d Mid HVE	\$31,820.93	\$0.00	\$39,776.17	\$31,820.93	\$31,820.93	\$0.00
405d Mid Paid/Earned Media	\$119,446.10	\$0.00	\$149,307.63	\$119,446.10	\$119,446.10	\$0.00
405d Impaired Driving Mid	\$290,931.16	\$0.00	\$353,543.02	\$290,931.16	\$290,931.16	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$442,198.19	\$0.00	\$542,626.82	\$442,198.19	\$442,198.19	\$0.00
405f Motorcyclist Training	\$1,077.07	\$0.00	\$1,346.34	\$1,077.07	\$1,077.07	\$0.00
405f Motorcyclist Awareness	\$23,553.89	\$0.00	\$29,442.36	\$23,553.89	\$23,553.89	\$0.00
405f Motorcycle Programs	\$11,252.38	\$0.00	\$14,065.47	\$11,252.38	\$11,252.38	\$0.00
FAST Act 405f Motorcycle Programs Total	\$35,883.34	\$0.00	\$44,854.17	\$35,883.34	\$35,883.34	\$0.00
405f Motorcycle Safety Programs	\$2,781.57	\$0.00	\$3,476.96	\$2,781.57	\$2,781.57	\$0.00
FAST Act 405f Motorcycle Safety Programs Total	\$2,781.57	\$0.00	\$3,476.96	\$2,781.57	\$2,781.57	\$0.00
405h Law Enforcement	\$140,235.14	\$0.00	\$175,293.92	\$140,235.14	\$140,235.14	\$0.00
405h Public Education	\$94,206.98	\$0.00	\$117,758.73	\$94,206.98	\$94,206.98	\$0.00
FAST Act 405h Nonmotorized Safety Total	\$234,442.12	\$0.00	\$293,052.65	\$234,442.12	\$234,442.12	\$0.00
NHTSA Total	\$5,371,781.93	\$2,829,080.43	\$6,242,339.17	\$5,371,781.93	\$5,371,781.93	\$0.00
Total	\$5,371,781.93	\$2,829,080.43	\$6,242,339.17	\$5,371,781.93	\$5,371,781.93	\$0.00



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