

FFY 2021 Highway Safety Plan

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Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State is applying for the following incentive grants:

Application Title	Submitted	Document Title
405(b) Occupant Protection	<i>Yes, High Use Rate</i>	HI_FY21_405b
405(c) State Date Systems Improvement	Yes	HI_FY21_405c
405(d) Impaired Driving	<i>Yes, Mid -Range</i>	HI_FY21_405d
405(d) Ignition Interlock	No	
405(d) 24-7 Sobriety Program	No	
405(e) Distracted Driving	No	
405(f) Motorcyclist Safety	Yes	HI_FY21_405f
405(g) Graduated Driver Licensing	No	
405(h) Nonmotorized	Yes	HI_FY21_405h
1906 Racial Profiling Data Collection	No	
Other Documents Submitted		
Statewide Impaired Driving Plan	Yes	HI Impaired Driving Plan

List of Acronyms

This guide provides a quick reference to the terms, acronyms and abbreviations used throughout this Highway Safety Plan.

ARIDE.....	Advanced Roadside Impaired Driving Enforcement
ASTC	At-Scene Traffic Crash
CIOT.....	Click It or Ticket
COVID-19.....	Novel Coronavirus Disease 2019
CPS	Child Passenger Safety
DAID	Drug and Alcohol Intoxicated Driving working group
DBEDT	Department of Business, Economic Development and Tourism
DOH.....	Hawaii State Department of Health
DRE.....	Drug Recognition Expert
DTS	Department of Transportation Services
DUID.....	Driving Under the Influence of Drugs
EA	Emphasis Area
EDR.....	Event Data Recorder
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America’s Surface Transportation Act
FFY.....	Federal Fiscal Year
FHWA	Federal Highway Administration
HCC.....	Hawaii Community College
HCFD	Hawaii County Fire Department
HCPD	Hawaii County Police Department
HDOT.....	Hawaii Department of Transportation
HFD.....	Honolulu Fire Department
HPD	Honolulu Police Department
HRS.....	Hawaii Revised Statutes
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
HTRCC.....	Hawaii Traffic Records Coordinating Committee
HVE.....	High Visibility Enforcement
IDTF	Impaired Driving Task Force
IPTM	Institute of Police Technology and Management
JIMS.....	Judiciary Information Management System
KIPC.....	Keiki Injury Prevention Coalition
KPD.....	Kauai Police Department
LEL.....	Law Enforcement Liaison
MED.....	Mobile Electronic Device

MFD..... Maui Fire Department
MPD Maui Police Department
MVAR Motor Vehicle Accident Report
NHTSA National Highway Traffic Safety Administration
Oahu MPO..... Oahu Metropolitan Planning Organization
OVUII..... Operating a Vehicle Under the Influence of an Intoxicant
PSA Public Service Announcement
RMS..... Records Management System
SFST Standardized Field Sobriety Test
SHACA State of Hawaii Advanced Crash Analysis
SHSP Strategic Highway Safety Plan
SMART..... Specific, measurable, action-oriented, reasonable, time-bound
STSI..... State Traffic Safety Information
TARS Traffic Accident Reporting System
THI..... Traffic Homicide Investigation
TSRP Traffic Safety Resource Prosecutor
UH University of Hawaii
VMT..... Vehicle Miles Traveled
WWH..... Walk Wise Hawaii

HIGHWAY SAFETY PLANNING PROCESS

Highway Safety Planning Process

Description of the Data Sources and Processes

To identify Hawaii's highway safety problems and guide us through the process of establishing highway safety performance targets; developing countermeasure strategies; and selecting projects to address the problems and achieve targets, HDOT worked with our traffic safety partners to gather data from the following data sources:

- Fatality Analysis Reporting System (FARS);
- Preliminary state fatalities/fatal crashes data;
- State of Hawaii Advanced Crash Analysis (SHACA) crash reporting system;
- National Highway Traffic Safety Administration's (NHTSA) State Traffic Safety Information (STSI);
- Hawaii State Department of Health (DOH) (linked crash, emergency medical services (EMS), and hospital emergency department/in-patient data);
- County police departments' citations and arrest data;
- University of Hawaii at Manoa's (UH) observational surveys (seat belt, cellular phone use, riding in truck beds, etc.);
- Behavioral/attitudinal surveys; and
- Hawaii Department of Business, Economic Development and Tourism (DBEDT) data.

The gathered data was then put into presentations and other formats that were shared with traffic safety partners so that they could make informed decisions throughout the Highway Safety Plan (HSP) process. HDOT and DOH also provided trainings on how to use the data; how to access the data and other data sources; and how to review projects, such as looking for relevant problem identification and SMART (specific, measurable, action-oriented, reasonable, time bound) goals and objectives.

As it turned out, the beginning of our Federal Fiscal Year (FFY) 2021 HSP planning process coincided with the finalization of Hawaii's Strategic Highway Safety Plan (SHSP) update so that the SHSP goal and strategies were still fresh on everyone's minds and helped further guide HSP performance targets, countermeasures and projects selection.

Hawaii's new goal for the 2019-2024 SHSP is to reduce the fatality rate from 7.2 to 6.5 fatalities per 100,000 population, or less, by 2024, with the ultimate goal of zero traffic deaths. To achieve this, HDOT recognizes that annual performance targets must be aggressive yet attainable. HDOT's Highway Safety Section and Traffic Safety Section, along with DOH's EMS & Injury Prevention Systems Branch and the Oahu Metropolitan Planning Organization (Oahu MPO) worked together to establish the three core performance measures that are required to be identical in this HSP and the state's Highway Safety Improvement Program (HSIP) – number of traffic fatalities, number of serious injuries and rate of fatalities.

The group used resources from NHTSA and the Federal Highway Administration (FHWA) and looked at other states' methodologies to use as guides in determining how best to establish our own targets. We also took into consideration external factors such as:

- Population's age (older drivers/pedestrians, young drivers);
- Increased unemployment;
- Higher gas prices;
- Increase in vehicle miles traveled (VMT);
- Recently updated SHSP and its strategies;
- State and counties' Vision Zero Plans;
- Recently passed legislation (stricter penalties for impaired driving) and legislation expected to pass (implementation of red light running cameras, legalizing medical marijuana edibles);
- More tolerant, societal view of marijuana;
- Current attitudes towards law enforcement;
- Implementation of Hawaii's updated crash report and revised definition for serious injury;
- Effects of the Novel Coronavirus Disease 2019 (COVID-19);
- Current and planned Infrastructure projects; and
- The grants proposed in this HSP.

The final targets were chosen using five-year averages, linear trend lines and varying scenarios based on the external factors and resource allocation.

Identification of the Participants in the Processes

Hawaii's HSP is the result of the statewide, collaborative efforts of the following traffic safety groups:

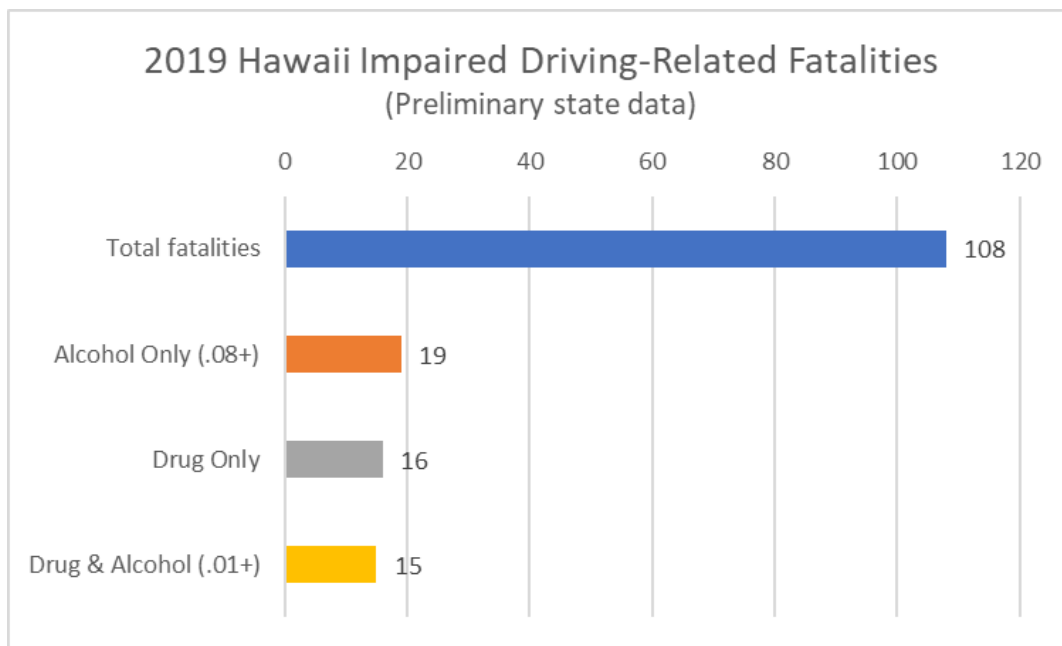
- SHSP Core Committee and Emphasis Area (EA) members;
- Hawaii Traffic Records Coordinating Committee (HTRCC)
- Hawaii Drug and Alcohol Intoxicated Driving (DAID) working group
- Traffic Commanders (local law enforcement, county prosecutors, state/county engineers, DOH, HDOT, traffic safety advocates, etc.);
- EMS Advisory Committee (EMSAC);
- Statewide Occupant Protection/Child Passenger Safety (CPS) Committee;
- Walk Wise Hawaii (WWH); and
- Other pedestrian and bicycle safety groups.

Description and Analysis of the State’s Overall Highway Safety Problems

An analysis of Hawaii’s traffic-related fatalities, serious injuries and enforcement data reveals that speeding-related, impaired driving and pedestrian-related incidences continue to be challenges plaguing our roadways.

This is also reflected in Hawaii’s 2019 preliminary state data, where speeding-related fatalities (48 percent), impaired driving fatalities (46 percent) and pedestrian fatalities (34 percent) are overrepresented in our state’s fatal crash and fatalities counts.

Hawaii 2019 Traffic Fatalities (preliminary state data)							
Total Fatalities	Unrestrained vehicle occupants	Impaired driving fatalities (drugs & alcohol)	Speeding-related fatalities	Motorcyclist fatalities	Drivers age 20 or younger fatal crashes	Pedestrian fatalities	Bicyclist fatalities
108	16	50	52	20	12	37	4
	15%	46%	48%	19%	11%	34%	4%



Program Areas

HDOT has identified the following program areas as encompassing major traffic safety concerns that should be addressed with projects within this HSP:

- **Distracted Driving:** To increase awareness and compliance with the existing handheld mobile electronic devices (MED) law (or distracted driving law).
- **Emergency Medical Services:** To ensure appropriate response and treatment through a coordinated system of emergency medical care for persons injured in roadway crashes.
- **Impaired Driving:** To remove alcohol- and other drug-impaired drivers from the roads.
- **Motorcycle, Motor Scooter and Moped Safety:** To conduct rider safety education programs, as well as increase driver awareness of sharing the road safely with riders.
- **Occupant Protection:** To increase safety belt and child safety seat use and promote the benefits of automatic protection devices, such as air bags.
- **Pedestrian and Bicycle Safety:** To increase safety awareness and decrease dangerous behaviors among drivers, pedestrians and bicyclists.
- **Police Traffic Services:** To improve investigative techniques and reduce the amount of time it takes to investigate a crash scene.
- **Speed Management:** Through education and enforcement, ensure drivers travel at safe speeds and comply with posted speed limits.
- **Traffic Records:** To support records systems that aid in identifying existing and emerging traffic safety problems and evaluate program performance.

Based on our analysis of the data and taking into consideration results from observational surveys and attitudinal/behavioral surveys, HDOT has determined that the following program areas are the most critical problem areas in traffic safety in Hawaii and projects addressing these should receive higher priority:

- Programs to reduce impaired driving;
- Programs to reduce speeding, especially aggressive driving and excessive speeding;
- Programs to reduce pedestrian injuries and fatalities;
- Programs to increase the use of seat belts and child restraints;
- Programs to reduce motorcycle, motor scooter and moped crashes;
- Programs to enforce traffic laws in the areas of speed, occupant protection, impaired driving and distracted driving; and
- Programs to improve data and Hawaii's traffic records system.

If federal monies are available after the highest priority projects have been funded, projects in the following areas will be considered:

- Programs to reduce bicycle injuries and fatalities; and
- Programs to provide EMS and other first responders with the resources needed at crash scenes and to improve response times.

Discussion of the Methods of Project Selection

HDOT’s HSP planning process and project selection started in late 2019 with a revamp of the entire process. In the last few years, HDOT conferred primarily with the SHSP Core Committee on ranking and prioritizing proposed projects. For FFY 2021, HDOT decided to incorporate more stakeholders and traffic safety groups into the project review and selection process. The process timeline (see below) was also readjusted to allow more time for groups to review, convene and provide feedback on the applications.

Schedule of Events	
January 7, 2020	HDOT’s Highway Safety Section announces FFY 2021 Request for Applications <ul style="list-style-type: none"> • Posted on the State of Hawaii’s Awards & Notices Data System website • Notified existing grant subrecipients and traffic safety partners
February 14, 2020 (by 4:30 p.m.)	Deadline to submit FFY 2021 grant applications to Highway Safety Section
Mid-February-April 2020	Review of grant applications
May 2020	Recommendations to Director of Transportation for approval
June 2020	Highway Safety Section notifies subrecipients of grant application status
July 1, 2020*	Highway Safety Plan due to NHTSA
August/September 2020*	Highway Safety Section to notify subrecipients of final changes to grant application Subrecipients to make final changes (if any) and submit revised grant applications with approval signatures
September 2020	Notification of application approval and grant award
October 1, 2020	FFY 2021 begins
October/November 2020	Grant Management Orientation (exact date/details to be provided later)

* HSP deadline and notification of application approval were delayed due to the Coronavirus Aid, Relief, and Economic Security (CARES) Act

Once all applications were received by the Highway Safety Section, they were categorized and batched according to the different program areas, then distributed to the appropriate traffic safety groups and SHSP EAs for review.

To standardize the review and scoring of applications, the Highway Safety Section developed a scoring survey that included the following evaluation criteria:

- Addresses a strategy listed in Hawaii’s SHSP
- Data-driven problem identification
- SMART goals and objectives
- Evaluation plan for measuring results

The reviewers were also advised to consider how well projects aligned with their goals and strategic plans, such as the Traffic Safety Information Systems Strategic Plan and the Hawaii Driving Under the Influence of Drugs (DUID) Blueprint.

HDOT consolidated all the scores and feedback from the traffic safety groups and SHSP EAs and presented them to the SHSP Core Committee for discussion and prioritization. The Highway Safety Section then met internally to make final recommendations on which projects and grant activities to fund and the funding amounts. These recommendations were sent to the Deputy Director of Highways and Director of Transportation for approval.

All successful and approved applications are included in this FFY 2021 HSP.

The Highway Safety Section received a total of 56 applications for FFY 2021. Applications that did not support strategies within Hawaii’s SHSP were not considered for funding.

Impacts of COVID-19

The COVID-19 pandemic affected the HSP planning and selection process greatly since it “hit” our island state during the middle of March. Hawaii’s Governor David Ige and the county mayors mandated shelter-in-place orders so all meetings were moved to a virtual platform. Fortunately, the CARES Act extended the HSP deadline and offered states flexibility in other federal requirements, such as the seat belt usage observational survey.

Access to data sources and files were sometimes limited since the Highway Safety Section was teleworking and encountered issues with remote access. However, for the most part, HDOT and its traffic safety partners were able to use the technology available to us to collaborate on the HSP. In some ways, the technology allowed us to work more efficiently and effectively than if we were to meet in person.

List of Information and Data Sources Consulted

The following data sources were consulted throughout the HSP planning and projects review and selection process:

- FARS;
- Preliminary state fatalities/fatal crashes data;
- SHACA crash reporting system;
- NHTSA's STSI;
- DOH (linked crash, EMS, and hospital emergency department/in-patient data);
- County police departments' citations and arrest data;
- UH's observational surveys (seat belt, cellular phone use, riding in truck beds, etc.);
- Hawaii Judiciary data;
- Behavioral/attitudinal surveys; and
- Hawaii DBEDT data.

Description of the Outcomes from the Coordination of the HSP, Data Collection, and Information Systems with the State SHSP

HDOT recognizes that the HSP and the Hawaii SHSP must work in coordination with each other in order to “move the needle” on traffic safety. The SHSP – a five-year plan – acts as the traffic safety umbrella that all our other efforts fall under. The HSP – an annual plan – and other related plans act as the vehicles to get us to the long-term goal set in the SHSP, with the HSP's Core Performance Targets used as milestones to push us along.

Incorporating traffic safety partners and the SHSP members into the HSP process also ensures that we are all working collectively towards shared goals. This is especially vital given our limited resources and funding. Throughout the SHSP update process and the HSP planning process, HDOT sought to engage traditional and non-traditional multidisciplinary partners; use existing forums to share ideas; develop strategies and brainstorm action items; and further integrate the SHSP and HSP into all traffic safety and related arenas.

Feedback that HDOT received from partners revealed that stakeholders appreciated this new process. It allowed for more input and transparency. Traffic safety groups could leverage projects to align with their priorities and achieve their goals. This coordinated process also helped to identify deficiencies in grant projects, such as if an applicant needed to include funding for a needed statewide effort. In all, this new process has been very well received and has allowed stakeholders to have more of a voice in determining the projects to move us all forward.

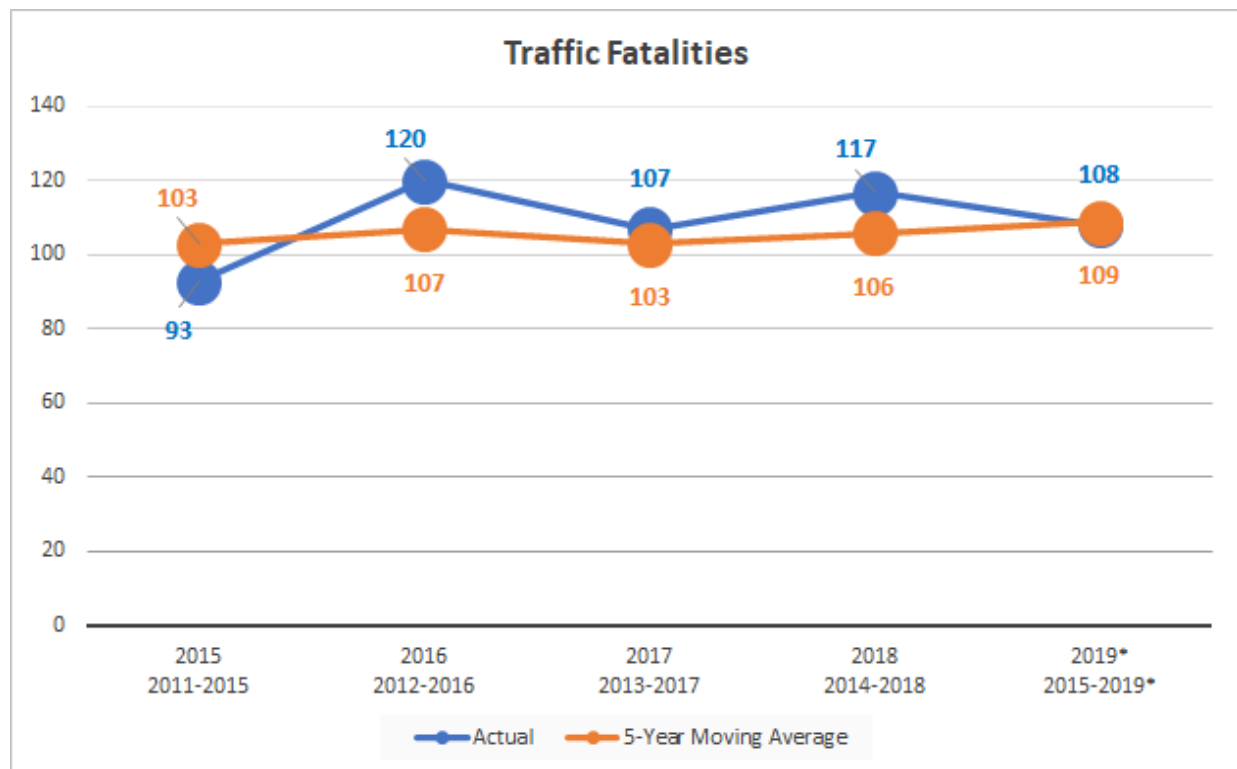
PERFORMANCE REPORT

Performance Report

Progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	Projected to Meet/Not Meet Target
C-1) Number of traffic fatalities (FARS)	109	100.8	Not Meet
C-2) Number of serious injuries in traffic crashes (State crash data files)	432	401.40	Not Meet
C-3) Fatalities/VMT (FARS, FHWA)	1.02	.935	Not Meet
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	18	21	Meet
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	36	35	Not Meet
C-6) Number of speeding-related fatalities (FARS)	50	43	Not Meet
C-7) Number of motorcyclist fatalities (FARS)	26	25	Not Meet
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	15	13	Not Meet
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	10	8	Not Meet
C-10) Number of pedestrian fatalities (FARS)	31	23	Not Meet
C-11) Number of bicyclists fatalities (FARS)	3	2	Not Meet
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	97.12	98	Not Meet

Performance Measure: C-1 Traffic Fatalities



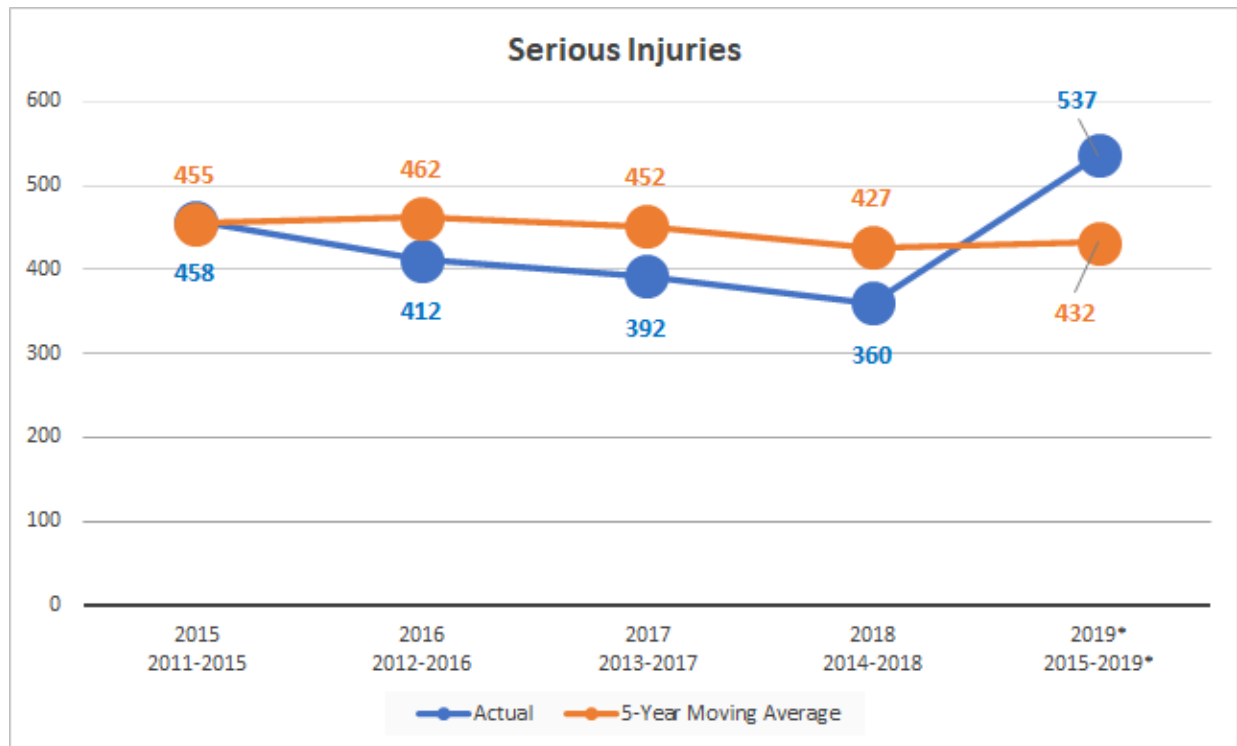
*Preliminary state data

Performance Measure Target: The HDOT’s Highway Safety Section and Traffic Branch set a 5-year average actual target for the Number of Traffic Fatalities at 100.8 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 109 for Number of Traffic Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-1) Number of Traffic Fatalities target as projected.

Countermeasure: To reduce fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

Performance Measure: C-2 Total Serious Injuries



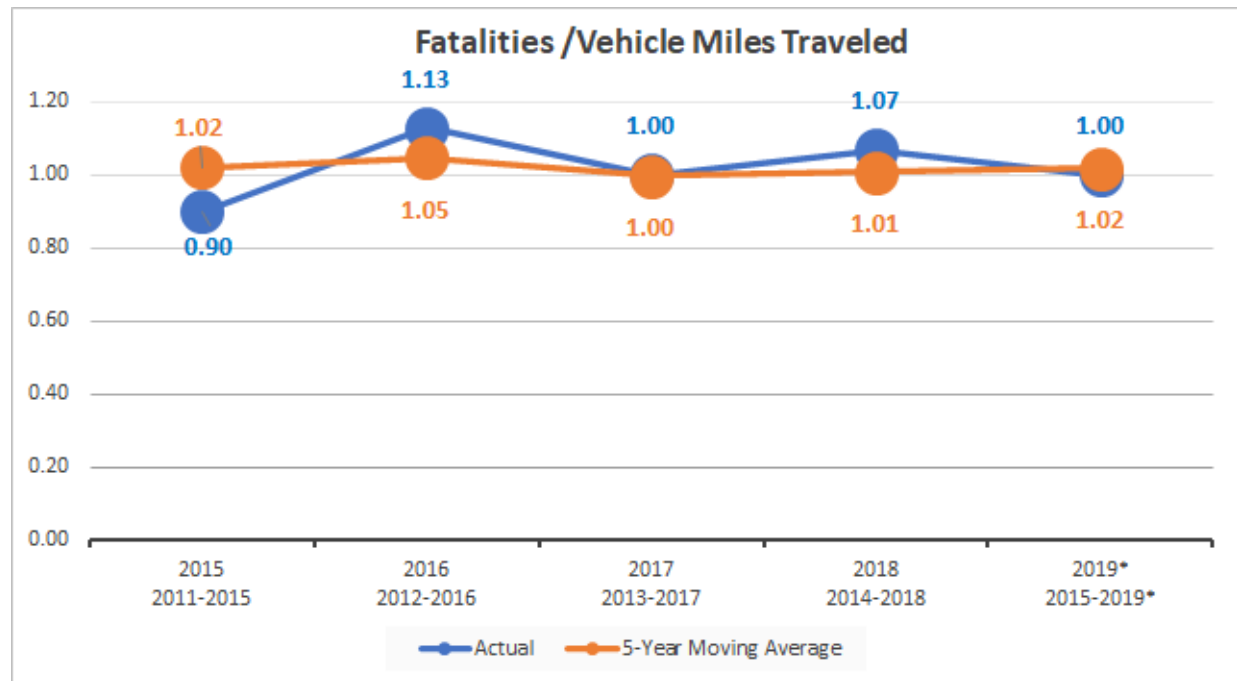
*Preliminary state data

Performance Measure Target: HDOT and the Traffic Branch set a 5-year average actual target for the Number of Serious Injuries at 401.40 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 432 for Number of Serious Injuries. Based on this data, we believe that Hawaii will “Not Meet” the C-2) Number of Serious Injuries target as projected.

Countermeasure: To reduce serious injuries on our roadways, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

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



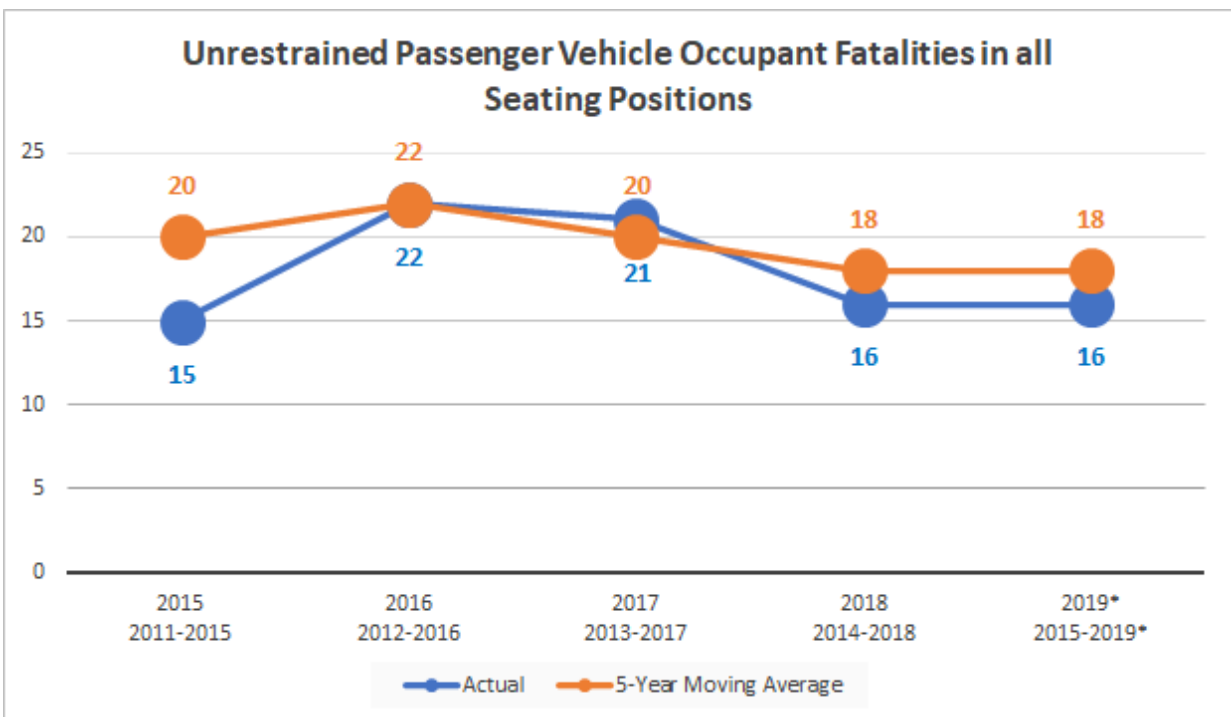
*Preliminary state data

Performance Measure Target: HDOT and the Traffic Branch set a 5-year average actual target for the Number of Traffic Fatalities/VMT at 0.935 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 1.02 for Number of Traffic Fatalities/VMT. Based on this data, we believe that Hawaii will “Not Meet” the C-3) Number of Traffic Fatalities/VMT target as projected.

Countermeasure: To reduce the Fatalities/VMT rate, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

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

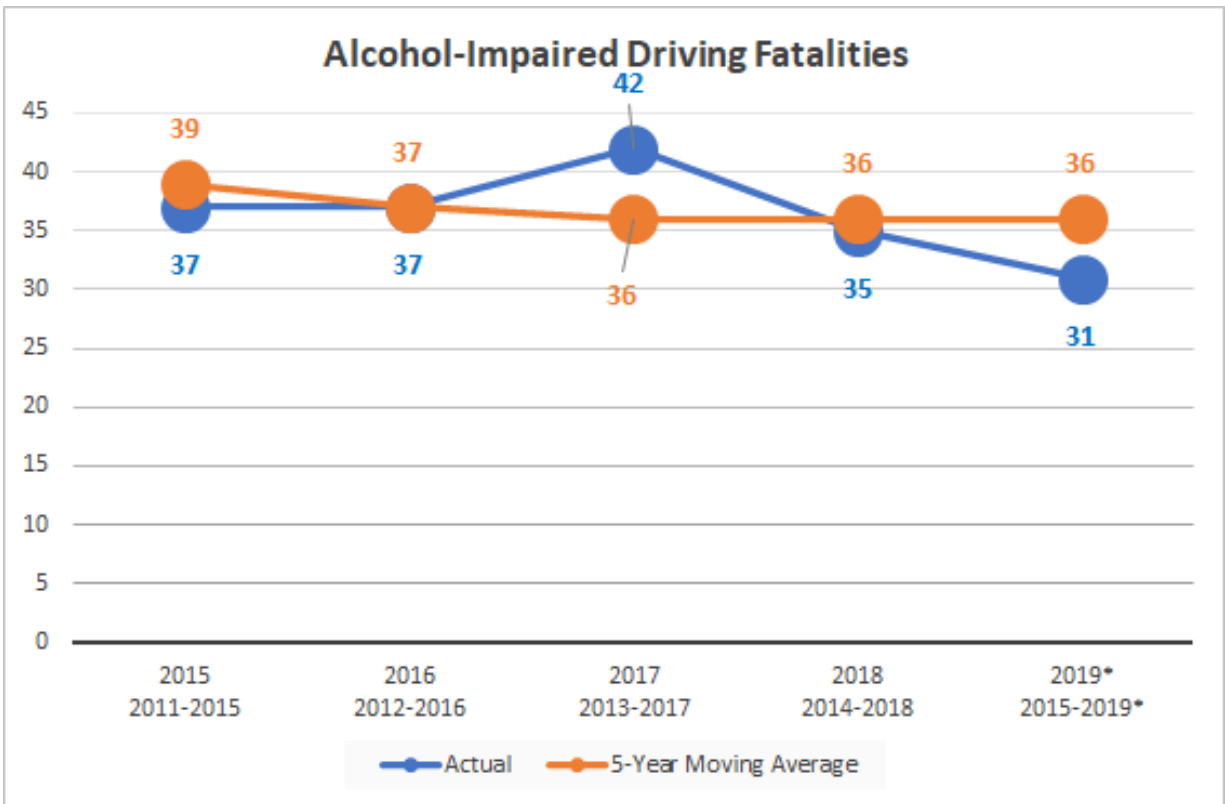


*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions at 21 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 18 for Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions. Based on this data, we believe that Hawaii will “Meet” the C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions target as projected.

Performance Measure: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)



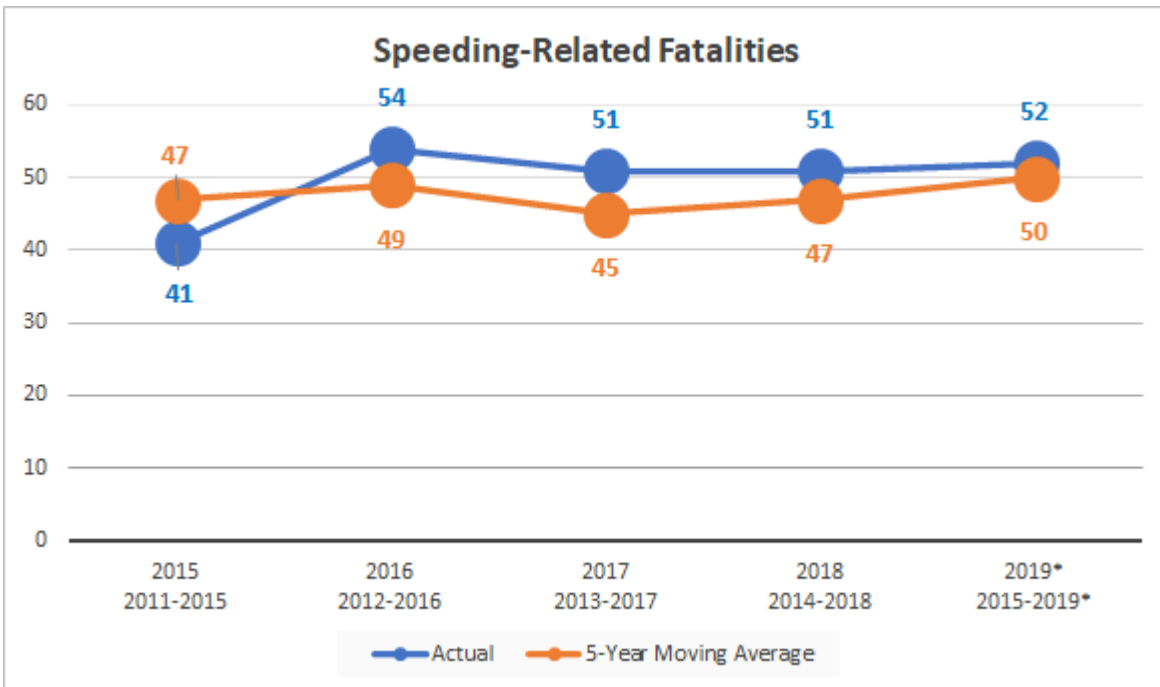
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Alcohol-Impaired Driving Fatalities at 35 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 36 for the Number of Alcohol-Impaired Driving Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-5) Number of Number of Alcohol-Impaired Driving Fatalities target as projected.

Countermeasure: To reduce alcohol-impaired driving fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies, and the Highway Safety Section will work closely with traffic safety partners such as law enforcement agencies, county prosecutors, Mothers Against Drunk Driving Hawaii, the DOH and the Hawaii Partnership to Prevent Underage Drinking to implement the strategies.

Performance Measure: C-6 Speeding-Related Fatalities (FARS)



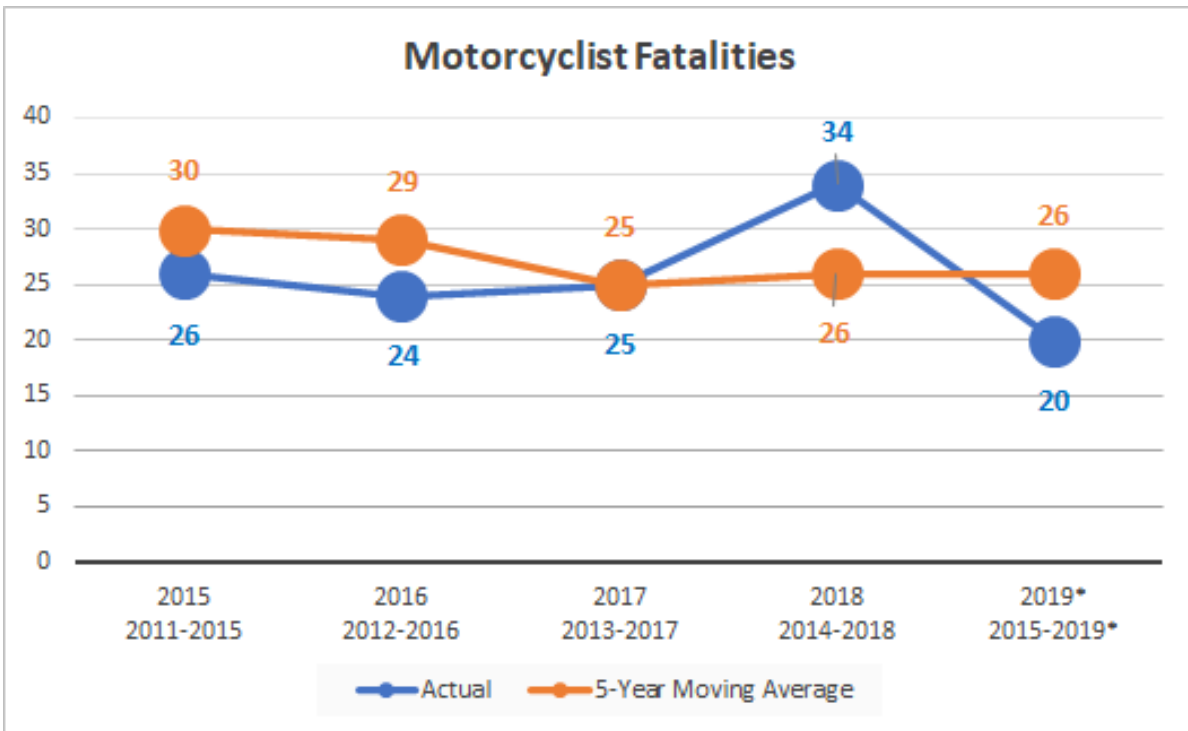
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Speeding-Related Fatalities at 43 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 50 for the Number of Speeding-Related Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-6) Number of Number of Speeding-Related Driving Fatalities target as projected.

Countermeasure: To reduce speeding-related fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, HDOT will work closely with the 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 develop a statewide speed communications campaign and mobilization.

Performance Measure: C-7 Motorcyclist Fatalities



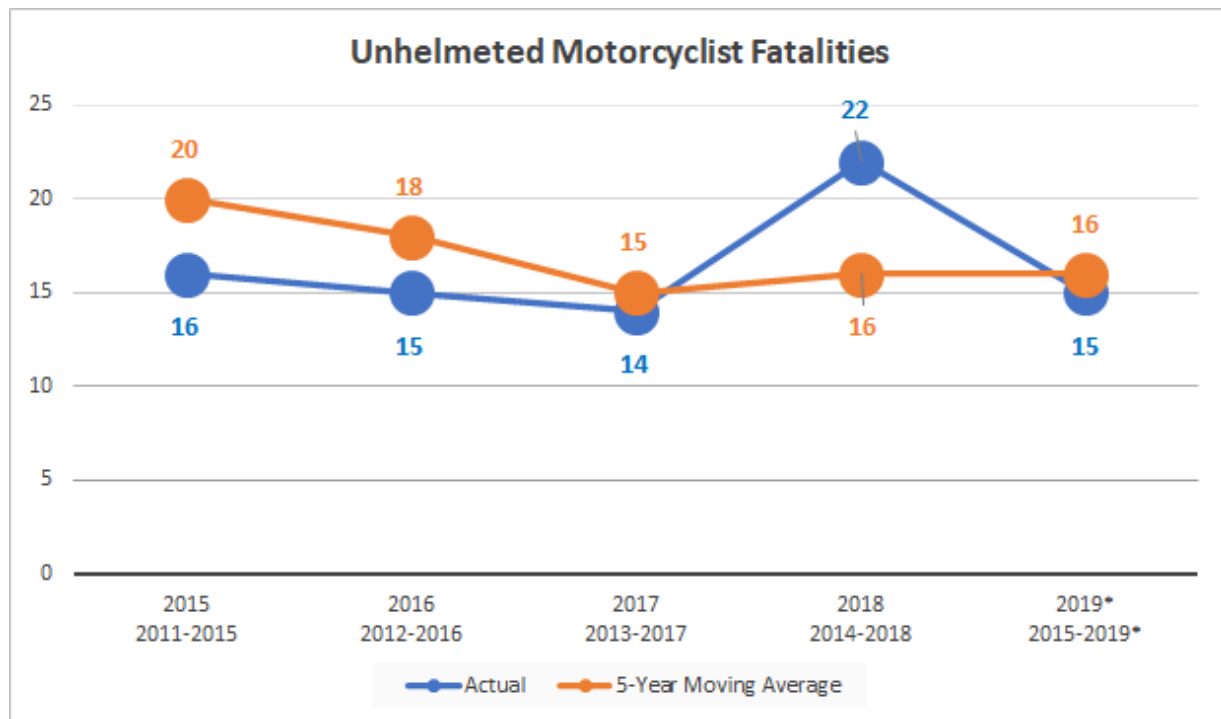
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Motorcyclist Fatalities at 25 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 26 for the Number of Motorcyclist Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-7) Number of Number of Motorcyclist Fatalities target as projected.

Countermeasure: To reduce motorcyclist-related fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities



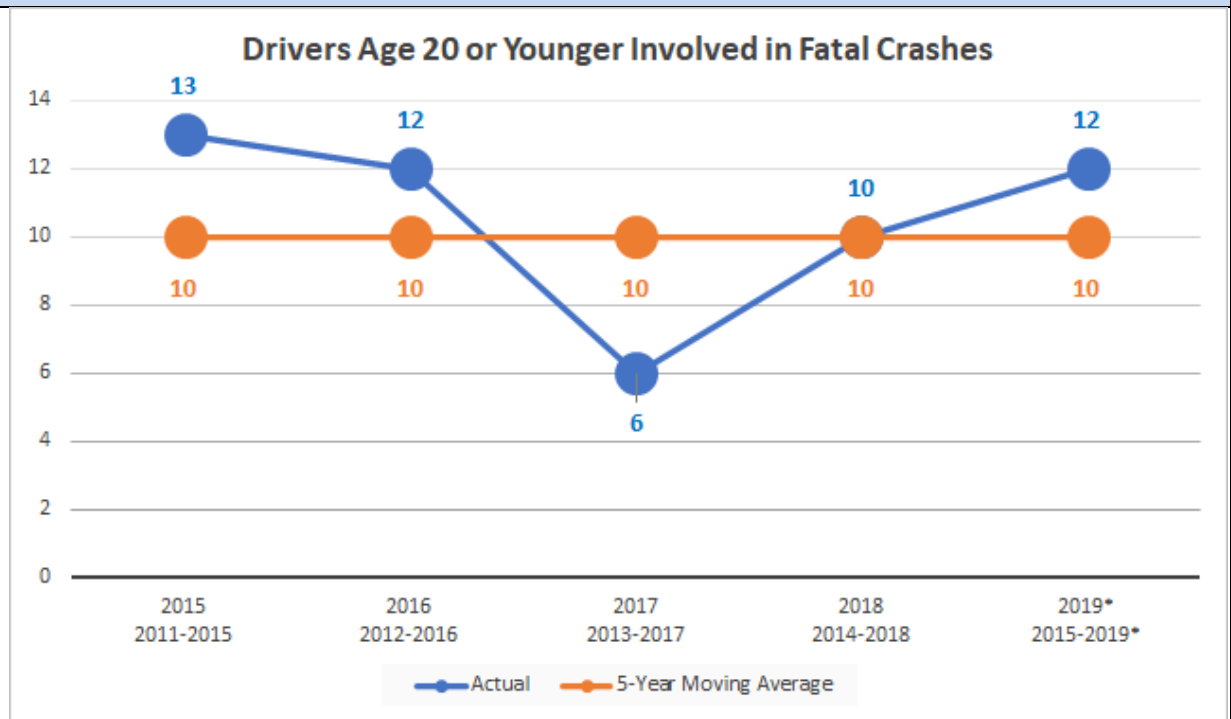
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Unhelmeted Motorcyclist Fatalities at 13 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 16.4 for the Number of Unhelmeted Motorcyclist Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-8) Number of Unhelmeted Motorcyclist Fatalities target as projected.

Countermeasure: To reduce unhelmeted motorcyclist fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

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



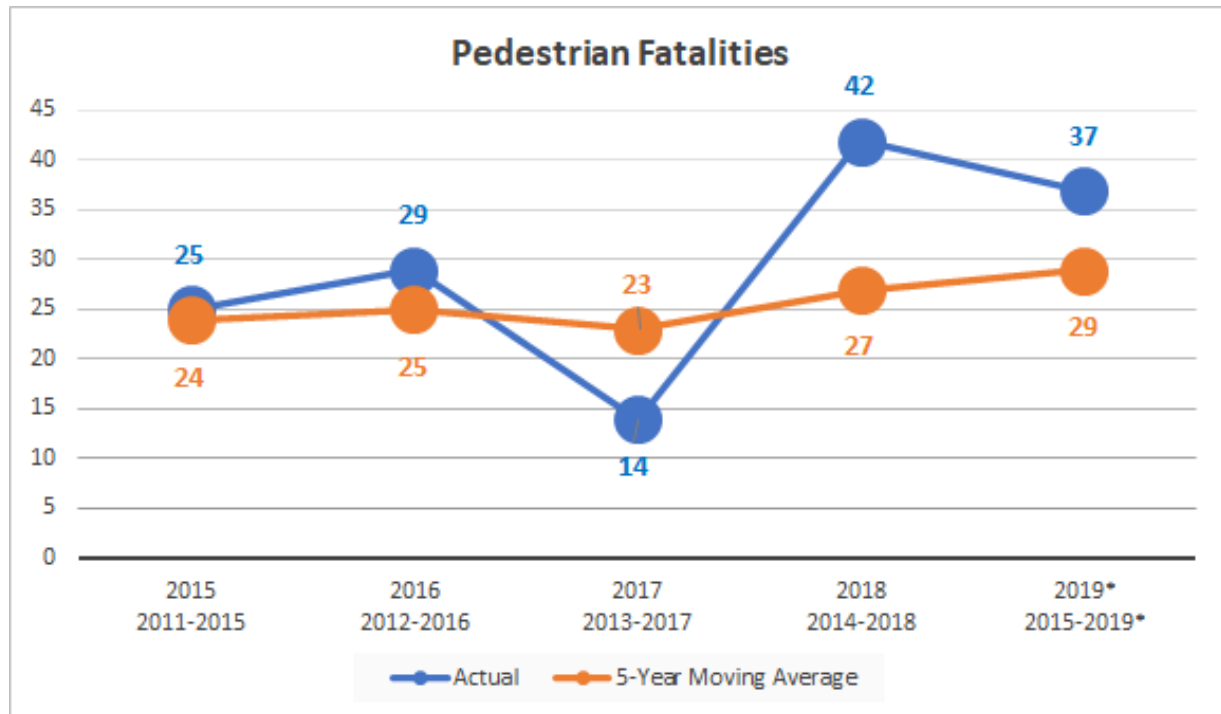
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Drivers Age 20 or Younger Involved in Fatal Crashes at 8 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 10 for the Number of Drivers Age 20 or Younger Involved in Fatal Crashes. Based on this data, we believe that Hawaii will “Not Meet” the C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes target as projected.

Countermeasure: To reduce the number of fatal crashes involving drivers age 20 and younger, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more 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 will also develop a train-the-trainer program for driver’s education instructors that will align with national standards and requirements.

Performance Measure: C-10 Pedestrian Fatalities



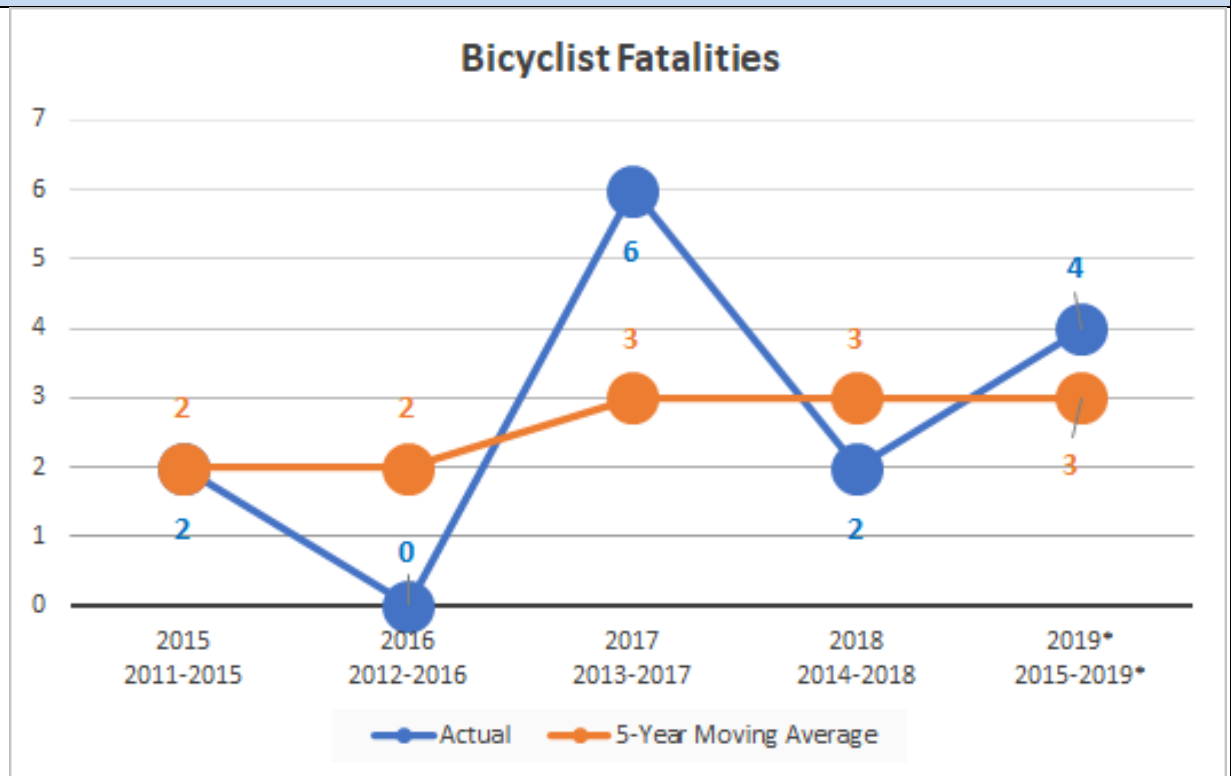
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Pedestrian Fatalities at 23 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 31 for the Number of Pedestrian Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-10) Number Pedestrian Fatalities target as projected.

Countermeasure: To reduce pedestrian fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, the Highway Safety Section will consult with and collaborate with HDOT’s newly hired State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

Performance Measure: C-11 Bicyclist Fatalities



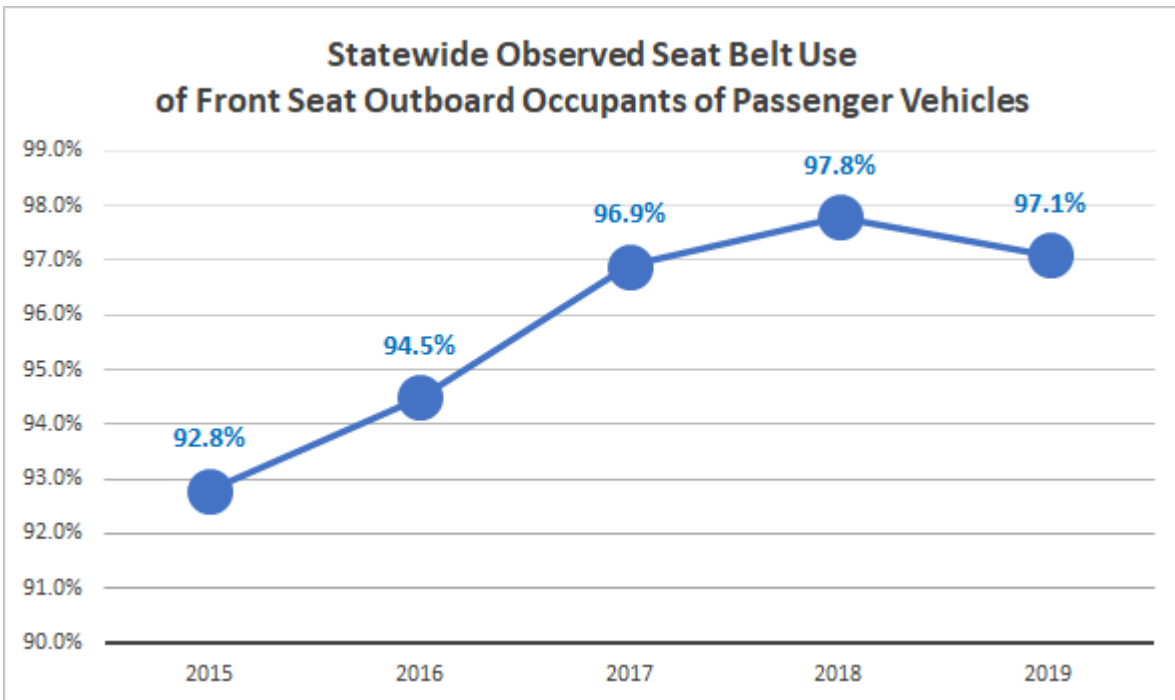
*Preliminary state data

Performance Measure Target: HDOT set a 5-year average actual target for the Number of Bicyclist Fatalities at 2 in our FFY 2020 HSP.

Result: Preliminary 5-year average state data for 2015-2019 is 3 for the Number of Bicyclist Fatalities. Based on this data, we believe that Hawaii will “Not Meet” the C-10) Number of Bicyclist Fatalities target as projected.

Countermeasure: To reduce bicyclist fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, the Highway Safety Section will consult with and collaborate with HDOT’s newly hired State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

Performance Measure: B-1 Observed Seat Belt Use



Performance Measure Target: HDOT set an actual target for the Observed Seat Belt Use of Front Seat Outboard Occupants of Passenger Vehicles at 98 percent in our FFY 2020 HSP.

Result: According to Hawaii’s Summer 2019 Seat Belt Use Survey, the statewide seat belt usage rate is 97.12 percent. Based on this data, we believe that Hawaii will “Not Meet” the B-1 Observed Seat Belt Use of Front Seat Outboard Occupants of Passenger Vehicles target as projected.

Countermeasure: To increase seat belt use, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, the Highway Safety Section will encourage police departments to conduct strict enforcement during the Click It or Ticket (CIOT) mobilization and year round, and HDOT will supplement their efforts with earned, paid and owned media campaigns. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.

PERFORMANCE PLAN

Performance Plan

Hawaii has established the following core performance measure targets for FFY 2021. Five-year averages and 2019 preliminary state data were used for all targets except for observed seat belt use, observed cellular phone usage and Traffic Records.

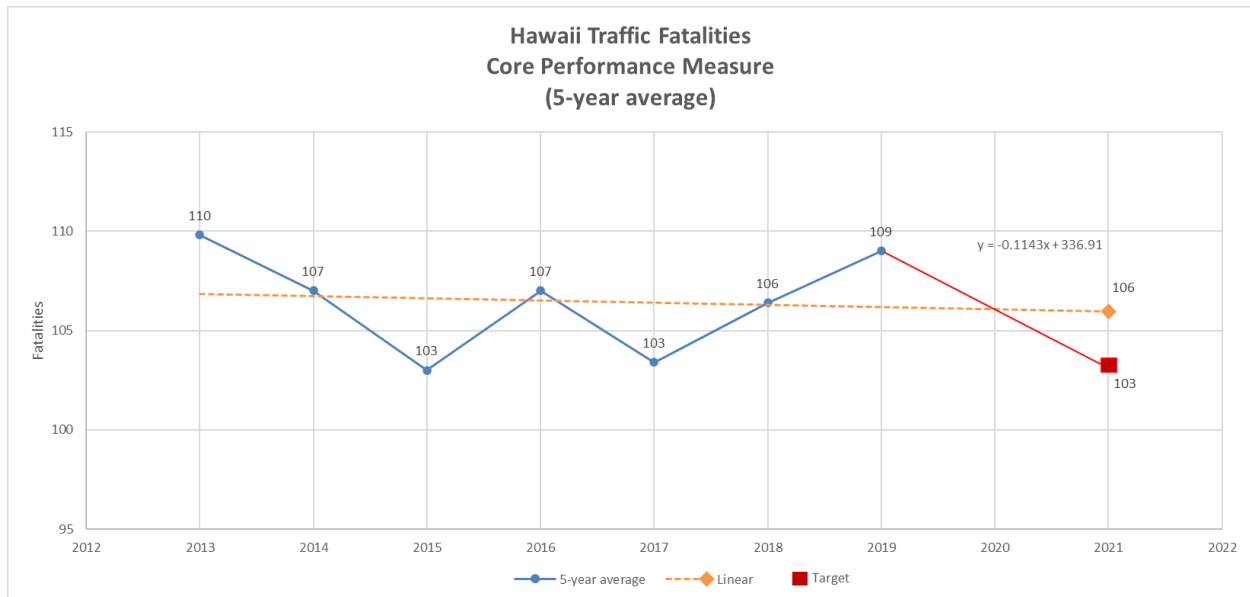
Core Performance Measures		2015	2016	2017	2018	2019	FFY 2021 Target
C-1	Traffic Fatalities To decrease traffic fatalities to 103 for the 5-year average.	103	107	103	106	109	103
C-2	Serious Traffic Injuries To decrease serious traffic injuries to 427 for the 5-year average.	455	462	452	427	432	427
C-3	Fatalities/VMT To decrease the fatalities/100 VMT to 0.968 for the 5-year average.	1.02	1.05	1.00	1.01	1.02	0.968
C-4	Unrestrained Passenger Vehicle Occupant Fatalities To decrease unrestrained passenger vehicle occupant fatalities in all seating positions to 16 by December 31, 2021.	20	22	20	18	18	16
C-5	Alcohol-Impaired Driving Fatalities To decrease alcohol-impaired driving fatalities to 32 by December 31, 2021.	39	37	36	36	36	32
C-6	Speeding-Related Fatalities To decrease speeding-related fatalities to 48 by December 31, 2021.	47	49	45	47	50	48
C-7	Motorcyclist Fatalities To decrease motorcyclist fatalities to 24 by December 31, 2021.	30	29	26	27	26	24
C-8	Unhelmeted Motorcyclist Fatalities To not exceed 17 unhelmeted motorcyclist fatalities by December 31, 2021.	20	18	15	16	15	17
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes To decrease drivers age 20 or younger involved in fatal crashes to 9 by December 31, 2021.	10	10	10	10	10	9
C-10	Pedestrian Fatalities	24	25	23	27	29	29

Core Performance Measures		2015	2016	2017	2018	2019	FFY 2021 Target
	To not exceed 29 pedestrian fatalities by December 31, 2021.						
C-11	Bicyclist Fatalities To not exceed 3 bicyclist fatalities by December 31, 2021.	2	2	3	3	3	3
B-1	Observed Seat Belt Use To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98.0 percent by December 31, 2021.	92.8%	94.5%	96.9%	97.8%	97.1%	98.0%
	Distracted Driving Cell Phone Usage To decrease observed cellular phone usage among drivers to 1.3 percent by December 31, 2021.	2.8%	2.4%	1.2%	1.0%	3.6%	1.3%
	Traffic Records To decrease the average number of days from crash to database to 45 during the performance target period of May 1, 2020-April 30, 2021.					53.75 avg number of days	45 avg number of days

Activity Measures		2018	2019*
A-1	Number of seat belt citations issued during grant funded enforcement activities	7,688	2,028
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	1,520	1,241
A-3	Number of speeding citations issued during grant-funded enforcement activities	22,623	7,699

** Enforcement efforts and number of citations/arrests were impacted by unforeseen challenges, including staff shortages, new policies/procedures and reassignments to assist with large-scale protests.*

C-1: Traffic Fatalities (FARS)

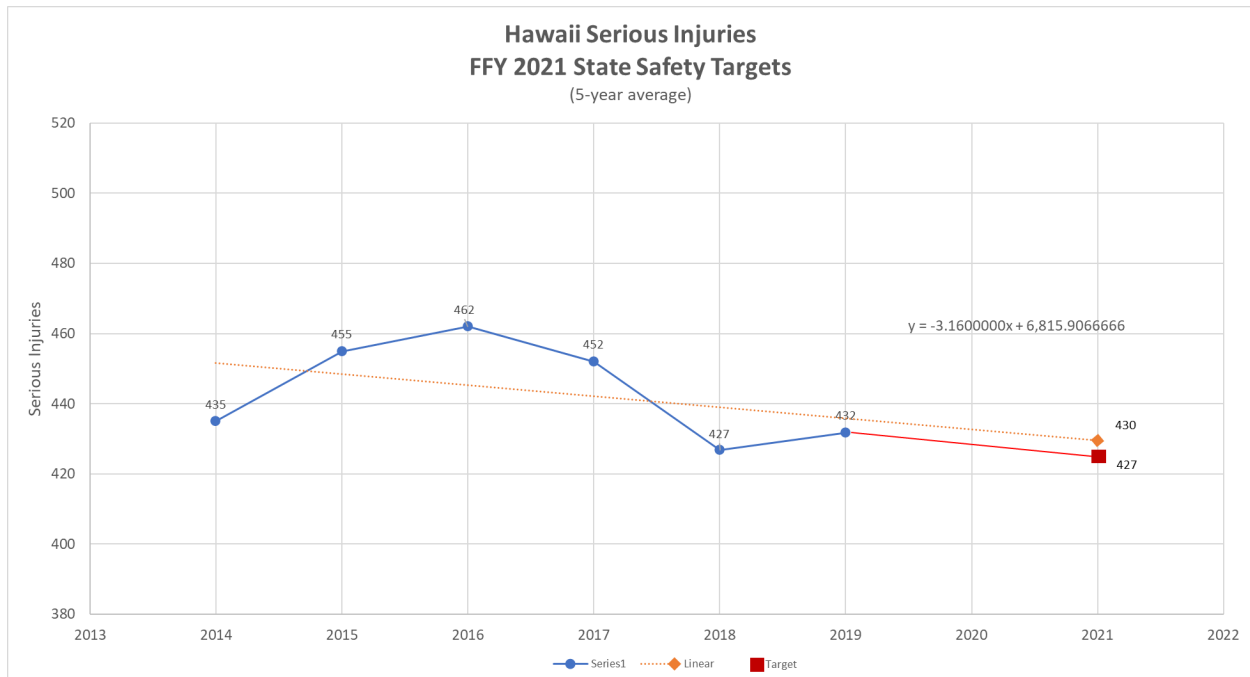


Target: To decrease traffic fatalities to 103 for the 5-year average.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

This performance target is identical to the performance target in the state's HSIP and is the result of collaborative efforts between HDOT's Highway Safety Section, HDOT's Traffic Safety Section, DOH's EMS & Injury Prevention Systems Branch and the Oahu MPO.

C-2: Serious Traffic Injuries (State Crash Data)



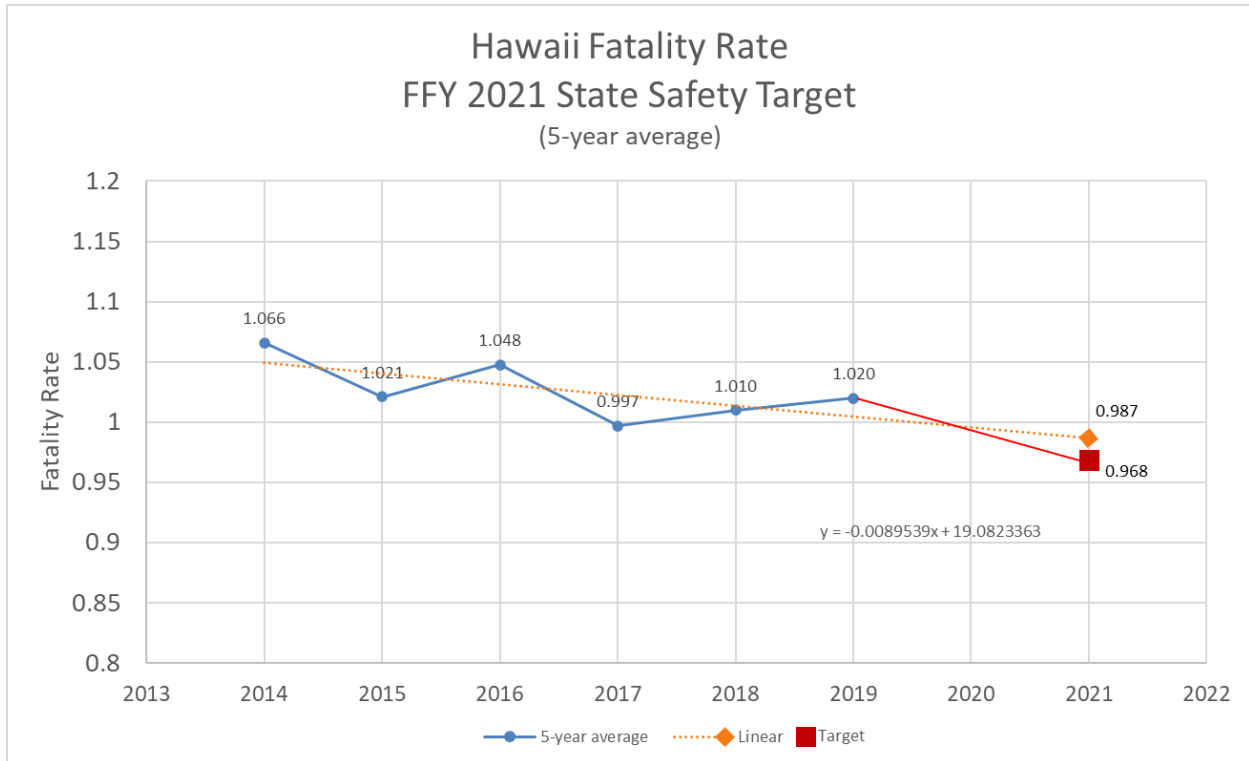
Target: To decrease serious traffic injuries to 427 for the 5-year average.

Justification: This performance target was determined by using a linear trend line based on the 2014-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants. Implementation of the newly revised Motor Vehicle Accident Report (MVAR) is also expected to impact the number of serious traffic injuries because of the change in terminology from “incapacitating injury” to “suspected serious injury” and a potential increase in crash reporting.

This performance target is identical to the performance target in the state’s HSIP and is the result of collaborative efforts between HDOT’s Highway Safety Section, HDOT’s Traffic Safety Section, DOH’s EMS & Injury Prevention Systems Branch and the Oahu MPO.

* Serious injury data differs from the data presented in the Performance Report because we now have more accurate, updated data from SHACA.

C-3: Fatalities/VMT (FARS)



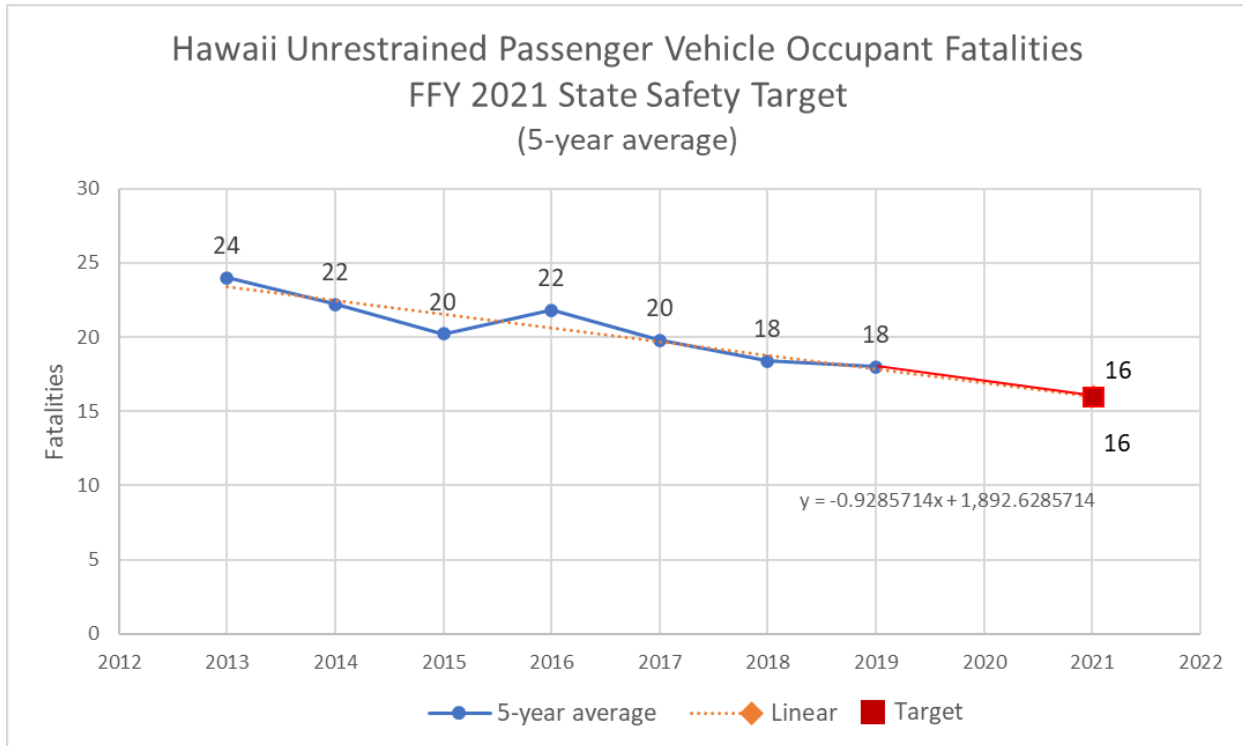
Target: To decrease the fatalities/100 VMT to 0.968 for the 5-year average.

Justification: This performance target was determined by using a linear trend line based on the 2014-2019 five-year average data and an analysis of external factors, including impacts from COVID-19 and shelter-in-place orders; the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

This performance target is identical to the performance target in the state’s HSIP and is the result of collaborative efforts between HDOT’s Highway Safety Section, HDOT’s Traffic Safety Section, DOH’s EMS & Injury Prevention Systems Branch and the Oahu MPO.

* Fatalities/VMT data differs slightly from the data presented in the Performance Report because we now have more accurate, updated VMT data.

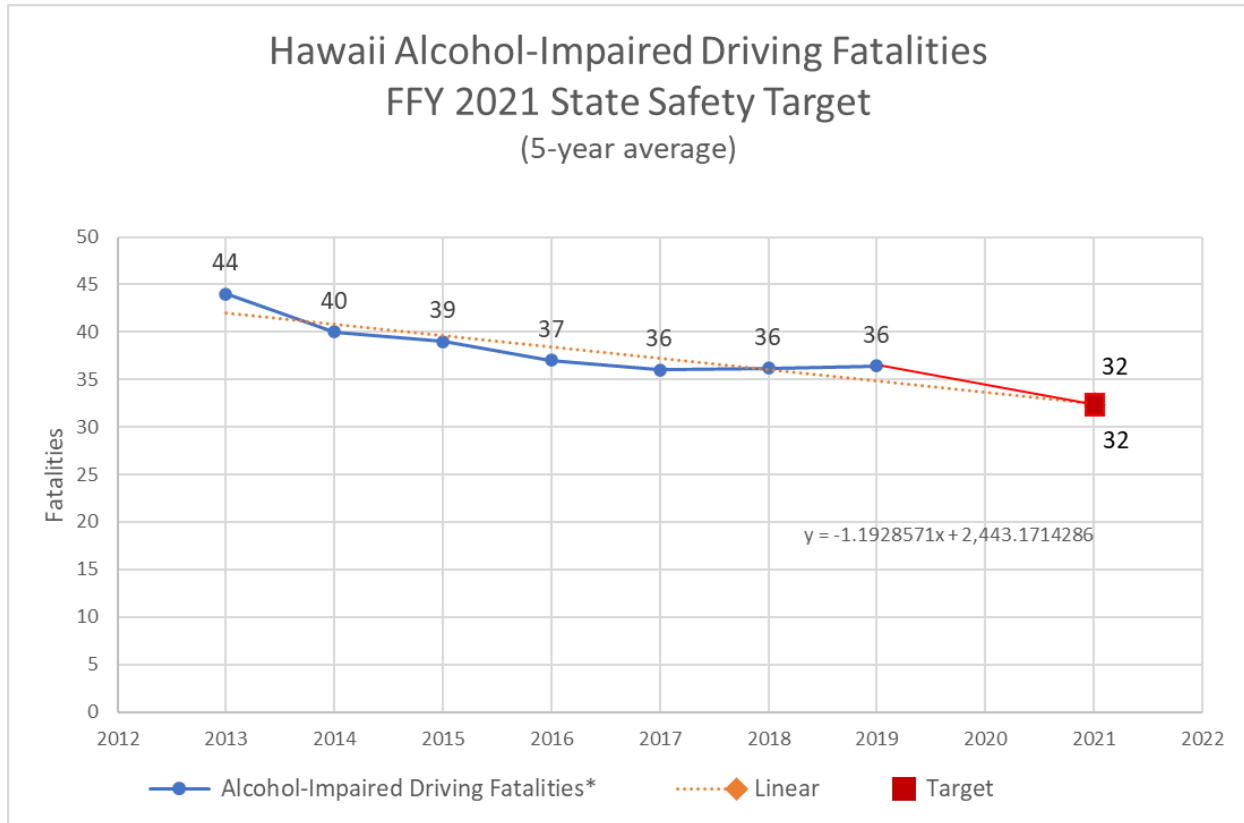
C-4: Unrestrained Passenger Vehicle Occupant Fatalities



Target: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions to 16 by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including Hawaii's high seat belt usage rate; the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

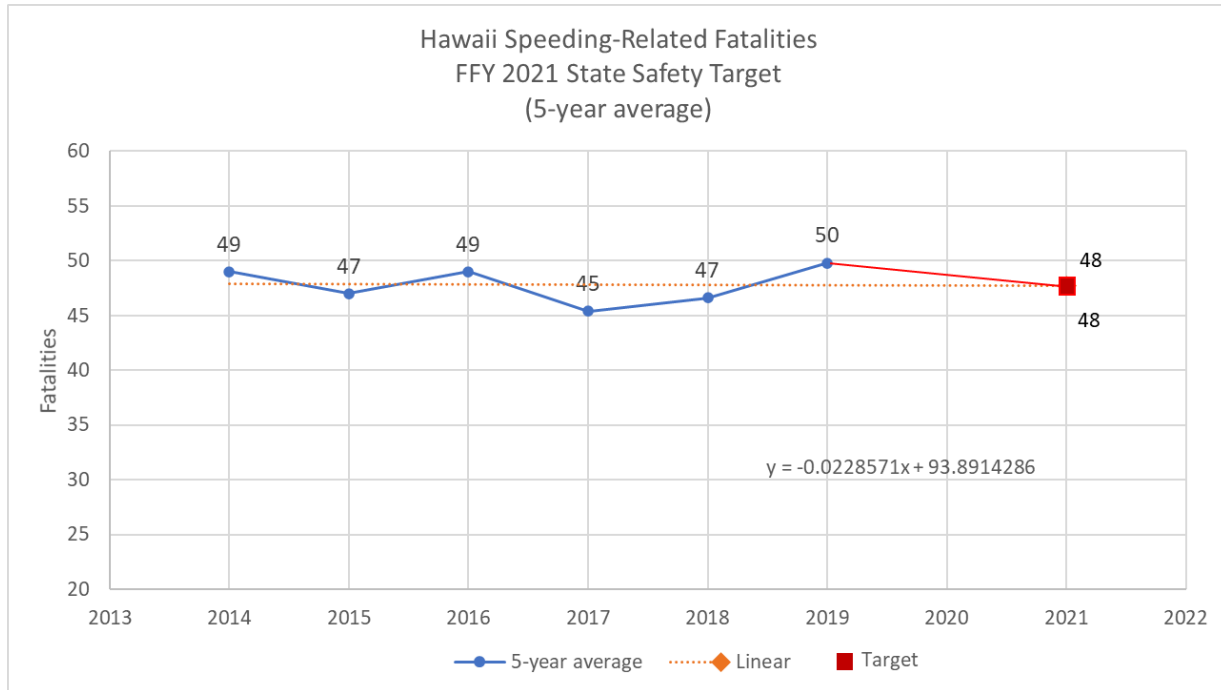
C-5: Alcohol-Impaired Driving Fatalities



Target: To decrease alcohol-impaired driving fatalities to 32 by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; recently passed legislation that increased penalties for Operating a Vehicle Under the Influence of an Intoxicant (OVUII); planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

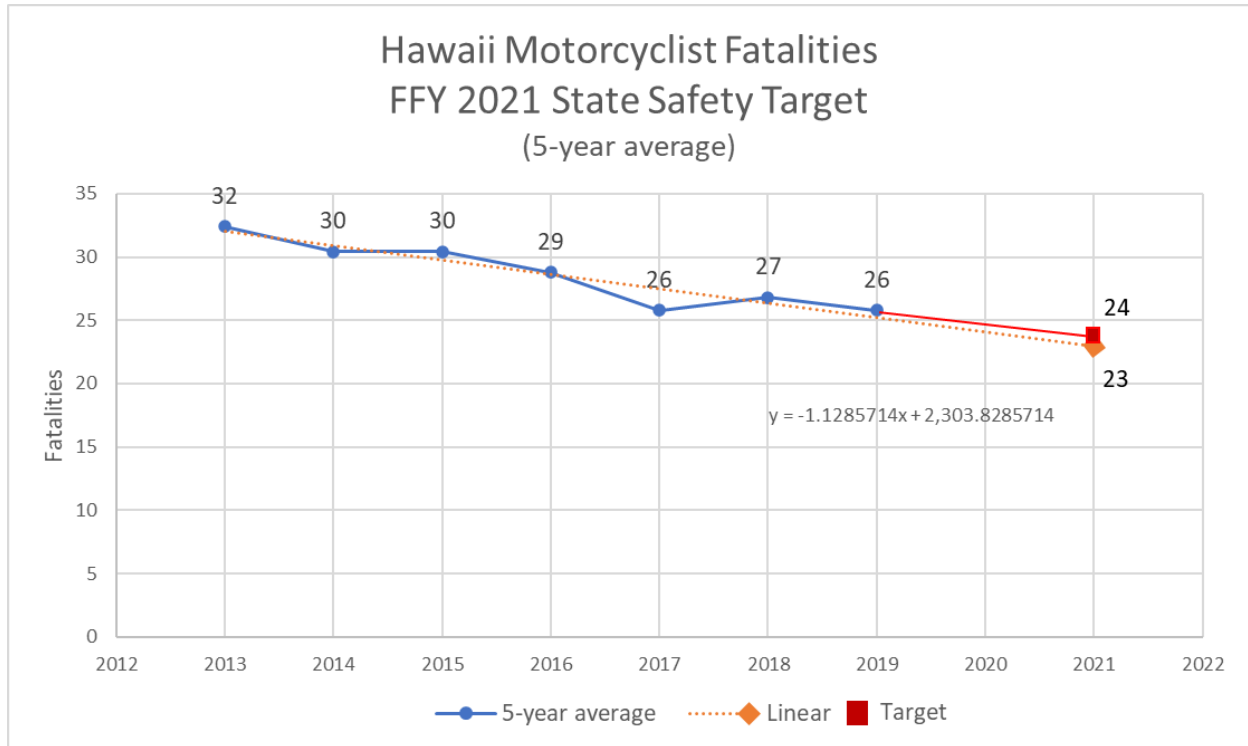
C-6: Speeding-Related Fatalities



Target: To decrease speeding-related fatalities to 48 by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2014-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in speeding/excessive speeding); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants, including increased speed enforcement and a statewide enforcement and communications campaign.

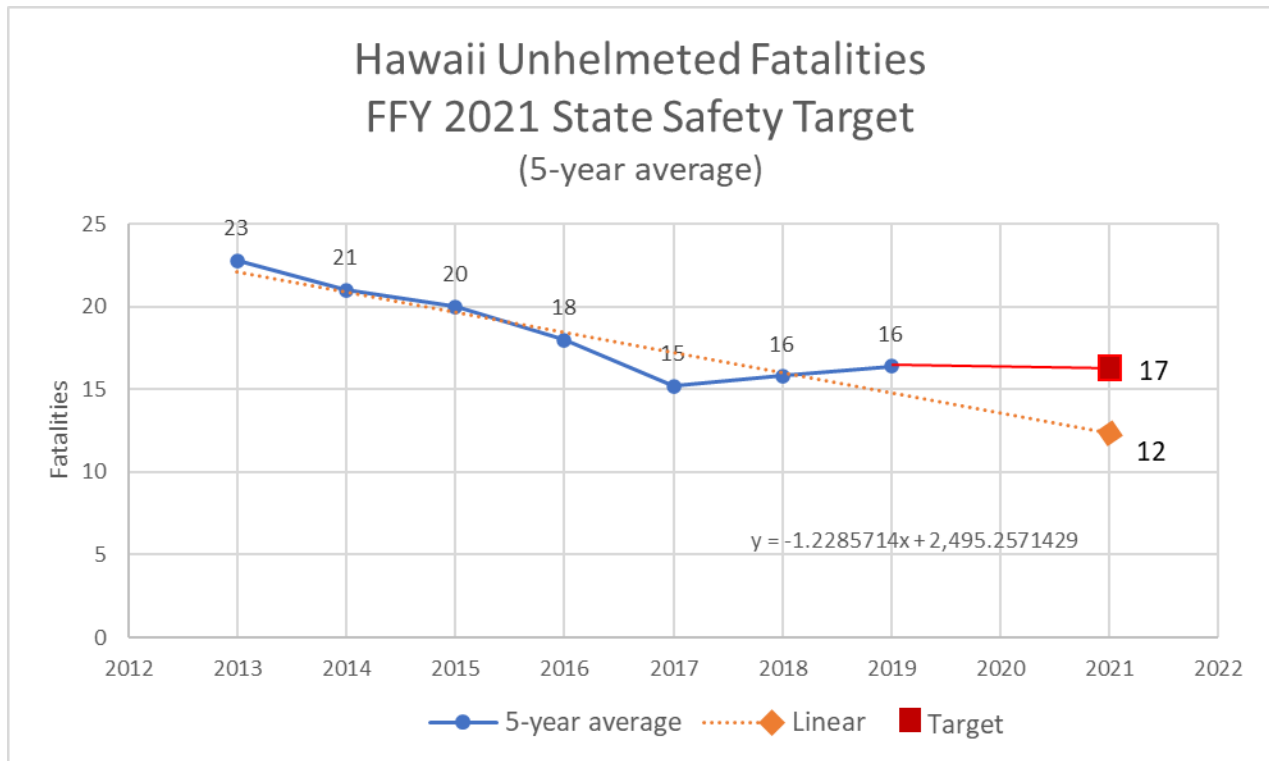
C-7: Motorcyclist Fatalities



Target: To decrease motorcyclist, motor scooter and moped fatalities to 24 by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (decreased rider trainings); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

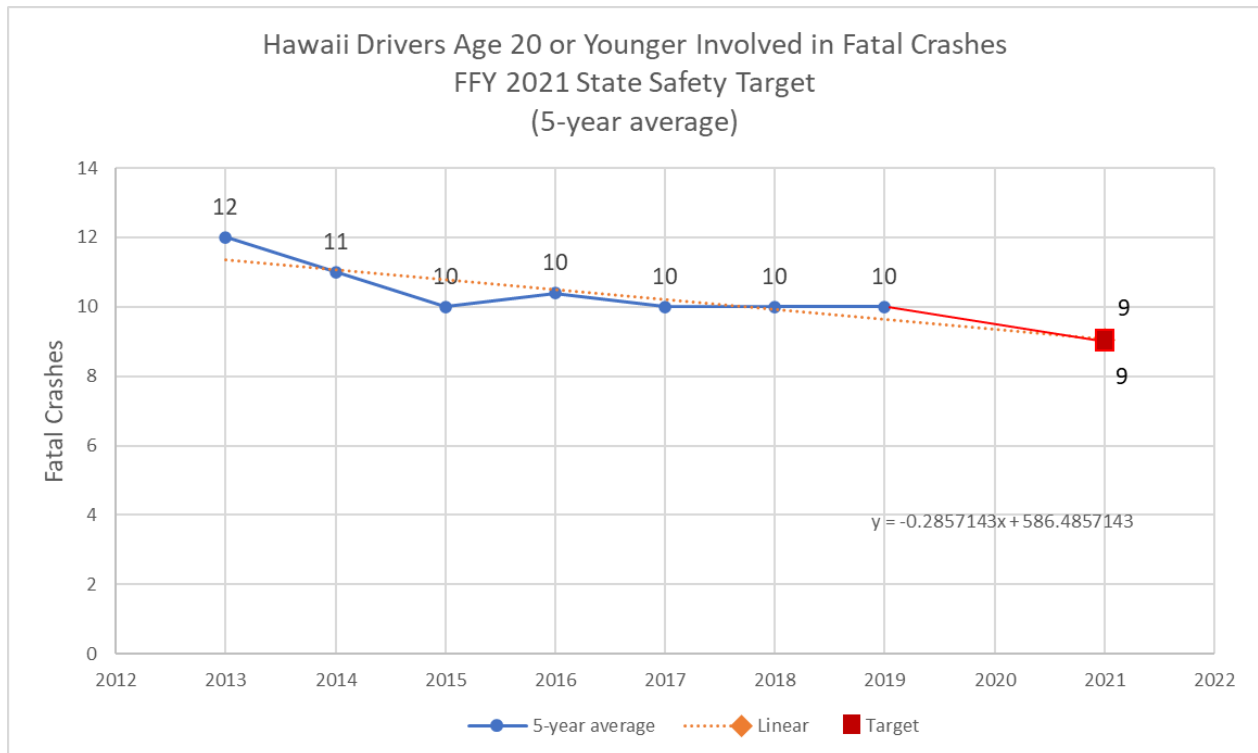
C-8: Unhelmeted Motorcyclist Fatalities



Target: To not exceed 17 unhelmeted motorcyclist fatalities by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (decreased rider trainings); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

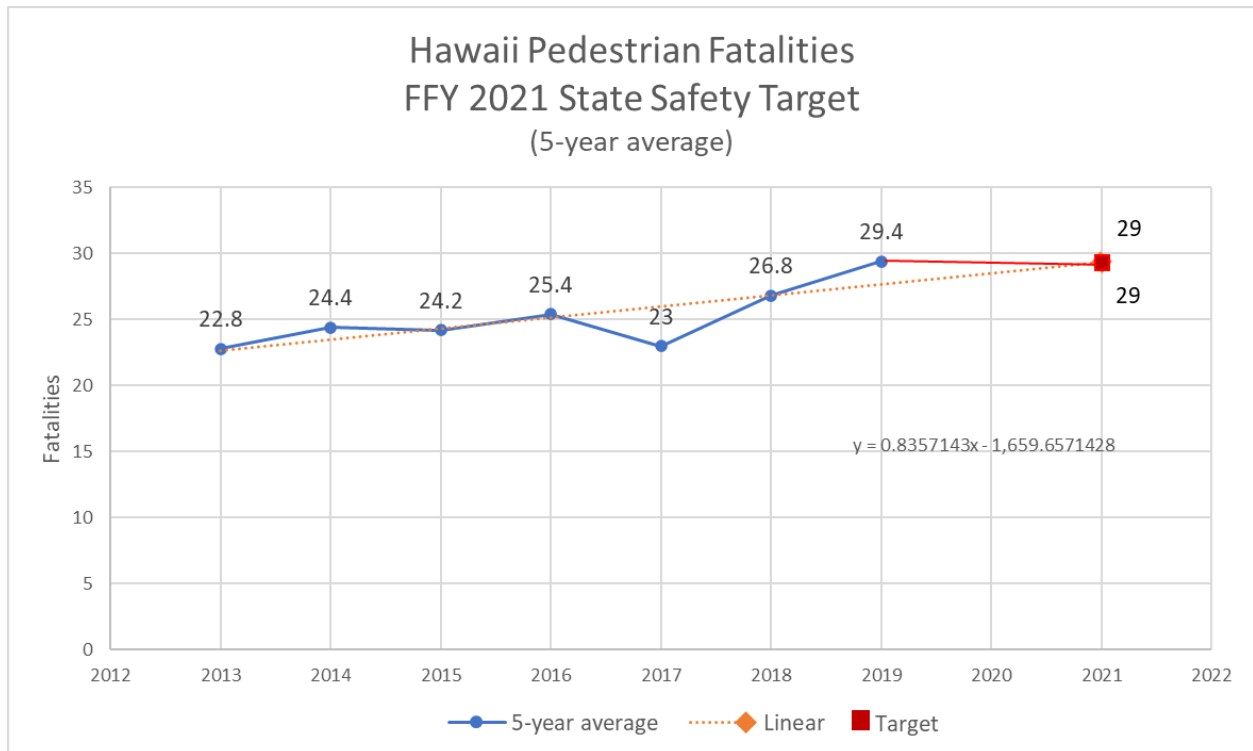
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes



Target: To decrease drivers age 20 or younger involved in fatal crashes to 9 by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (temporary decrease in driver education training); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

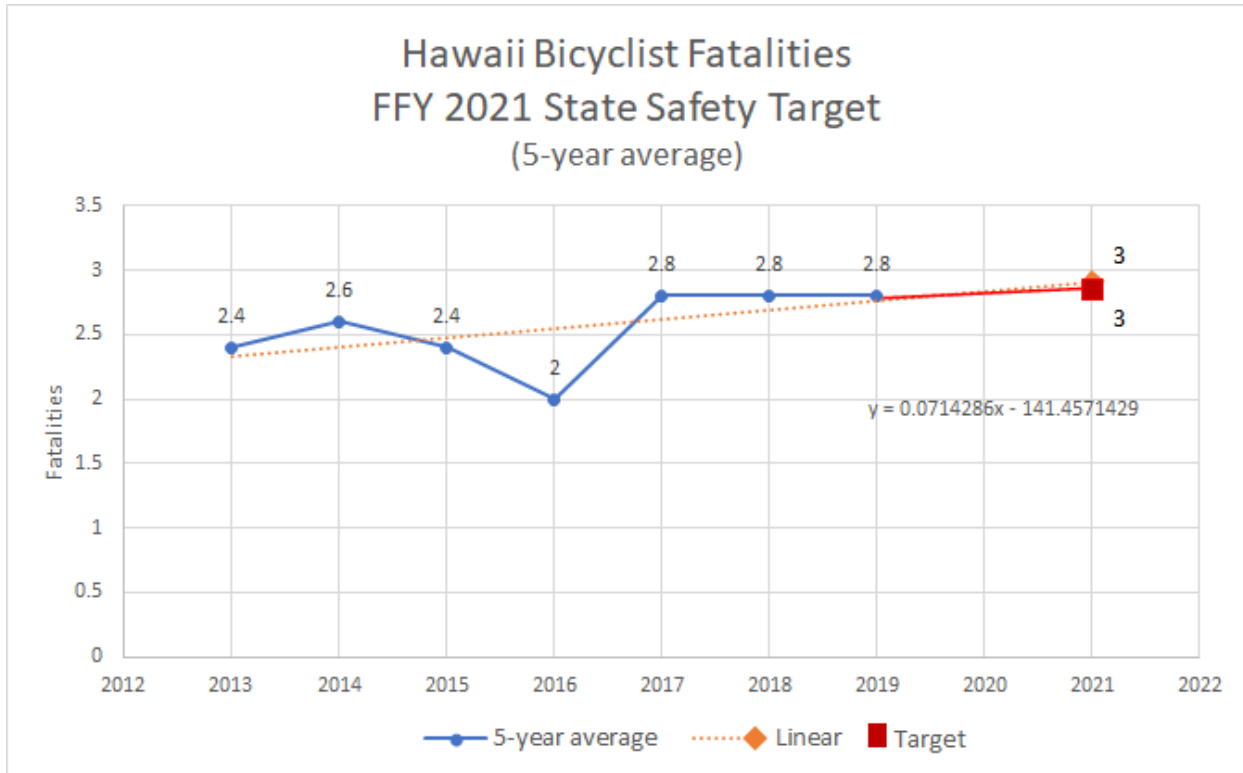
C-10: Pedestrian Fatalities



Target: To not exceed 29 pedestrian fatalities by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in walking/pedestrians); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

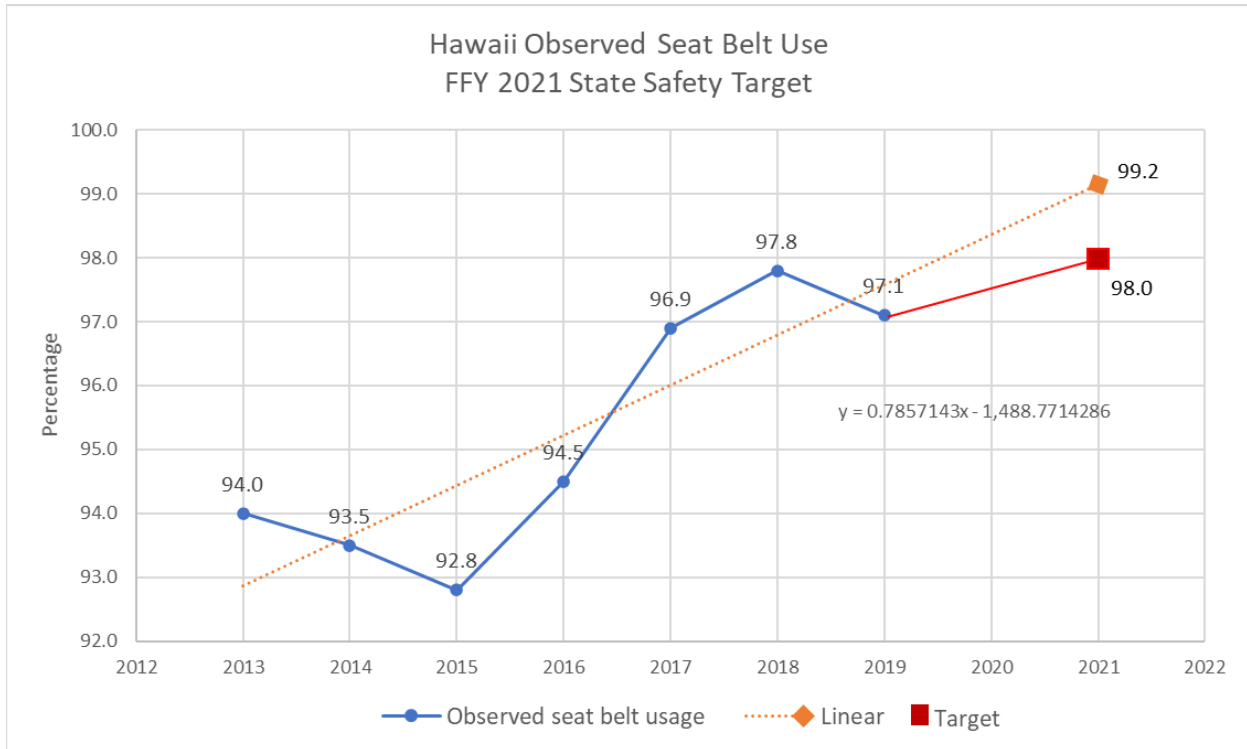
C-11: Bicyclist Fatalities



Target: To not exceed 3 bicyclist fatalities by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in bicycling); the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

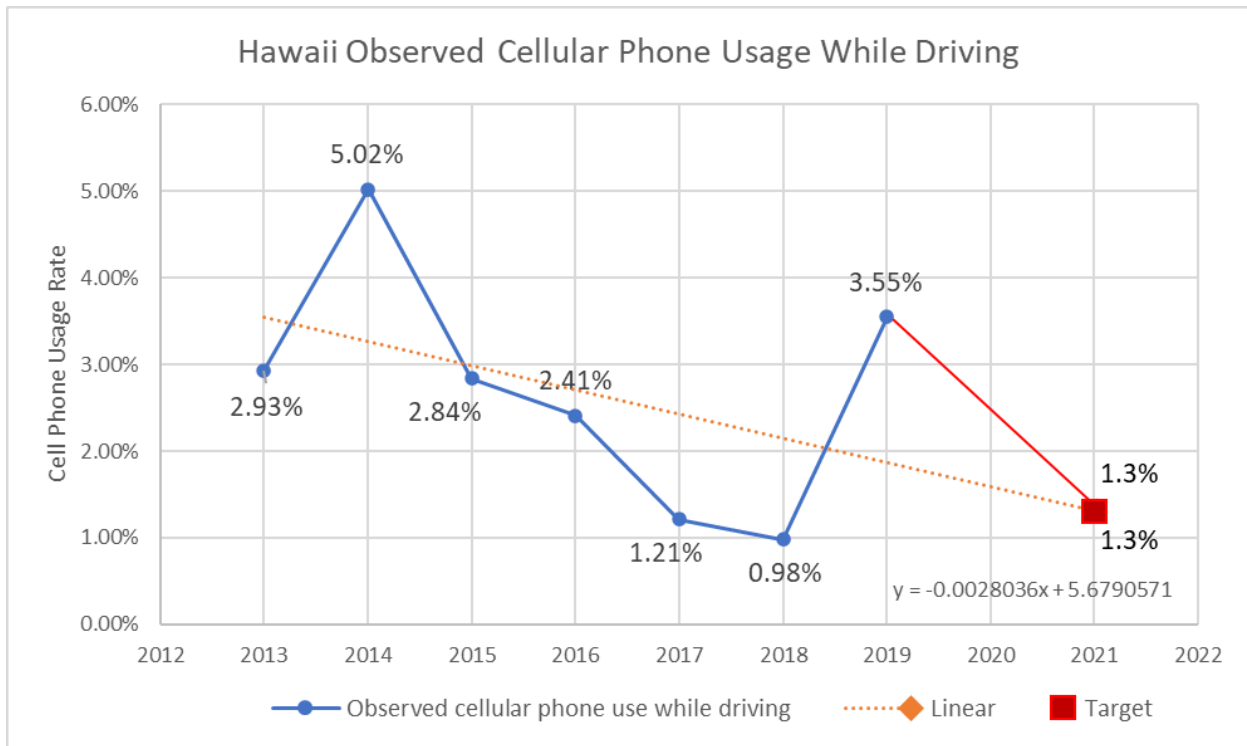
B-1: Observed Seat Belt Use



Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98.0 percent by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 annual observed seat belt use data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Distracted Driving Program Area: Observed Cellular Phone Use While Driving



Target: To decrease observed cellular phone usage among drivers to 1.3 percent by December 31, 2021.

Justification: This performance target was determined by using a linear trend line based on the 2013-2019 annual observed cellular phone use data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

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

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

Target: 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.

Justification: HDOT and the four county police departments have been working to streamline processes and improve upon timeliness of crash data. The police departments' migration to electronic MVARs and HDOT's project to replace their antiquated Traffic Accident Reporting System (TARS) database with the new SHACA crash reporting database have contributed significantly to improvements in receiving crash reports in a timely manner and entry into the database. This performance target was determined by taking into account the planned activities for FFY 2021, including continued development of SHACA; building the interface between the Maui Police Department (MPD) and HDOT; and completion of the new electronic crash reports.

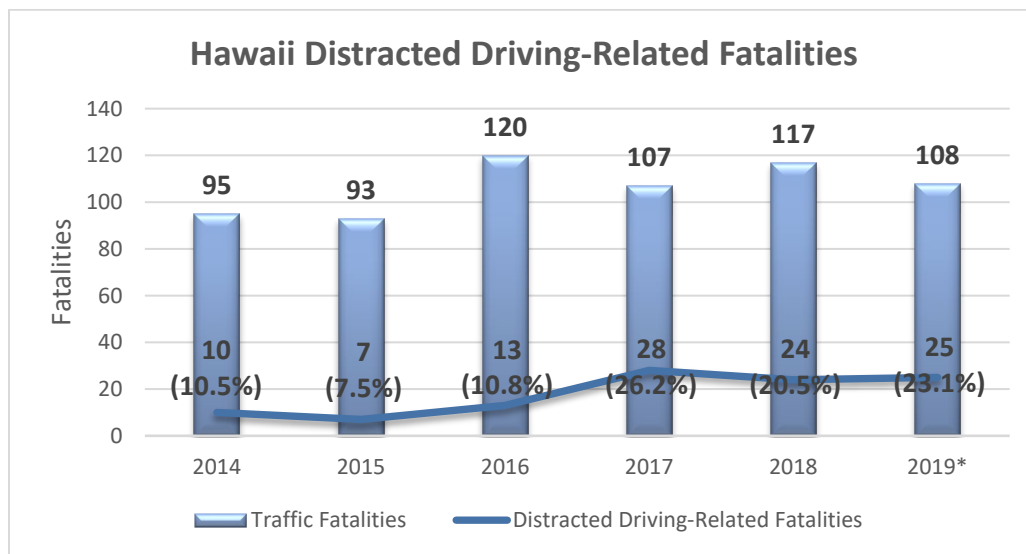
PROGRAM AREAS

Program Area: Distracted Driving

Description of Highway Safety Problems

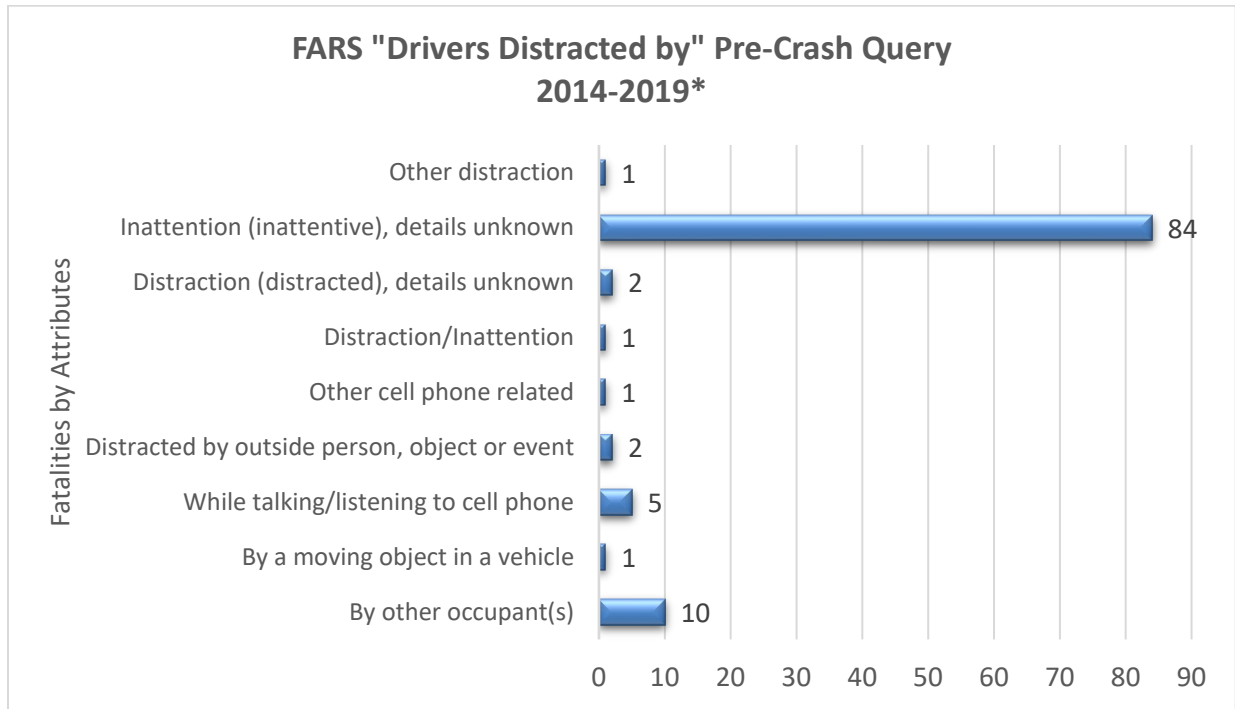
Distracted driving continues to claim lives throughout our nation. In 2018, 2,841 people (or eight percent) lost their lives in motor vehicle crashes involving distracted drivers, according to NHTSA. Additionally, the percentage of drivers using handheld cell phones was 2.9 percent, based on the latest National Occupant Protection Use Survey.

Locally, distracted driving has evolved into a serious traffic safety concern on Hawaii's roadways. In 2018, 24 out of 117, or 20.5 percent of Hawaii's 2018 traffic fatalities involved distracted drivers, higher than the nation's eight percent. The data is based on a FARS Pre-Crash query of our 2018 MVARs/ Police Accident Reports, use the "Drivers Distracted by" element. Additionally, the chart below shows that the number of distracted driving-related fatalities has increased in recent years.



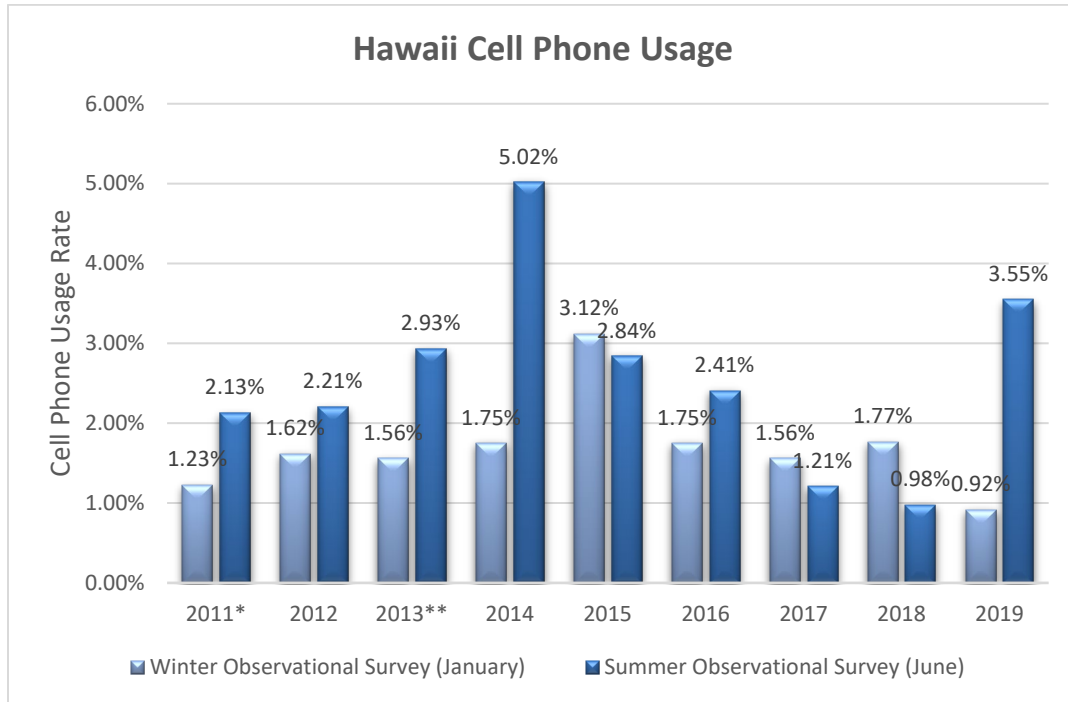
**Preliminary 2019 state data*

A FARS Pre-Crash query for 2014-2019 showed that 107 out of 640 motor vehicle fatalities were distracted driving related. Based on the “Drivers Distracted by” query, the breakdown below of attributes documented by police shows “Inattention” as the major contributing factor for 84 of the 107 distracted driving-related fatalities, with “By other occupant(s)” ranking a distant second as a contributing factor for 10 fatalities.



Cell Phone Usage

Another data source utilized is Hawaii's cell phone usage rate, from the annual observational surveys conducted by the UH's Department of Urban and Regional Planning. The chart below details cell phone usage rates, beginning with 2011, the first year observing cell phone use included in the survey. The latest observational survey results show that Hawaii's overall statewide cell phone usage rate increased from .92 percent (January 2019) to 3.55 percent (June 2019), higher than the 2.9 percent national average.



*First year observing cell phone usage is included in observational survey.

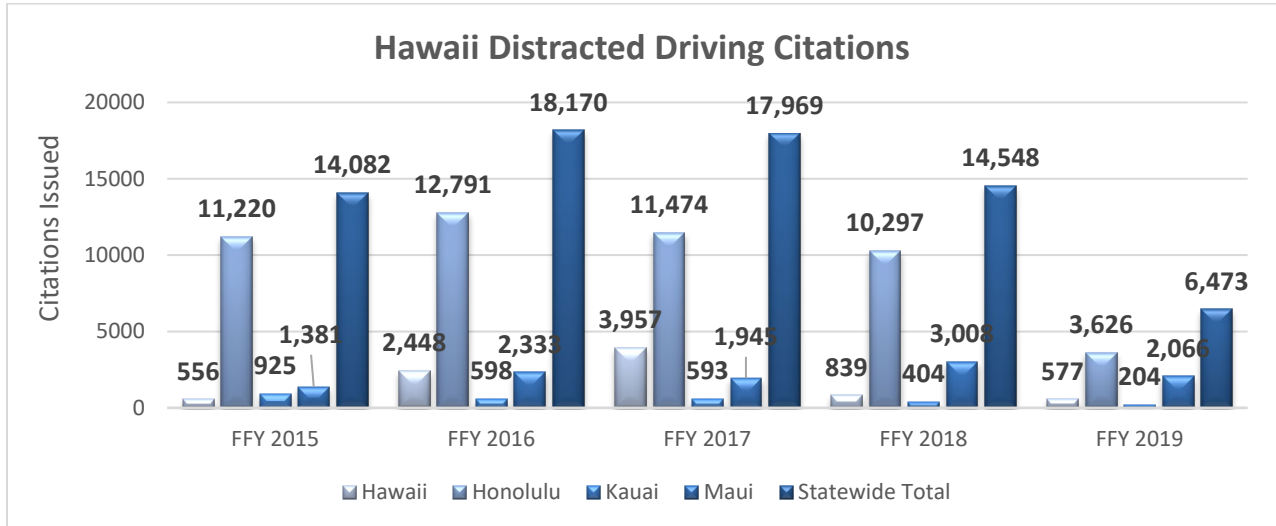
**MED law went into effect July 1, 2013.

Distracted Driving Enforcement

Prior to Hawaii passing its distracted driving or MED law, all four counties had ordinances banning cell phone use while driving. Effective July 1, 2013, Hawaii's MED law prohibits a person from operating a motor vehicle while using a MED. Additionally, anyone under 18 years of age is prohibited from operating a motor vehicle while utilizing a hands-free MED.

In addition to FARS and observational survey statistics, statewide enforcement data of the number of MED citations issued also supports that distracted driving is a traffic safety concern. The chart below provides the number of distracted driving citations issued (grant- and county-funded) during FFY 2015 through 2019. Although there is a noticeable decrease in the number

of MED citations issued during FFY 2019, our county police departments experienced unforeseen internal issues, which affected their enforcement efforts.



Behavioral Survey

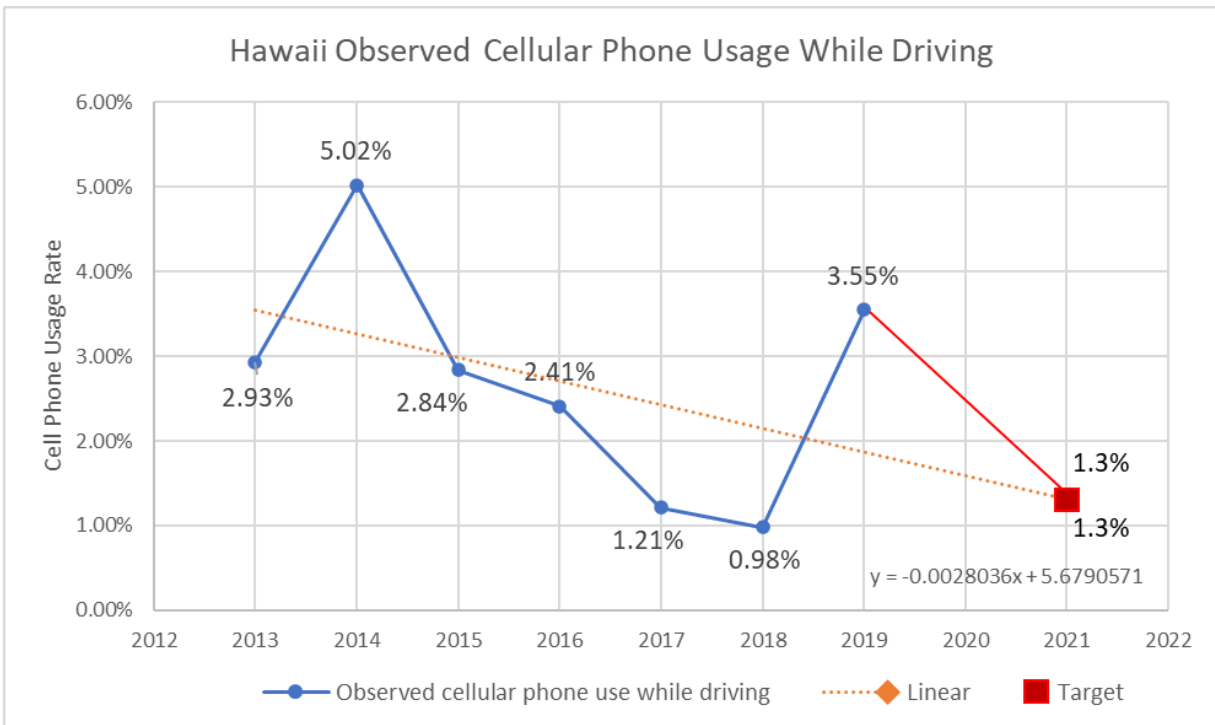
HDOT contracted for a behavioral survey to be conducted to measure the public’s views, perceptions, and behaviors regarding various traffic safety concerns and issues, including distracted driving. The November 2018 quantitative study findings showed respondents had the following attitudes:

		AUG-2018 n=456	NOV-2018 n=474
Speeding/aggressive driving		56%	59%
Texting while driving		58%	58%
Driving under the influence		42%	40%
Disregard of traffic signals by drivers, pedestrians, and/or bicycles		36%	39%
Talking on cell phones		32%	31%

- 58 percent of Hawaii’s residents identified “Texting while driving” as the second biggest safety problem on Hawaii’s roadways;
- 31 percent of respondents considered “Talking on cell phones” as a safety concern also;
- 92 percent of respondents knew that it was illegal to hold a MED such a cell phone while operating a motor vehicle even at a stop sign or red light;

- 68 percent of those surveyed felt that the fear of getting in an accident and injuring someone had the most significant impact on them as a deterrent from driving distracted.
- 17 percent of those polled feared getting a ticket would deter them; and
- 10 percent or less of respondents felt the inconvenience of getting a ticket, knowing their insurance rates would go up, or the embarrassment of getting pulled over by the police would deter them from driving distracted.

Associated Performance Measures



Hawaii’s FFY 2021 performance target for distracted driving is a cell phone usage rate of 1.3 percent. This performance target was determined by using a linear trend line based on the cell phone usage rates taken from observational surveys conducted from 2013 to 2019.

Countermeasures Strategies and Planned Activities

Based on the data we considered, HDOT proposes the following countermeasure strategies and planned activities to address Hawaii’s distracted driving issue:

Countermeasure Strategies	
Countermeasure #1:	Enforcement
Countermeasure #2:	Distracted Driving Communications Campaign
Countermeasure #3:	Program Management

Countermeasure #1: Enforcement

Planned Activities		
High Visibility Enforcement (HVE)	Intended subrecipients:	Hawaii County Police Department (HCPD), Honolulu Police Department (HPD), Kauai Police Department (KPD), MPD
	Estimated funding amount:	\$399,636.16
	Equipment purchases:	None
	Funding source:	FAST 402 DD

Planned Activities in Countermeasure Strategy

Planned Activity #1: High Visibility Enforcement	
Intended subrecipients:	HCPD, HPD, KPD, MPD
Estimated funding amount:	\$399,636.16
Equipment purchases:	None
Funding source:	FAST 402 DD
Planned activity description:	
<p>HDOT will utilize High-Visibility Enforcement (HVE) as a planned activity to deter distracted driving and increase the perceived risk of receiving a ticket, like addressing alcohol-impaired driving.</p> <p>As part of this planned activity, subrecipients will use grant funds to:</p> <ul style="list-style-type: none"> Conduct year-round overtime enforcement of Hawaii's MED law. Police will actively seek drivers using cell phones through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer once a driver is detected as using a cell phone; 	

- Increase their HVE efforts during October's Distracted Driving National Enforcement Mobilization, April's National Distracted Driving Awareness Month, and participate in NHTSA's Connect to Disconnect campaign; and
- Conduct media and community outreach activities such as the following:
 - Provide safety talks/presentations
 - Distribute informational collateral at community events
 - Conduct a distracted driving game at community events
 - Work with their respective radio stations for interviews and or produce a public service announcement (PSA)
 - Work with their respective newspaper agencies for news articles

Countermeasure #2: Distracted Driving Communications Campaign

Planned Activities		
HDOT Distracted Driving Media Campaign	Intended subrecipients:	HDOT
	Estimated funding amount:	\$100,000.00
	Equipment Purchases:	None
	Funding source:	FAST 402 DD
Distracted Driving Media Contractor	Intended subrecipient:	Contractor to be awarded
	Estimated funding amount:	\$100,000.00
	Equipment purchases:	None
	Funding source:	FAST 402 DD

Planned Activities in Countermeasure Strategy

Planned Activity #1: HDOT Distracted Driving Media Campaign	
Intended subrecipients:	HDOT
Estimated funding amount:	\$100,000.00
Equipment purchases:	None
Funding source:	FAST 402 DD
<i>Planned activity description:</i>	
<p>As part of the Distracted Driving Communications Campaign, HDOT will implement a Distracted Driving Media Campaign as a planned activity to support and supplement the four county police departments' statewide HVE activities.</p> <p>As part of this planned activity, HDOT will use funds to:</p> <ul style="list-style-type: none"> • Conduct a statewide media and educational campaign, including during National Distracted Driving Awareness Month in April, to raise the public's awareness about the dangers of distracted driving, as well as to remind drivers that police are enforcing Hawaii's MED law year-round; and • Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms. 	

Planned Activity #2: Distracted Driving Media Contractor

Intended subrecipients: Contractor to be awarded
Estimated funding amount: \$100,000.00
Equipment purchases: None
Funding source: FAST 402 DD

Planned activity description:

In addition to utilizing paid media, HDOT will procure a Distracted Driving Media Contractor as a planned activity to conduct a statewide Distracted Driving educational campaign, which includes a social media component. Also, the educational campaign will provide additional support for statewide enforcement initiatives.

As part of this planned activity, HDOT will use grant funds to hire a media contractor to implement a statewide educational campaign, which may include:

- Conducting statewide distracted driving simulator presentations;
- Purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events;
- Incorporating attitudinal survey findings into a PSA;
- Services to track earned media coverage; and
- Related training, travel and equipment purchases.

Countermeasure #3: Program Management

Planned Activities	
Distracted Driving Program Management	Intended subrecipients: HDOT
	Estimated funding amount: \$30,000.00
	Equipment purchases: \$9,500.00
	Funding source: FAST 402 DD

Planned Activities in Countermeasure Strategy

Planned Activity #1: Distracted Driving Program Management
Intended subrecipients: HDOT
Estimated funding amount: \$30,000.00
Equipment purchases: Distracted driving simulator
Funding source: FAST 402 DD
<p><i>Planned activity description:</i></p> <p>As part of our Distracted Driving Program Management, HDOT’s Highway Safety Section will provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all distracted driving-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Distracted Driving grants; • Coordinate statewide distracted driving campaigns; • Cover the salary for the Distracted Driving Program Manager; and • Cover any distracted driving-related training, travel and equipment costs to further the goals and strategies of the HSP and Hawaii SHSP.

Program Area: Emergency Medical Services

Description of Highway Safety Problems

Every second counts in an emergency such as a motor vehicle crash. It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. If motor vehicle crash victims can receive care within the “golden hour”, it will reduce the number of traffic fatalities and number of serious injuries.

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 vehicle comes to a stop on the victim. The airbag lifts can safely and gently lift off vehicles that have pinned crash victims to the ground, thus increasing the chance of survival.

Honolulu Fire Department needs to purchase extrication kits for their more rural stations, Waikele and Kahaluu. Waikele and Kahaluu have not received a battery-operated extrication set or grant assistance in the past. The current set in Waikele is approximately 9 years old and not battery operated, and the set in the Kahaluu district is approximately 30 years old. By replacing their older corded sets with cordless kits, they will be able to reduce the amount of time it takes to extract the crash victim and get them to the hospital with the goal of reducing the chance of the person becoming a fatality.

STATION 42 - WAIKELE

	2017	2018	2019
Roadway Incidents	171	145	164
Overall Traffic Related Incidents	49	47	50
Motor Vehicle Accidents that Involved Injuries and Accidents Requiring Extrication	29	31	27
Accidents solely on the State highways involving vehicle accident injuries and extrication	16	17	16
MVC response times for the last 3 years for each location	11:34	11:38	11:27

STATION 37 - KAHALUU

	2017	2018	2019
Roadway Incidents	65	70	76
Overall Traffic Related Incidents	22	27	18
Motor Vehicle Accidents that Involved Injuries and Accidents Requiring Extrication	18	22	13
Accidents solely on the State highways involving vehicle accident injuries and extrication	10	18	12
MVC response times for the last 3 years for each location	8:17	8:23	10:13

For Hawaii County Captain Cook and North Kohala Fire Stations to utilize the self-contained, battery powered rescue tools will allow them to move quickly and extricate patients swiftly in the least desirable of situations. For FFY2020, Hawaii County Fire Department received a NHTSA grant to provide both Captain Cook and North Kohala Fire Stations which cover very remote areas on the Big Island. In certain situations, assistance from the next closest station may take an excess of 30 minutes. To reduce the number of fatalities, it is important to extricate the crash victim quickly so as to be able to get them quickly since transport time is long. This year they are requesting to cover another remote station in Keahou.

STATION - KEAHO

	2017	2018	2019
Motor vehicle accident with no injuries	18	29	34
Motor vehicle/pedestrian accident (MV Ped)	3	2	5
Vehicle accident with injuries	33	39	23
Extrication of victim (s) from vehicle	0	0	0
Sum	54	70	62
Average of Response Time	0:08:20	0:08:44	0:07:35

For Maui County, they had previously purchased extrication equipment for their stations. During FF20, they used NHTSA grants to purchase extrication equipment for their Kula and Napili 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 they are purchasing for the five most important locations will be instrumental to reducing the amount of time it takes to extricate and transport crash victims to a hospital is vital in reducing the number of traffic fatalities and serious injuries.

<u>STATION 2 - Paia</u>	2017	2018	2019
Overall Traffic Related Incidents	120	113	126
MVAs involving injuries / extrication	35	40	45
Motor Vehicle / Pedestrian Accidents	3	3	4
MVA Average Response Times	11:24	11:20	11:20

<u>STATION 3 - Lahaina</u>	2017	2018	2019
Overall Traffic Related Incidents	136	133	135
MVAs involving injuries / extrication	54	64	62
Motor Vehicle / Pedestrian Accidents	7	9	10
MVA Average Response Times	8:32	8:20	8:35

<u>STATION 7 - Hana</u>	2017	2018	2019
Overall Traffic Related Incidents	17	18	28
MVAs involving injuries / extrication	2	3	9
Motor Vehicle / Pedestrian Accidents	0	1	1
MVA Average Response Times	15:11	13:00	16:02

<u>STATION 10 - Kahului</u>	2017	2018	2019
Overall Traffic Related Incidents	222	186	188
MVAs involving injuries / extrication	84	78	95
Motor Vehicle / Pedestrian Accidents	7	11	12
MVA Average Response Times	12:28	7:11	7:17

<u>STATION 13 - Kula</u>	2017	2018	2019
Overall Traffic Related Incidents	55	63	73
MVAs involving injuries / extrication	23	24	39
Motor Vehicle / Pedestrian Accidents	0	1	1
MVA Average Response Times	11:51	12:09	14:09

Because of the remoteness of these two locations, reducing the amount of time it takes to extricate and transport crash victims to a hospital is vital and can make the difference between life or death. Being that islands of Maui and Hawaii are significantly larger with more remote towns, their estimated response time could be longer.

Countermeasures Strategies and Planned Activities

Based on our data, HDOT proposes the following countermeasure strategies and planned activities to address Hawaii’s EMS response time:

Countermeasure Strategies	
Countermeasure #1:	Equipment
Countermeasure #2:	Program Management

Countermeasure #1: Equipment

HDOT proposes the following countermeasure strategies and planned activities to address the issue of reducing the amount of time it takes to extricate and transport crash victims:

Planned Activities	
Equipment Purchase	<p>Intended subrecipients: Hawaii County Fire Department (HCFD), HFD, Maui Fire Department (MFD)</p> <p>Estimated funding amount: \$145,342.98</p> <p>Equipment purchases: 2 Genesis All 9 Eforce Cutters, 2 Genesis Eforce S53 spreader, 2 22-52 Telescopic RAMs, 1 eDraulic cutter kit, 5 Multiforce air lifting bag kits</p> <p>Funding source: FAST 402 EM</p>

Planned Activities in Countermeasure Strategies

Planned Activity #1: Extrication equipment	
Intended subrecipients:	HFD; HCFD; FD
Estimated funding amount:	\$145, 342.98
Equipment purchases:	3 cordless extrication sets, 5 airbag vehicle lifts
Funding source:	FAST 402 EM

Planned activity description:

To purchase a minimum of three cordless extrication equipment sets, two for Honolulu County Fire Department, one for the HCFD and five airbag vehicle lifts for the Maui County Fire Department. The equipment will reduce the amount of time it takes to safely extricate crash victims from motor vehicles.

Countermeasure #2: Program Management

Planned Activities		
Program Management	Intended recipients:	HDOT
	Estimated funding amount:	\$5,000
	Equipment purchases:	None
	Funding source:	FAST 402 EM

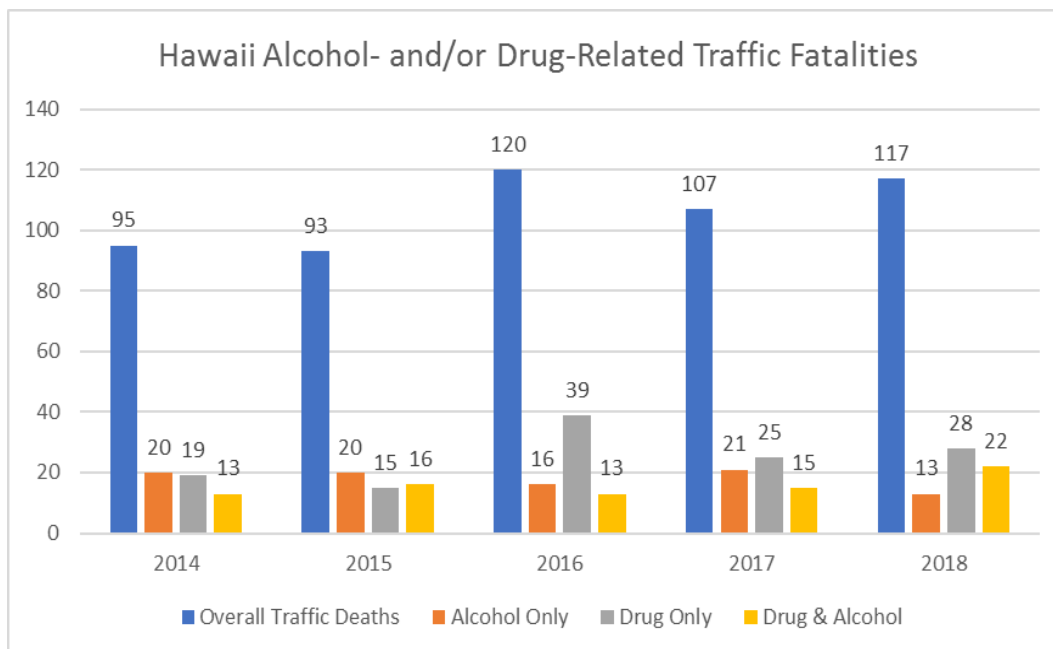
Planned activities in countermeasure strategy

Planned Activity #1: EMS Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	\$5,000.00
Equipment purchases:	None
Funding source:	FAST 402 EM
<i>Planned activity description:</i>	
<p>Management of the EMS Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all EMS-related activities work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none">Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for EMS Management grants;Cover the salary for the EMS Management Program Manager; andCover any EMS related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.	

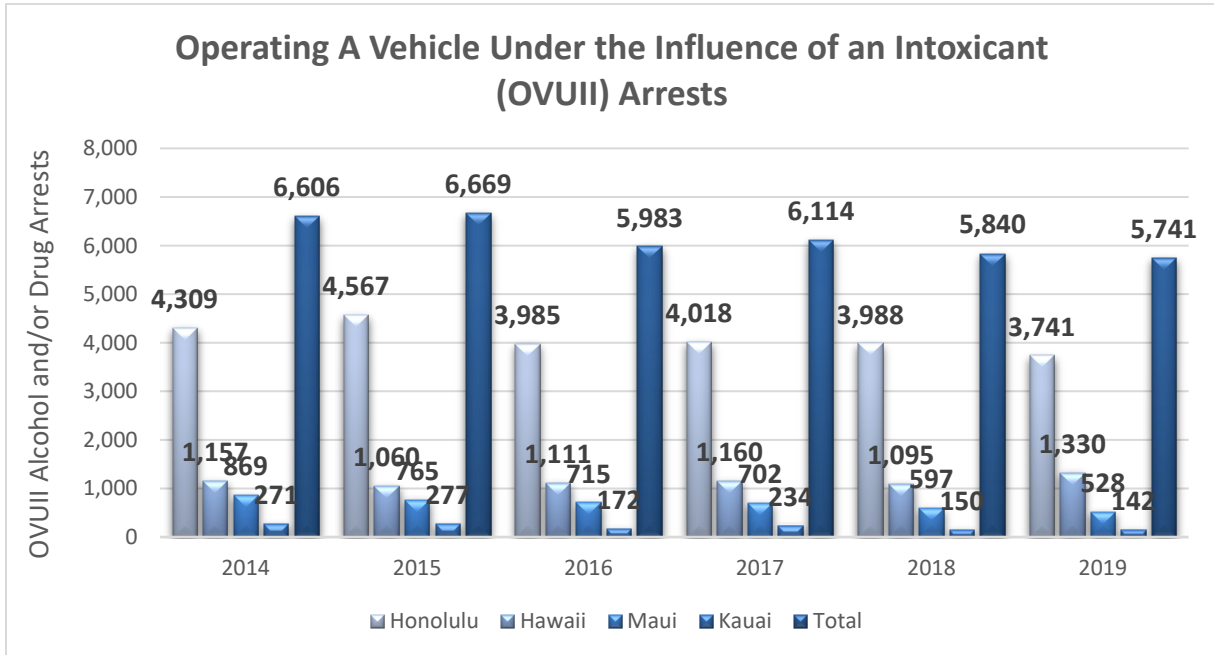
Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

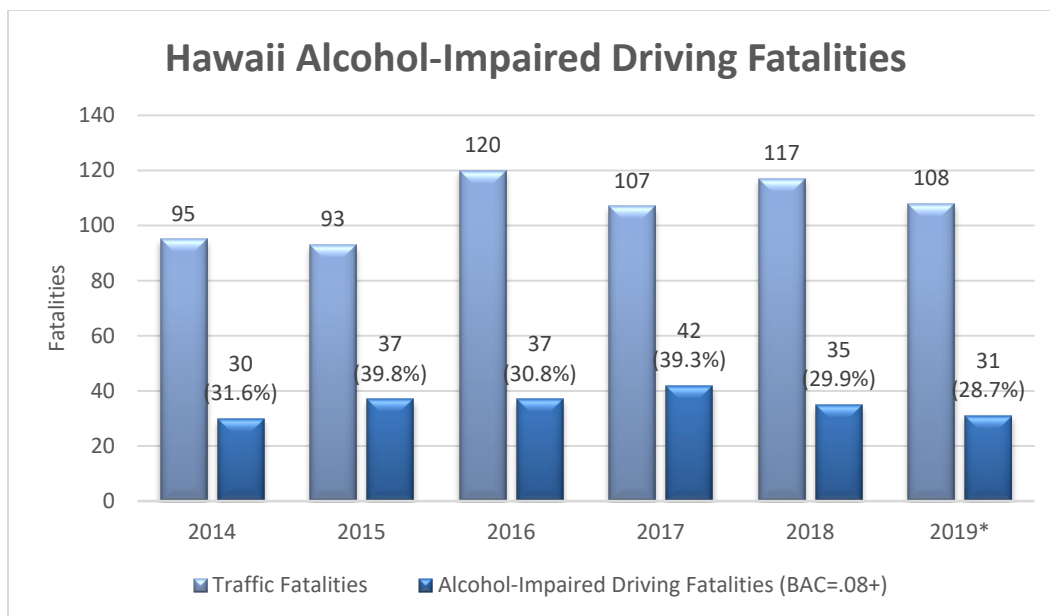
Impaired driving continues to be a traffic safety priority in Hawaii. According to FARS, an average of 55.4 percent of Hawaii's traffic fatalities from 2014 to 2018 involved alcohol and/or drugs. In recent years, drug-only traffic fatalities outpaced alcohol-only traffic fatalities, as detailed in the chart below.



Additionally, our enforcement data of OVUII arrests for 2014-2019, indicates driving under the influence of alcohol and drugs is a serious concern on our roadways. The chart below shows a breakdown by county of grant- and county-funded arrests, with majority of the OVUII arrests happening in Honolulu due to population size.

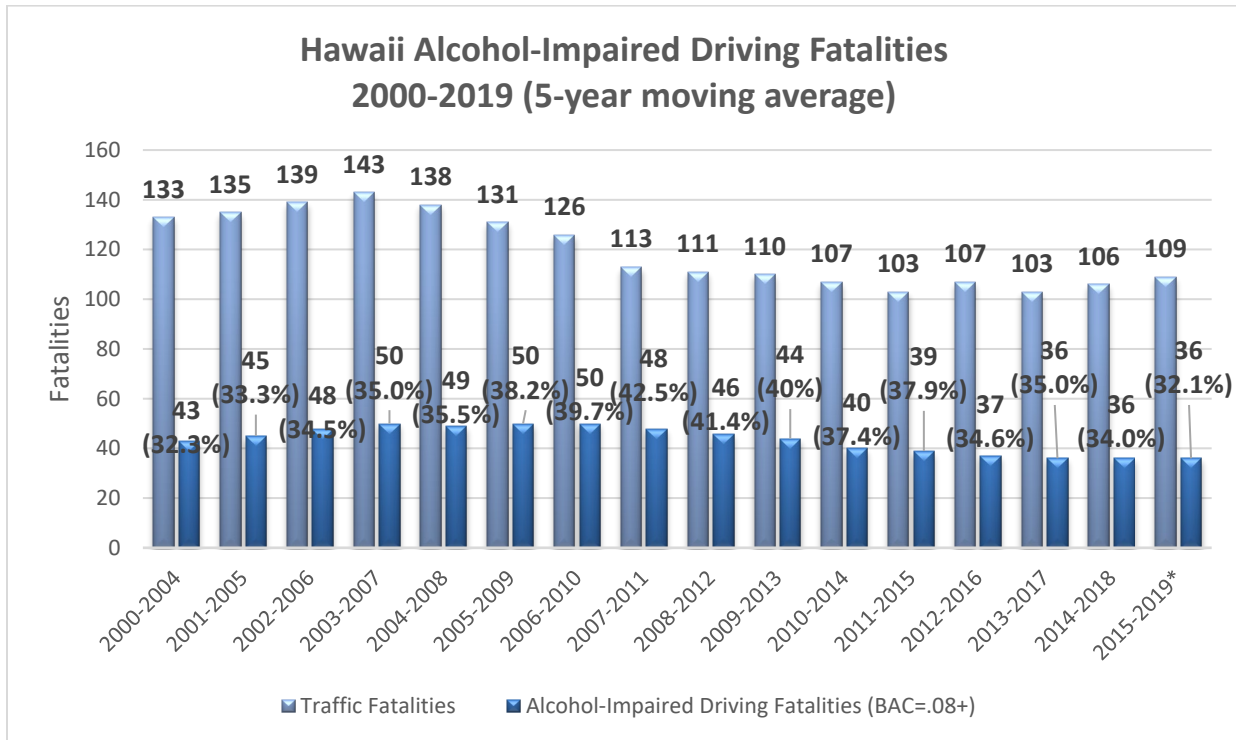


In addition to OVUII statistics, FARS data of Hawaii’s alcohol-impaired driving fatalities for 2014 through 2019 shows that combating driving under the influence of alcohol continues to be a traffic safety concern.



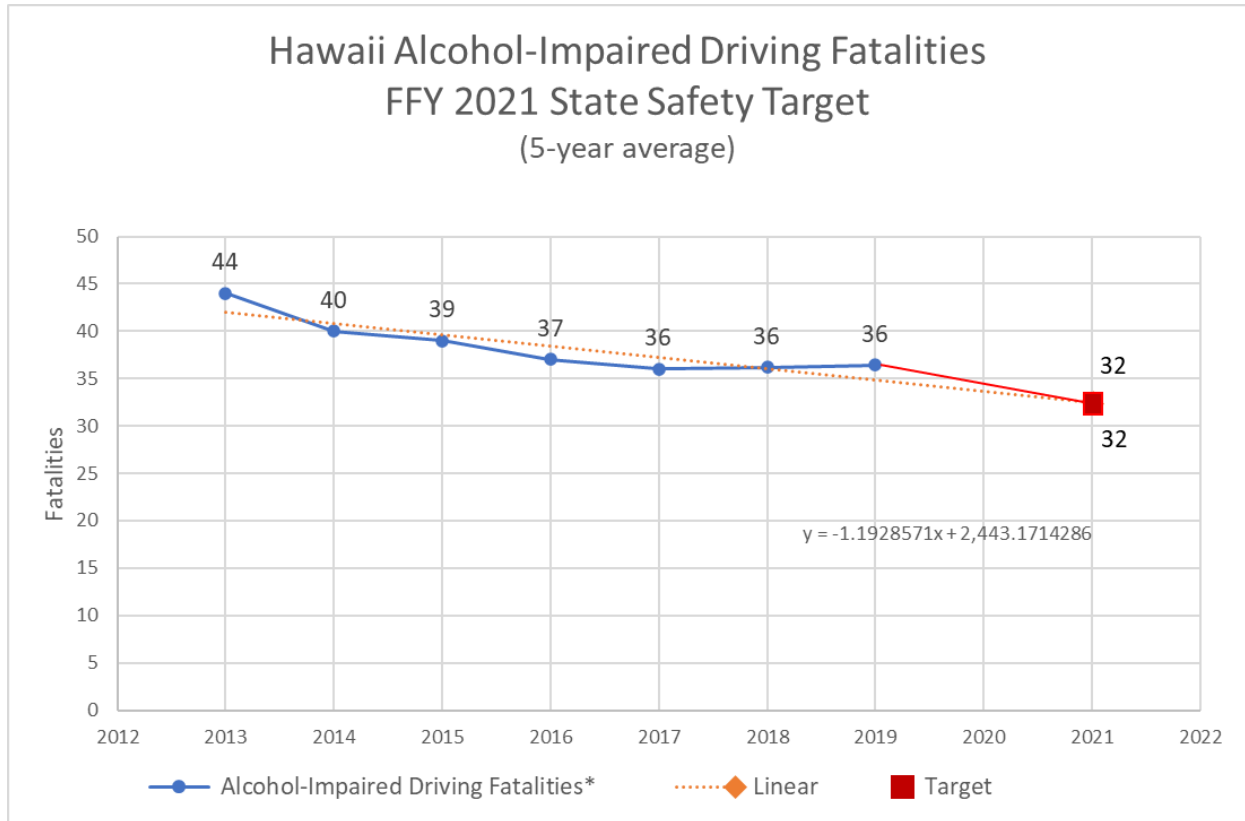
*Includes preliminary 2019 state data

Additionally, the five-year moving average of FARS alcohol-impaired driving fatalities data over the past 20 years shows a trend in the chart below that our alcohol-impaired driving fatalities have been decreasing.



*Includes preliminary 2019 state data

Associated Performance Measures



*Includes preliminary 2019 state data

Hawaii's FFY 2021 performance target for alcohol-impaired driving fatalities is 32. This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

Countermeasures Strategies and Planned Activities

Based on our data, HDOT proposes the following countermeasure strategies and planned activities to address Hawaii’s impaired driving issue:

Countermeasure Strategies	
Countermeasure #1:	Enforcement
Countermeasure #2:	Impaired Driving Enforcement Tools and Resources
Countermeasure #3:	Prosecution and Adjudication
Countermeasure #4:	Impaired Driving Communications Campaign
Countermeasure #5:	Program Management

Countermeasure #1: Enforcement

Planned Activities		
High Visibility Enforcement	Intended subrecipients:	HCPD, HPD, KPD, MPD
	Estimated funding amount:	\$1,457,378.23
	Equipment purchases:	None
	Funding sources:	154 AL/164 AL/FAST 405d
Youth Deterrence	Intended subrecipients:	HPD, KPD, MPD, UH’s Office of Public Health Studies
	Estimated funding amount:	\$449,447.54
	Equipment purchases:	None
	Funding sources:	154 AL/ 164 AL/ FAST 405d

Planned Activities in Countermeasure Strategy

Planned Activity #1: High Visibility Enforcement	
Intended subrecipients:	HCPD, HPD, KPD, MPD
Estimated funding amount:	\$1,457,378.23
Equipment purchases:	None
Funding source:	154 AL/ 164 AL/ FAST 405d
<i>Planned activity description:</i>	
<p>HDOT will incorporate HVE of Hawaii’s OVUII laws as a planned activity to enhance statewide impaired driving enforcement efforts. HVE will be utilized to change drivers’ behavior and deter them from driving while impaired. Based on various data sources, including crash analysis and geocoded crashes, the four county police departments will conduct HVE in areas where it is a problem and impaired driving-related crashes are known to occur.</p>	

As part of this planned activity, the subrecipients will use grant funds to:

- Conduct “52/12” sobriety checkpoints (at least one sobriety checkpoint a week for 52 weeks) and saturation patrols, including during holidays and specific dates;
- Conduct HVE during NHTSA’s national “Drive Sober or Get Pulled Over” mobilizations;
- Implement and purchase equipment (technology) for an electronic warrant pilot program. Police departments and prosecutors will work with a consultant/contractor to develop an e-search warrant program to be used on desktop computer, laptops and/or mobile devices (smart phones, tablets, etc.). Development of an electronic search warrant system is needed to expedite procedures to attain biological samples for forensic toxicology testing in alcohol- and drug-impaired driving cases. The current system is laborious and long, and impedes the adjudication process. Alcohol and especially drugs may quickly leave a person’s system by the time a hard copy search warrant is approved by a judge, and exigency cannot always be argued because of recent U.S. Supreme Court rulings and the expectation that courts are utilizing technology that should be available to them (e.g., electronic search warrants); and
- Purchase equipment and related items (e.g., preliminary alcohol screening devices to assist officers with post SFST testing) to enhance impaired driving enforcement efforts.

Police will support their HVE efforts with earned media activities such as:

- Issue press releases about sobriety checkpoints and saturation patrols to be conducted;
- Work with respective radio stations for interviews and PSAs;
- Work with respective newspaper agencies for news articles; and
- Seek out media opportunities to raise public awareness about impaired driving.

Planned Activity #2: Youth Deterrence

Intended subrecipients: HPD, KPD, MPD, UH’s Office of Public Health Studies

Estimated funding amount: \$449,447.54

Equipment purchases: None

Funding source: 154 AL/ 164 AL/ FAST 405d

Planned activity description:

As accessibility to alcohol is a contributing factor to underage drinking, HDOT will include Youth Deterrence as a planned activity to enforce Hawaii’s laws relating to underage drinking:

- Hawaii Revised Statutes (HRS) §712-1250.5, it is illegal for an adult to provide alcohol to anyone under the age of 21 and/or knowingly permit a minor to possess alcohol on their property (referred to as the Social Host Law); and
- HRS §281-101.5, if anyone under the age of 21 is caught drinking, holding or buying alcohol, they will lose their driver's license (referred to as the Use & Lose Law).

As part of this planned activity, agencies and subrecipients will use grant funds to:

- Conduct Youth Deterrence operations, which involves officers utilizing rental vehicles in an undercover capacity and targeting locations where underage drinkers are known to congregate; and
- Conduct statewide compliance checks on off-premise alcohol retailers, which involves plain clothed officer OPHS will be expanding from conducting compliance checks on Kauai, to include Hawaii and Maui; and
- Purchase equipment, travel and related items.

Countermeasure #2: Impaired Driving Enforcement Tools and Resources

Planned Activities	
Impaired Driving Enforcement Conferences, Trainings and Meetings	Intended subrecipients: HCPD, HPD, KPD, MPD, DOH, HDOT Estimated funding amount: \$1,031,471.14 Equipment purchases: None Funding sources: 154 AL/ 164 AL/ FAST 405d
State Laboratory	Intended subrecipients: DOH Estimated funding amount: \$1,817,683.41 Equipment purchases: \$1,439,000.00 Funding sources: 154 AL/ 164 AL/ FAST 405d

Planned Activity #1: Impaired Driving Enforcement Conferences, Trainings and Meetings	
Intended subrecipients:	HCPD, HPD, KPD, MPD, HDOT, DOH
Estimated funding amount:	\$1,031,471.14
Equipment purchases:	None
Funding source:	154 AL/ 164 AL/ FAST 405d
<i>Planned activity description:</i>	
<p>As part of the Impaired Driving Enforcement Conferences, Trainings and Meetings planned activity, agencies and subrecipients will use grant funds to attend the following national and local Impaired Driving-related conferences, trainings and meetings:</p> <ul style="list-style-type: none"> • Traveling to national conferences [i.e., Lifesavers Conference; CMI User Group; Drug Recognition Expert (DRE) Conference; and Borkenstein Alcohol and Drug Courses] will ensure police remain updated on emerging impaired driving issues and traffic safety concerns at the national level. • Attending local trainings (e.g., CMI Intoxilyzer Trainings; DRE School; DRE In-Service Training; Advanced Roadside Impaired Driving Enforcement (ARIDE) Trainings; and Standardized Field Sobriety Testing (SFST) Training) will provide the opportunity to attain new and/or updated information about emerging impaired driving issues, which could impact their respective impaired driving enforcement efforts. • Attending local meetings (e.g., Traffic Commanders; Hawaii Impaired Driving Task Force (IDTF); and Hawaii DAID) will ensure police are updated on local impaired driving issues and traffic safety concerns. 	

- Hosting local trainings and meetings (e.g., ARIDE Trainings; DRE School; SFST Training, CMI Intoxilyzer Trainings, DRE In-Service Training; and Traffic Commanders, IDTF and DAID meetings).

Planned Activity #2: State Laboratory

Intended subrecipients: DOH
 Estimated funding amount: \$1,817,683.41
 Equipment purchases: LC-MS-3-Quad, GC-FID with headspace, biosafety cabinet, LIMS tracking system, analytical balance, nitrogen generator
 Funding source: 154 AL/ 164 AL/ FAST 405d

Planned activity description:

DOH will use grant funds to establish Hawaii’s first forensic toxicology state laboratory to test urine and blood samples for OVUII-alcohol and drug cases. Establishment of a state-run laboratory will allow for in-state testing of urine and blood; faster turnaround time for toxicology results for successful prosecution of impaired driving cases; and consistent lab analysis of drugs/alcohol with emphasis on data quality and public health.

As part of this planned activity, DOH will use funds to:

- Contract lab personnel to include
 - One Chemist V position responsible for the planning and operation of the lab and overall supervision of all lab activities;
 - One Chemist IV position that will serve as the chemistry quality assurance and certification officer;
 - Three Chemist III positions to perform a range of drug and alcohol analyses, as well as provide related legal testimony; and
 - One lab assistant
- Purchase lab supplies (other direct costs) such as reagents; solvents; glassware; compressed gases; top loader balance; pH meter; freezers and refrigerators for storage of specimens; solvent/corrosive cabinets; deionizer water; cleaning supplies (brushes, detergents); performance evaluation samples; etc.
- Purchase the testing instruments and equipment
 - Triple Quadrupole Liquid Chromatography/Mass Spectrometry (LC-MS-3-Quad) – Instrument for forensic drug and alcohol testing;
 - Gas Chromatography with flame ionization detector and headspace (GC-FID with headspace) – Instrument for blood alcohol testing;
 - Biosafety cabinet – Enclosed and ventilated space to safely handle human specimens;
 - Analytical balance – Scale used to weigh the samples, reagents, etc.; and

- Nitrogen generator – Used to run the instruments
- Develop the Laboratory Information Management System (LIMS) software that will be used to track specimens for chain of custody
- Cover lab accreditation and certification costs
- Cover related travel and training costs

Please note that HDOT is also pursuing alternate sources of funding for the state lab:

- During the 2020 Legislative Session, a bill to establish a special fund for the lab and direct fines from repeat and habitual OVUII offenses was advancing in the Hawaii Legislature but died when the COVID-19 pandemic abruptly halted the session. We had planned to amend the bill to include positions for the lab since we were advised that transferring positions from HDOT to DOH would require legislation. Although, HDOT plans to reintroduce the bill next session, we are unsure if we will include language to create/transfer the positions since those vacant positions may no longer exist and our Legislature may not want to create new positions during the current economic crisis.
- HDOT previously pledged funding to assist with initial start-up costs using state funds. We are unsure if that funding will still be available with the current state of our economy and extensive budget cuts.

Countermeasure #3: Prosecution and Adjudication

Planned Activities	
Prosecutorial Initiatives	<p>Intended subrecipients: Hawaii County Office of the Prosecuting Attorney, City and County of Honolulu’s Department of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney</p> <p>Estimated funding amount: \$362,577.95</p> <p>Equipment purchases: None</p> <p>Funding sources: 154 AL/ 164 AL/ FAST 405d</p>
Judicial Initiatives	<p>Intended subrecipients: The Judiciary, HDOT</p> <p>Estimated funding amount: \$186,967.00</p> <p>Equipment purchases: None</p> <p>Funding sources: 154 AL/ 164 AL/ FAST 405d</p>

Planned Activities in Countermeasure Strategy

Planned Activity #1: Prosecutorial Initiatives	
Intended subrecipients:	Hawaii County Office of the Prosecuting Attorney, City and County of Honolulu’s Department of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney
Estimated funding amount:	\$362,577.95
Equipment purchases:	None
Funding source:	154 AL/ 164 AL/ FAST 405d
<i>Planned activity description:</i>	
<p>As part of the Prosecutorial Initiatives planned activity, county prosecutor offices will use grant funds for the following:</p> <ul style="list-style-type: none"> • Attend the following national and local conferences, trainings and meetings to ensure prosecutors are up to date on national and local impaired driving issues and traffic safety concerns: <ul style="list-style-type: none"> ○ National conferences: Lifesavers, CMI User Group, DRE and Traffic Safety Resource Prosecutor (TSRP) Conferences ○ Local trainings: CMI Intoxilyzer, DRE In-Service, ARIDE and SFST Trainings ○ Local meetings: Traffic Commanders, IDTF and DAID meetings 	

- Coordinate an annual statewide training to provide county prosecutors and law enforcement with current information regarding nationwide issues, trends and practices needed to prosecute impaired drivers.
- Conduct TSRP activities, which includes assessing training needs and providing trainings to prosecutors and police statewide, as well as updating prosecutors statewide on issues and court decisions that may impact Hawaii’s law enforcement procedures and adjudication of impaired driving cases.
- Implement a pilot “electronic warrant” system.

Planned Activity #2: Judicial Initiatives	
Intended subrecipients:	The Judiciary, HDOT
Estimated funding amount:	\$186,967.00
Equipment purchases:	None
Funding source:	154 AL/ 164 AL/ FAST 405d
<i>Planned activity description:</i>	
<p>As part of the Judicial Initiatives planned activity, subrecipients will use grant funds for the following initiatives:</p> <ul style="list-style-type: none"> • Conduct statewide judicial training on Oahu for district court judges; • Send representatives to attend a National Judicial College course or national conference focused on impaired driving and highway safety issues to better understand impaired driving and highway safety issues; • Send representatives to attend a national conference to gain updated information, purchase equipment and cover monitoring-related DWI Court costs; • Conduct court monitoring to ensure consistency for impaired driving cases, and provide training and stipends to court monitors; and • Funds may be used for related training, travel and equipment purchase with prior approval from HDOT. 	

Countermeasure #4: Impaired Driving Communications Campaign

Planned Activities	
HDOT Alcohol-Impaired Driving Media Campaign	Intended subrecipients: HDOT Estimated funding amount: \$300,000.00 Equipment purchases: None Funding sources: 154 PM/ 164 PM/ FAST 405d
HDOT Alcohol-Impaired Driving Media Contractor	Intended subrecipients: Contractor to be awarded Estimated funding amount: \$100,000.00 Equipment purchases: To be advised Funding sources: 154 PM/ 164 PM/ FAST 405d
HDOT Drug-Impaired Driving Media Campaign	Intended subrecipients: HDOT Estimated funding amount: \$200,000.00 Equipment purchases: None Funding sources: 154 PM/ 164 PM/ FAST 405d
HDOT Drug-Impaired Driving Media Contractor	Intended subrecipients: Contractor to be awarded Estimated funding amount: \$100,000.00 Equipment purchases: To be advised Funding sources: 154 PM/ 164 PM/ FAST 405d

Planned Activities in Countermeasure Strategy

Planned Activity #1: HDOT Alcohol-Impaired Driving Media Campaign
Intended subrecipients: HDOT Estimated funding amount: \$300,000.00 Equipment purchases: None Funding source: 154 PM/ 164 PM/ FAST 405d
<p>Planned activity description:</p> <p>As part of the Impaired Driving Communications Campaign countermeasure strategy, HDOT will implement an Alcohol-Impaired Driving Media Campaign planned activity to support and supplement the four county police departments’ statewide HVE activities.</p> <p>As part of this planned activity, HDOT will use funds to:</p> <ul style="list-style-type: none"> Conduct a statewide media and educational campaign, including during NHTSA’s “Drive Sober or Get Pulled Over” national enforcement mobilizations, to inform the public about the dangers driving of driving under the influence of alcohol, as well as to remind drivers that police are enforcing Hawaii’s OVUII laws law year-round; and

- Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms.

Planned Activity #2: HDOT Alcohol-Impaired Driving Media Contractor

Intended subrecipients: Contractor to be awarded
 Estimated funding amount: \$100,000.00
 Equipment purchases: To be advised
 Funding source: 154 PM/ 164 PM/ FAST 405d

Planned activity description:

In addition to implementing a paid Alcohol-Impaired Driving Media Campaign, HDOT will procure an Alcohol-Impaired Driving Media Contractor as a planned activity to conduct a statewide Alcohol-Impaired Driving educational campaign, which includes a social media component. Also, the educational campaign will provide additional support for statewide enforcement initiatives.

As part of this planned activity, HDOT will use grant funds to hire a media contractor to implement a statewide educational campaign, which may include:

- Conducting statewide impaired driving presentations;
- Purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events;
- Services to track earned media coverage; and
- Related training, travel and equipment purchases.

Planned Activity #3: HDOT Drug-Impaired Driving Media Campaign

Intended subrecipients: HDOT
 Estimated funding amount: \$200,000.00
 Equipment purchases: None
 Funding source: 154 PM/ 164 PM/ FAST 405d

Planned activity description:

As part of the Impaired Driving Communications Campaign countermeasure strategy, HDOT will implement a Drug-Impaired Driving Media Campaign planned activity to support and supplement the four county police departments' statewide HVE activities.

As part of this planned activity, HDOT will use funds to:

- Conduct a statewide media and educational campaign, to inform the public about the dangers of driving under the influence of drugs, as well as to remind drivers that police are enforcing Hawaii’s OVUII laws law year-round; and
- Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms.

Planned Activity #4: HDOT Drug-Impaired Driving Media Contractor

Intended subrecipients: Contractor to be awarded
 Estimated funding amount: \$100,000.00
 Equipment purchases: To be advised
 Funding source: 154 PM/ 164 PM/ FAST 405d

Planned activity description:

In addition to implementing a paid Drug-Impaired Driving Media Campaign, HDOT will procure a Drug-Impaired Driving Media Contractor as a planned activity to conduct a statewide Drug-Impaired Driving educational campaign, which includes a social media component. Also, the educational campaign will provide additional support for statewide enforcement initiatives.

As part of this planned activity, HDOT will use grant funds to hire a media contractor to implement a statewide educational campaign, which may include:

- Conducting statewide impaired driving presentations;
- Purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events;
- Services to track earned media coverage; and
- Related training, travel and equipment purchases.

Countermeasure #5: Program Management

Planned Activities	
Impaired Driving Program Management	Intended subrecipients: HDOT Estimated funding amount: \$110,000.00 Equipment purchases: None Funding sources: 154 PA/ 164 PA/ FAST 405d
HDOT Attitudinal & Behavioral Survey	Intended subrecipients: HDOT Estimated funding amount: \$100,000.00 Equipment purchases: None Funding sources: FAST 405d

Planned Activities in Countermeasure Strategy

Planned Activity #1: Impaired Driving Program Management
Intended subrecipients: HDOT Estimated funding amount: \$110,000.00 Equipment purchases: None Funding source: 154 PA/164 PA/FAST 405d
<p><i>Planned activity description:</i></p> <p>As part of Impaired Driving Program Management, HDOT will provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all impaired driving-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Impaired Driving grants; • Coordinate statewide impaired driving campaigns; • Cover staff salary for the Impaired Driving program area; and • Cover any impaired driving-related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

Planned Activity #2: HDOT Attitudinal/Behavioral Survey

Intended subrecipients: HDOT
Estimated funding amount: \$100,000.00
Equipment purchases: None
Funding source: FAST 405d

Planned activity description:

As part of our Impaired Driving Program Management, HDOT will include a statewide attitudinal/behavioral survey as a planned activity. The survey results will provide the Highway Safety Section with guidance in reaching our target audience for impaired driving, and other traffic safety issues.

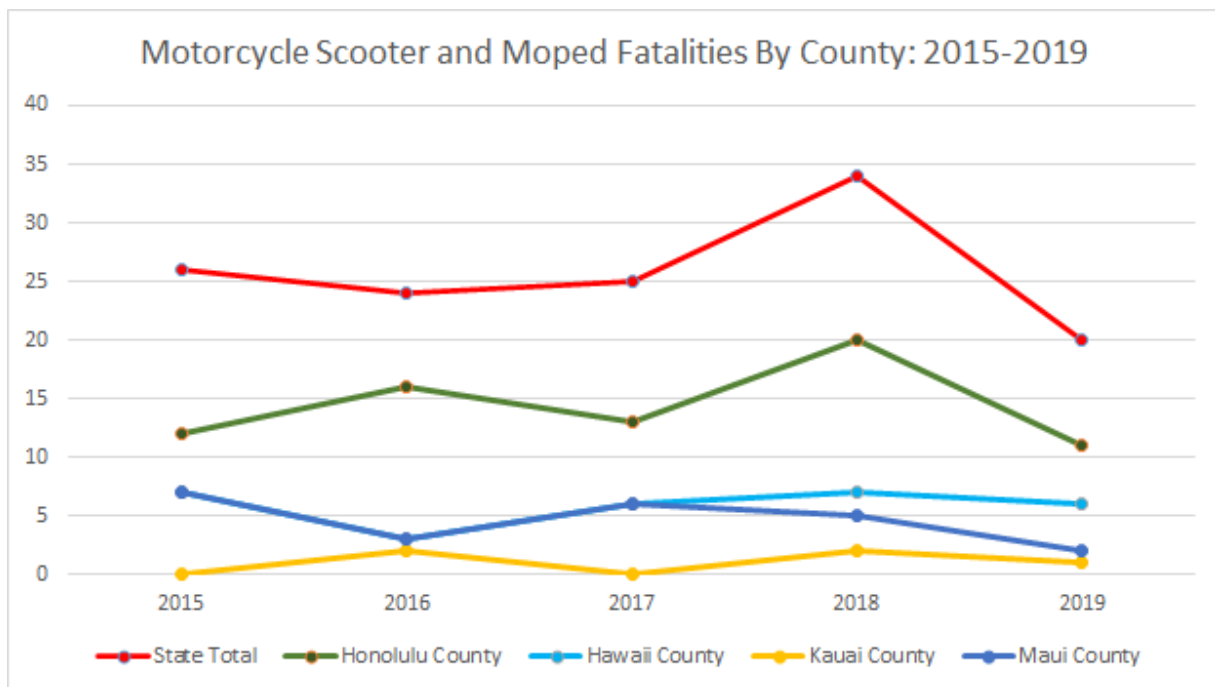
As part of this planned activity, HDOT will use grant funds to hire a consultant to conduct statewide traffic safety attitudinal/behavioral surveys to gauge the communities' perception of alcohol- and drug-impaired driving and other program areas, as well as related communication campaigns.

Program Area: Motorcycle Safety

Description of Highway Safety Problems

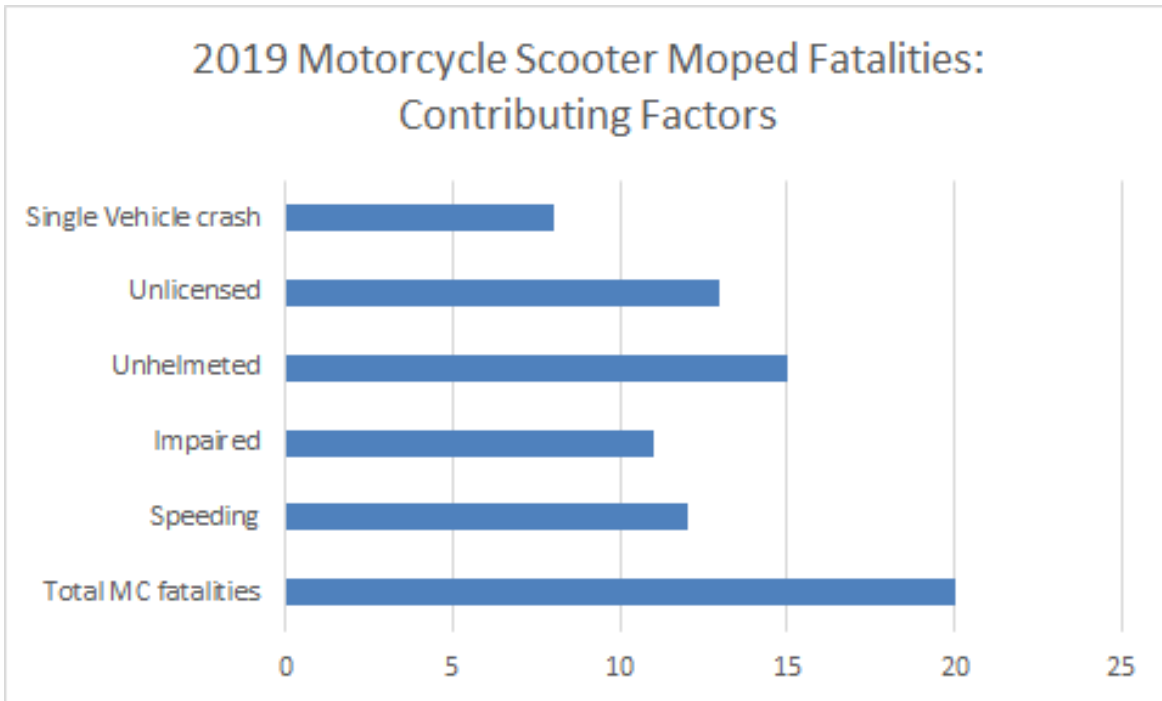
In Hawaii, fatalities for those that operate motorcycles, scooters and mopeds continue to be a problem on our roadways. According to the FARS data and the 2018 vehicle registration numbers from the Department of Business, Economic Development & Tourism (DBEDT) They represent 19 percent of all the roadway fatalities for 2019, yet, they represent approximately only 3 percent of registered vehicles in the state of Hawaii.

In 2019, there was a five year record low at 20 motorcycle, moped, motor scooter deaths in Hawaii. This is down 41 percent from 2018's near record 34 fatalities.



The consistent major contributing factors are speed, impaired riding and lack of licensing, training and proper riding equipment like helmets.

With some of these motorcycles having the ability to achieve speeds of over 200 miles an hour, speed enforcement of these types of vehicles can be dangerous to all roadway users thus the county police have a 'no pursuit' policy. This especially the truth on Oahu where population density is high. Thus, HVE is not always a deterrent.



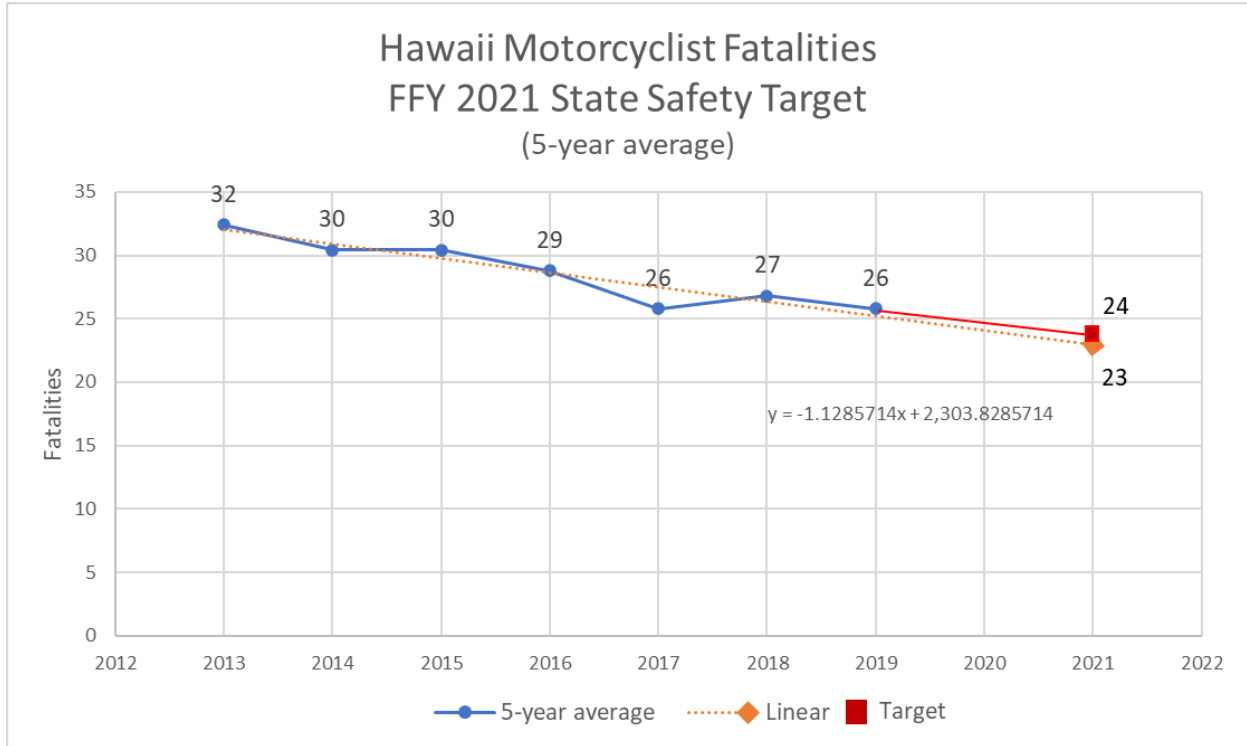
Helmets are still the best way to save lives and prevent head injuries. Hawaii only has a partial helmet law which only requires helmets for those under the age of 18 years old. In 2019, of the 20 fatalities we had, 15 of them were not wearing helmets.

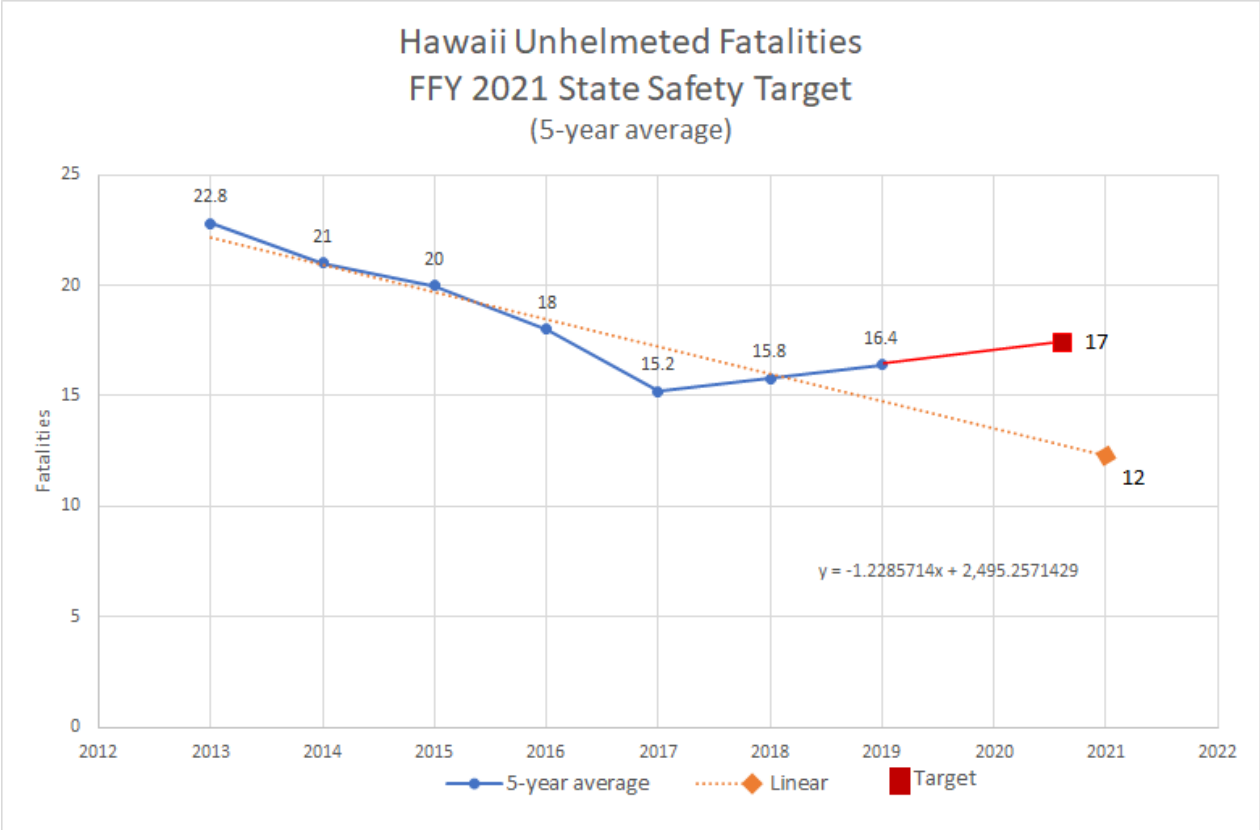
Licensing and motorcycle safety training help to increase the rider’s skills on the road. Not having the proper riding skills can also be a deadly mistake. Ensuring that each person gets trained to ride will help them maintain control in many roadway incidents such as negotiating a turn which can cause the rider to drive into a stationary object or be thrown. Also, they are opportunities to educate the rider to making smarter choices such as using a helmet, not ride above their skills level and not riding impaired. The availability of training for each of these counties correspond to their population. The Leeward Community College in the City and County of Honolulu, the Hawaii Community College (HCC) in Hawaii County and Maui Community College in Maui County are the three locations for motorcycle safety education. Kauai County had to close its range in December of 2018 due to the lack of interest.

2019	State Total		Honolulu County			Hawaii County			Maui County		
Population*	1420491		980080		69%	200983		21%	167295		12%
MC registration*	39936		26927		67%	5600		21%	5703		14%
Training numbers	#of classes	# of students	#of classes	# of students	% of Total	#of classes	# of students	% of Total	#of classes	# of students	% of Total
	75	970	42	767	79%	15	103	11%	18	100	10%

*Population and registration numbers are from 2018 since they have not been updated for 2019 by DBET

Associated Performance Measure Target





Hawaii’s FFY 2021 performance target for motorcycle, scooter and moped fatalities is 24 and the number of un-helmeted fatalities is 17. This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

Countermeasures Strategies and Planned Activities

Based on our data, HDOT proposes the following countermeasure strategies and planned activities to address Hawaii’s motorcycle, motor scooter and moped fatalities:

Countermeasure Strategies	
Countermeasure #1:	Education
Countermeasure #2:	HDOT Motorcycle Media
Countermeasure #3:	Program Management

Countermeasure #1: Education

Planned Activities		
Education	Intended subrecipients:	HCC
	Estimated funding amount:	\$4,416.85
	Equipment purchase:	None
	Funding source:	FAST 405f/ FAST 402 MC

Planned Activities in Countermeasure Strategies

Planned Activity #1: Education	
Intended subrecipients:	HCC
Estimated funding amount:	\$4,416.85
Equipment purchases:	None
Funding source:	FAST 405f/ FAST 402 MC
<i>Planned activity description:</i>	
<p>HCC will use grant funds to support their motorcycle rider training program. They plan on conducting four impaired riding awareness workshops around Hawaii Island to educate riders about the perils of operating a motorcycle under the influence of alcohol and marijuana. Funds will also be used to cover travel expenses for three Hawaii Island motorcycle safety instructors to attend a professional development workshop in Honolulu.</p>	

Countermeasure #2: HDOT Motorcycle Media

Planned Activities	
Motorcycle Safety Media	Intended subrecipients: HDOT
	Estimated funding amount: \$21,000
	Equipment purchase: None
	Funding source: MAP21 405f/ FAST 405f/ FAST 402 MC

Planned activities in countermeasure strategy

Planned Activity #1: Motorcycle Safety Media
Intended subrecipients: HDOT
Estimated funding amount: \$21,000
Equipment purchases: None
Funding source: MAP21 405f/ FAST 405f/FAST 402 MC
<p><i>Planned activity description:</i></p> <p>The HDOT's Highway Safety Section staff will use grant funds to conduct a statewide media campaign in support the national Motorcycle Safety Month in May. Grant funds will be used to develop media messages as well as to purchase radio/television/movie theater advertising schedule to air PSAs to educate the public about sharing the road and to "look twice" for motorcyclists.</p>

Countermeasure #3: Program Management

Planned Activities	
Motorcycle Safety Program Management	Intended subrecipients: HDOT
	Estimated funding amount: \$37,000
	Equipment purchase: None
	Funding source: FAST 405f/ FAST 402 MC

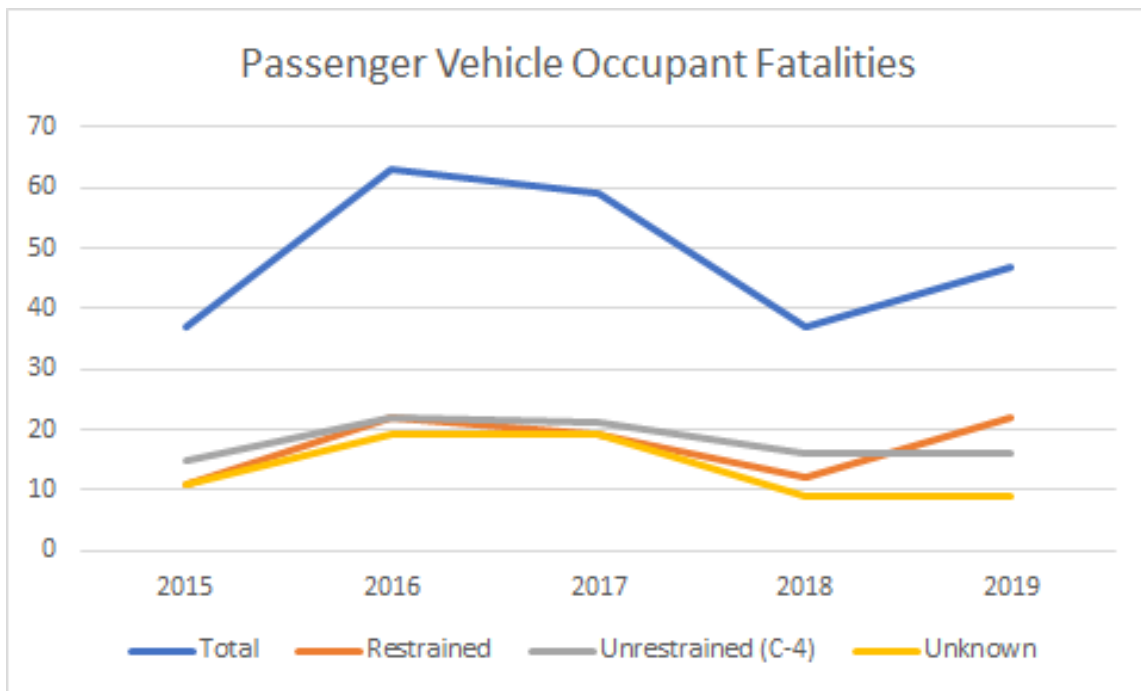
Planned activities in countermeasure strategy

Planned Activity #1: Motorcycle Safety Program Management
Intended subrecipients: HDOT
Estimated funding amount: \$37,000.00
Equipment purchases: None
Funding source: FAST 405f/ FAST 402 MC
<p><i>Planned activity description:</i></p> <p>Management of the Motorcycle Safety Education Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all motorcycle-related activities work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Motorcycle Safety Management grants; • Cover the salary for the Motorcycle Safety Management Program Manager; and • Cover any Motorcycle Safety related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

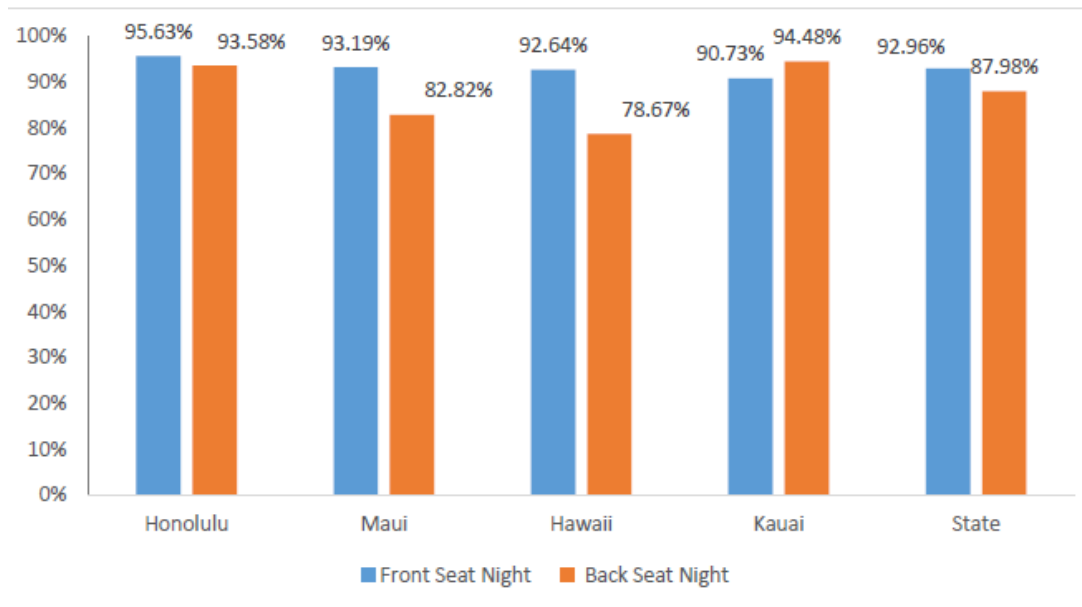
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Hawaii has one of the highest seat belt usage rates in the nation and has had a usage rate of more than 90 percent for the last decade. With the Universal Seat Belt Law that went into effect in 2012, the usage rate continues to be high. However, of the 47 passenger vehicle fatalities in 2019, 16 were unrestrained and as of January 2020 there is a small drop in the rate. Nighttime usage is also lower.

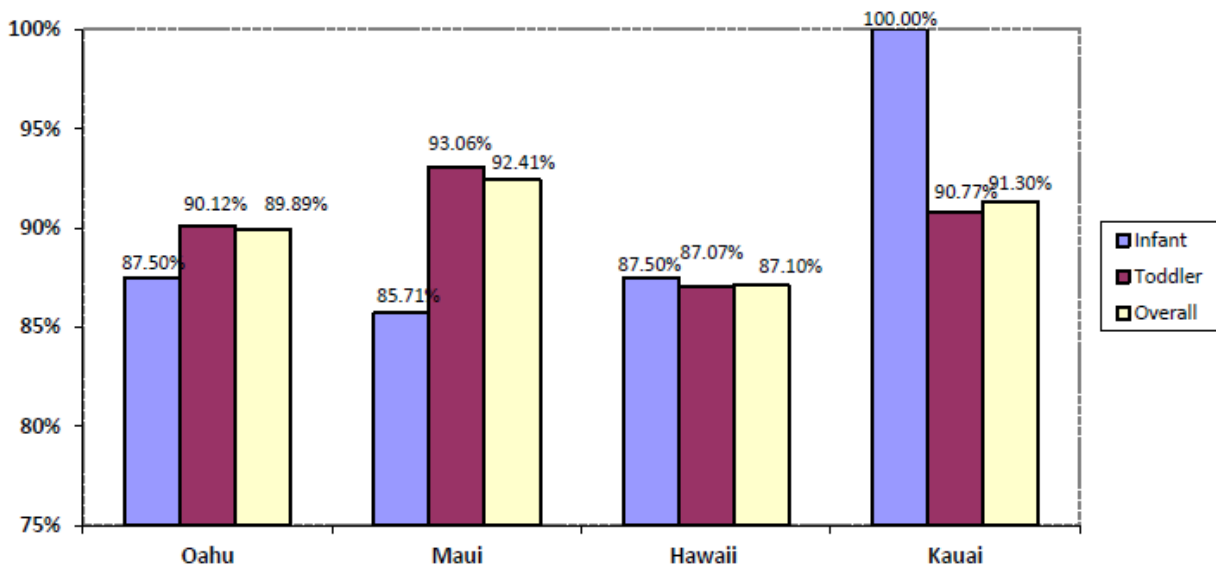


16. Night Front-Seat Belt Use and Night Back-Seat Belt Use Rate by County, January 2020



Fortunately, Hawaii has not had a child under the age of 8 years old as a part of these fatalities, however, continued education and community outreach is necessary to ensure that our most vulnerable occupants are properly secured.

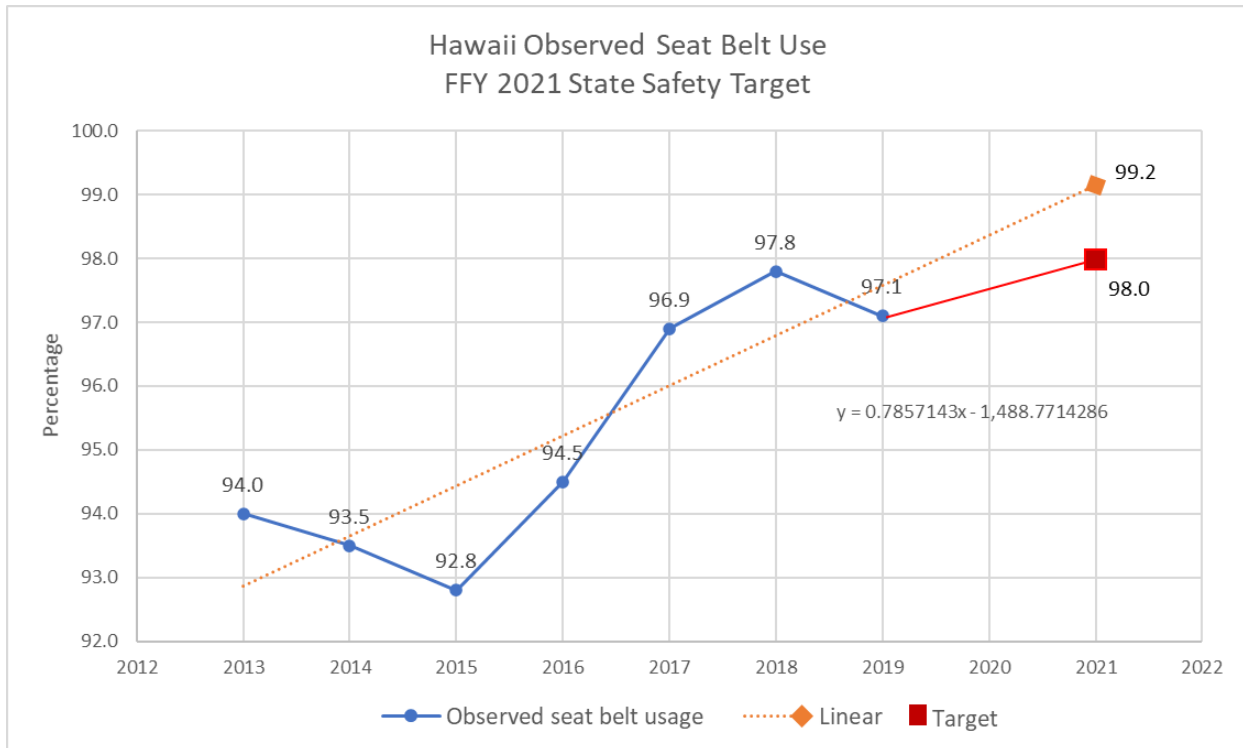
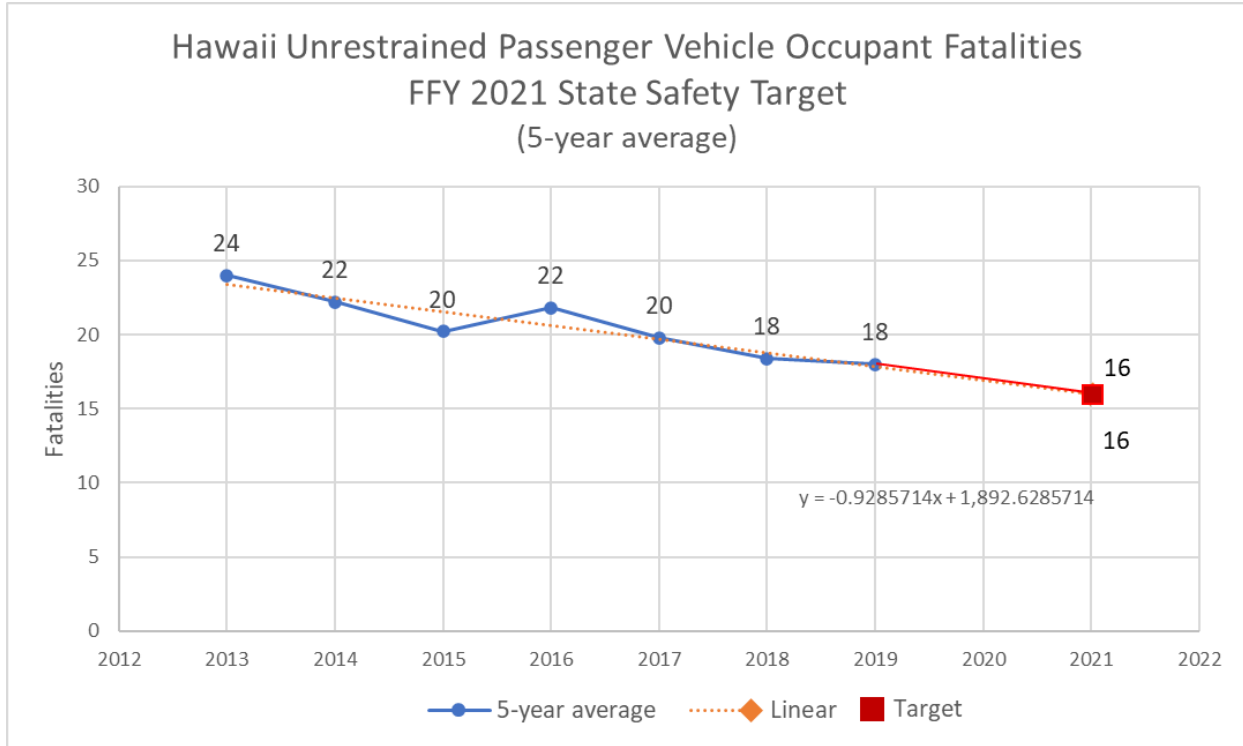
Infant and Toddler Restraint Use Rates by Island, 2020



During FFY 2019 , the four county police departments conducted year round enforcement utilizing the NHTSA Occupant Protection grant funds to enforce Hawaii’s seatbelt and child safety seat laws. And will continue to do so every year especially during the Click or Ticket (CIOT) mobilization weeks that include the Memorial Day weekend and CPS Week.

Occupant Protection Enforcement Statistics (Oct. 1, 2018 – Sept. 30, 2019)					
	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded Seat Belt Citations	233	643	616	17	1509
County Funded Seat Belt Citations	955	3179	932	338	5404
Grant Funded Child Restraint Citations	48	44	23	1	116
County Funded Child Restraint Citations	246	302	156	24	728

Associated Performance Measure Target



Hawaii's FFY 2021 performance target for unrestrained motor vehicle fatalities is 16 and for observed seat belt use is 98 percent. These performance targets were determined by using a linear trend line based on the 2013-2019 five-year average data for unrestrained motor vehicle fatalities and annual percentages for observed seat belt use, and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii’s motor vehicle passenger fatality rates, the Highway Safety Section proposes the following countermeasure strategies and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Child Restraint Programs
Countermeasure #2:	Occupant Protection/CPS Media Campaign
Countermeasure #3:	Occupant Protection/CPS Enforcement
Countermeasure #4:	Program Management

Countermeasure #1: Child Restraint Programs

Planned Activities		
Child Restraint Programs	Intended subrecipients:	Keiki Injury Prevention Coalition (KIPC); East Hawaii Kiwanis, HCFD
	Estimated funding amount:	\$211,356.94
	Equipment:	None
	Funding Source:	FAST 405b/ FAST 402 OP

Planned activities in countermeasure strategy

Planned Activity #1: Child Restraint Programs
Intended subrecipients: KIPC; East Hawaii Kiwanis, HCFD
Estimated funding amount: \$211,356.94
Equipment purchases: None
Funding source: FAST 405b/ FAST 402 OP
<i>Planned activity description:</i>
As part of the Child Restraint Program under the Occupant Protection program area, the intended sub-recipients will be able to:
<ul style="list-style-type: none"> Conduct approximately twenty community car seat checks and inspections throughout the State as well as provide in-service educational sessions within medical centers and training sessions with select retailers that sell car seats. These will continue to be held statewide to ensure that all four counties have access to these services. At least eight of these car seat checks are planned for the more rural and

under privileged segments of the population. All four counties will conduct special events in support on the national CPS Week in September. These will all be attended by multiple nationally certified CPS Technicians.

- At least 9 new instructors will be trained and certified as well as recertify current instructors on all four counties so as ensure that each county has enough CPS seat techs to be able to address the needs of their counties. Logistical support and working lunches for the CPS Instructor/Technician updates should the training take place where food is not easily accessible so that they may do working lunches.
- Additionally, funds will be used to purchase child safety seats, restraint inspection station supplies (car seat manuals, car seat identification card supplies), brochures, and repairs as needed).
- Travel for child restraint related conferences such as Lifesavers, train the trainer trainings and meetings will also be included.
- Storage fees for all the equipment related to CPS
- Other related supplies and equipment if approved by the Highway Safety Section.

Countermeasure #2: Occupant Protection Media Campaign

Planned Activities	
HDOT CIOT/CPS Media Campaigns	Intended subrecipients: HDOT Estimated funding amount: \$95,000.00 Equipment: None Funding Source: FAST 405b/ FAST 402 OP
Occupant Protection/CPS Media Contractor	Intended subrecipients: Contractor to be awarded Estimated funding amount: \$125,000.00 Equipment: To be advised Funding Source: FAST 405b/ FAST 402 OP

Planned activities in countermeasure strategy

Planned Activity #1: HDOT CIOT and CPS Media Campaigns
Intended subrecipients: HDOT Estimated funding amount: \$95,000.00 Equipment purchases: None Funding source: FAST 405b/ FAST 402 OP
<p><i>Planned activity description:</i></p> <p>As part of the Occupant Protection Communications Campaign countermeasure strategy, HDOT will implement a CIOT and CPS Media Campaign planned activity to support and supplement the four county police departments' statewide HVE activities.</p> <p>As part of this planned activity, HDOT will use funds to:</p> <ul style="list-style-type: none"> • Conduct a statewide media and educational campaign, including during National CIOT mobilization from May 13 through June 2nd to raise the public's awareness about the dangers of not buckling up, as well as to remind drivers that police are enforcing Hawaii's universal seat belt and child safety seat laws year-round; and • Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms.

Planned Activity #2: Occupant Protection/CPS Media Contractor

Intended subrecipients: HDOT
Estimated funding amount: \$125,000.00
Equipment purchases: None
Funding source: FAST 405b/ FAST 402 OP

Planned activity description:

In addition to implementing a paid Occupant Protection Media Campaign, HDOT will procure an Occupant Protection Media Contractor as a planned activity to conduct our statewide CIOT educational campaign, CPS Month, which includes a social media component. Also, the educational campaign will provide additional support for statewide enforcement initiatives. As part of this planned activity, HDOT will use grant funds to hire a media contractor to implement a statewide educational campaign, which may include:

- Conducting statewide pedestrian safety presentations;
- Purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events;
- Services to track earned media coverage; and
- Related training, travel and equipment purchases.

Countermeasure #3: Enforcement

Planned Activities	
Occupant Protection Enforcement;	Intended subrecipients: HCPD, HPD, KPD, MPD
	Estimated funding amount: \$721,323.22
	Equipment purchases: None
	Funding sources: FAST 405b/ FAST 402 OP

Planned Activities in Countermeasure Strategy

Planned Activity #1: Occupant Protection Enforcement
Intended subrecipients: HPD, HCPD, MPD, KPD
Estimated funding amount: \$721,323.00
Equipment purchases: None
Funding source: FAST 405b/ FAST 402 OP
<p><i>Planned activity description:</i></p> <p>As part of the Occupant Protection Enforcement countermeasure strategy, HDOT will incorporate a High-Visibility Enforcement (HVE) planned activity to deter driving without a seatbelt and increased appropriate child seat usage and increase the perceived risk of receiving a ticket, similar to addressing distracted driving.</p> <p>County police departments will use grant funds to conduct year-round overtime enforcement of Hawaii's seat belt and child safety seat laws. Police will actively seek drivers not using seat belts or child safety seats through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer once a driver using a cell phone is detected.</p> <p>Additionally, police will increase their HVE efforts during May's CIOT National Enforcement Mobilization and September's National CPS Week. In addition to their HVE activities, the police may use grant funds for the following community outreach and media activities:</p> <ul style="list-style-type: none"> • Provide safety talks/presentations • Distribute informational collateral at community events • Work with their respective radio stations for interviews and or produce a PSA) • Work with their respective newspaper agencies for news articles

Countermeasure #4: Program Management

Planned Activities	
Occupant Protection Program Management	Intended subrecipients: HDOT; UH Estimated funding amount: \$25,000.00 Equipment purchases: None Funding sources: FAST 405b/ FAST 402 OP
UH Attitudinal & Behavioral Survey	Intended subrecipients: UH Estimated funding amount: \$90,909.04 Equipment purchases: None Funding sources: FAST 405b/ FAST 402 OP

Planned Activities in Countermeasure Strategy

Planned Activity #1: OP Program Management
Intended subrecipients: HDOT Estimated funding amount: \$25,000.00 Equipment purchases: None Funding source: FAST 405b/ FAST 402 OP
<p><i>Planned activity description:</i></p> <p>Management of the Occupant Protection Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all occupant protection-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Occupant Protection grants; • Coordinate statewide CIOT and CPS campaigns; • Cover the salary for the Occupant Protection Management Program Manager; and • Cover any Occupant Protection training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

Planned Activity #2: UH Survey

Intended subrecipients: UH
Estimated funding amount: \$90,909.00
Equipment purchases: None
Funding source: FAST 405b/ FAST 402 OP

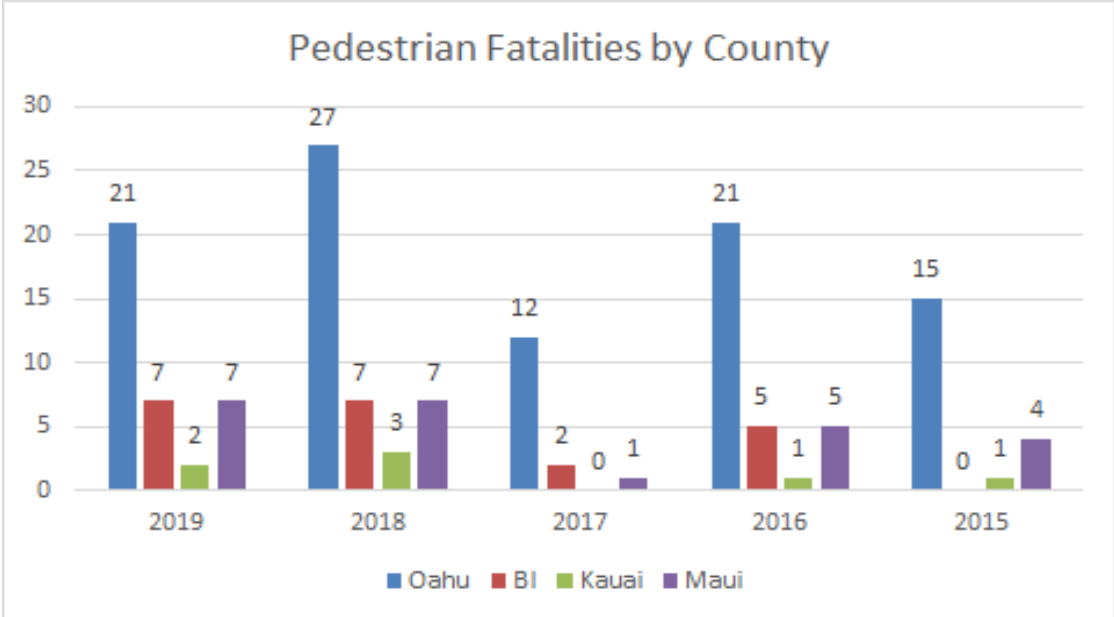
Planned activity description:

The University of Hawaii will conduct a statewide seatbelt, helmet, child safety and truck bed use study. It will also conduct observational studies of cellular phone use by drivers. The cellular phone use observations will be conducted concurrently with the seatbelt use survey. Preparation for the surveys will begin during the Fall of 2020. Six reports will be prepared for the observational component of the proposed research.

Program Area: Non-motorized (Pedestrians and Bicyclists)

Description of Highway Safety Problems

Pedestrian and bicycle fatalities continue to be a major traffic concern for Hawaii. Hawaii is not subject to inclement weather like harsh winters and extreme heat. This means that Hawaii's exposure rate is higher. According to State data, in 2019, there were 37 pedestrian fatalities, with pedestrians fatalities down 16 percent from 2018's 44 fatalities. Pedestrian deaths represent 34 percent of the 108 roadway fatalities for 2019.



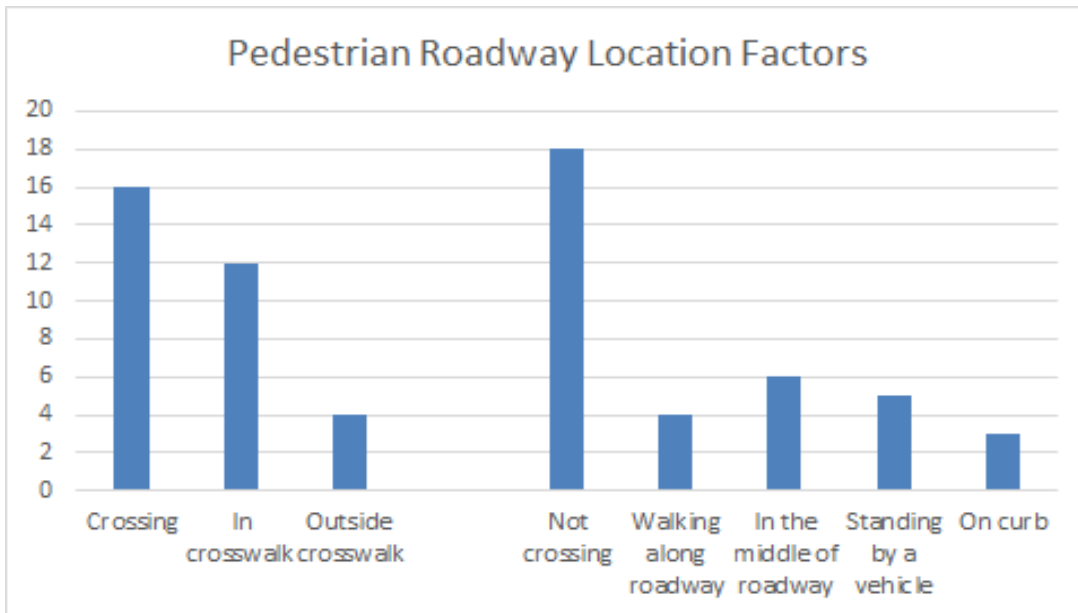
Of the 37 pedestrians, 23 were males and 14 were females with the average age being 49.3 years old. Even though none of those fatalities were children, it is still important to be able to provide pedestrian and bicycle education to them so that they grow up with proper pedestrian safety behaviors and can be positive pedestrian safety influencers for their parents and grandparents.

Those pedestrians that over 65 years old represented 27 percent or 10 of the 37. Because seniors are less likely to survive an impact from a vehicle due to the general effects of aging, it's

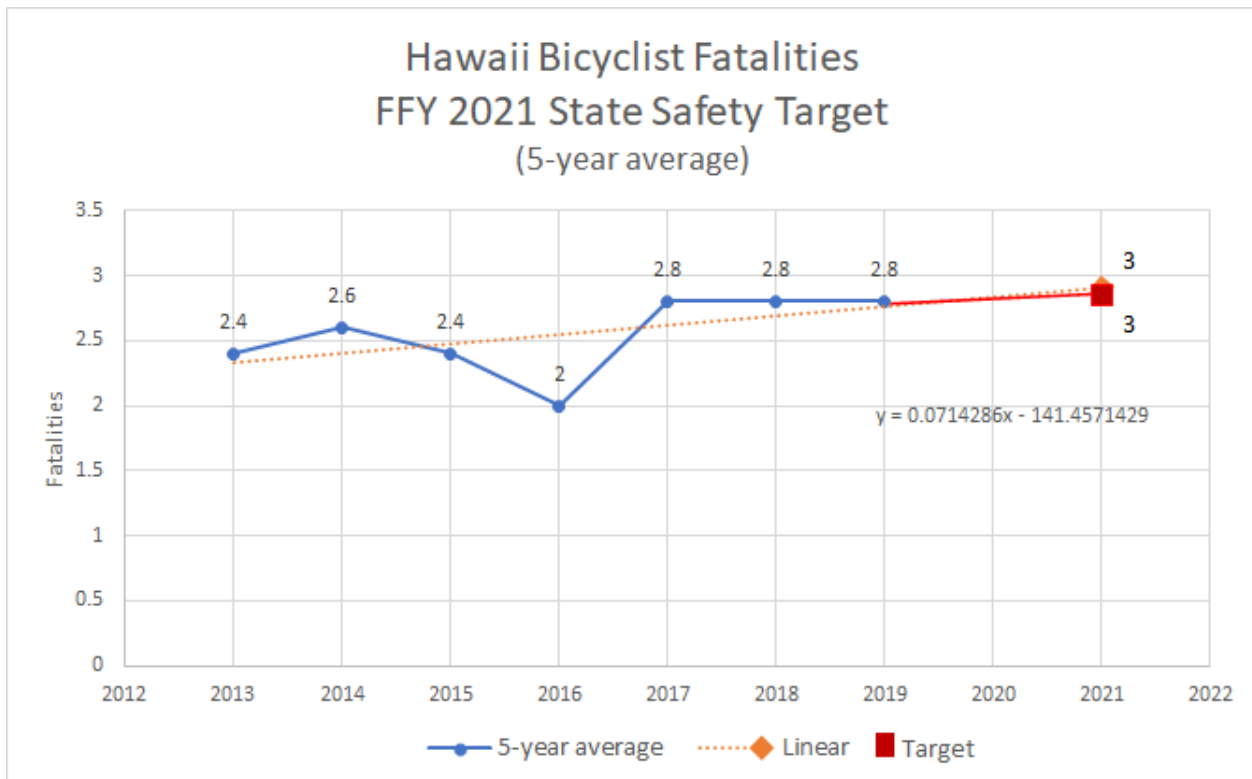
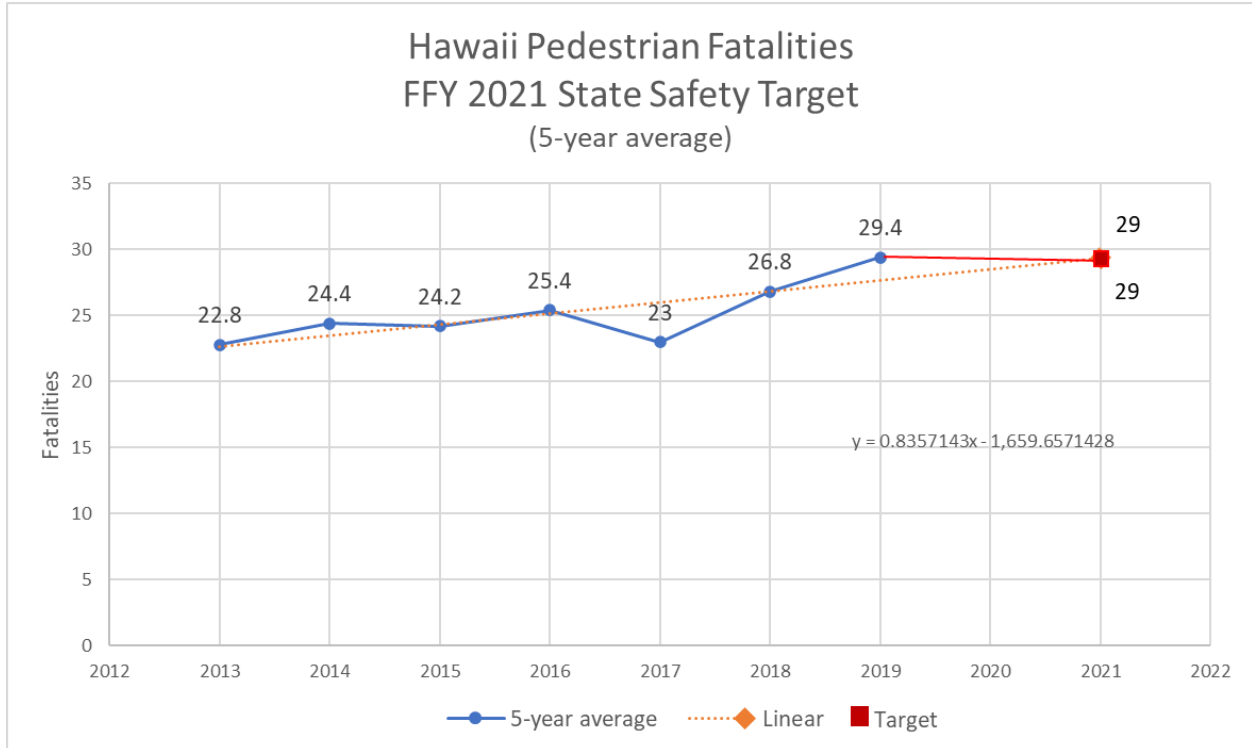
imperative that we ensure that we continue to outreach to them to keep them informed of the safe pedestrians behaviors.

The dusk to dawn hours (6pm-6am) have shown to be the deadliest half of the day. 31 of the 34 pedestrian fatalities or 91% occurred during this time. Visibility is crucial to alerting the drivers that there is a pedestrian in the roadways. Because this has continued to be the most fatal times of the day to pedestrians it will continue to be an emphasis in all our outreach to drivers and pedestrians

The location as to where the pedestrian crashes occur are also important to determining our outreach strategies. Looking beyond whether they were or were not in a crosswalk is important. Of the 37 fatalities, 17 were not crossing the street. Some walk on the side of the road due to poor sidewalk conditions or lack of sidewalks to walk on. Or they are just standing by or exiting their disabled vehicle. This can increase their chance of injuries and death, especially if there is poor visibility. Because of the large number of these types of incidents, it became imperative that we emphasized visibility and remind pedestrians to take extra precautions while on the roadway as well as educating drivers to stay vigilant for pedestrian activity.



Associated Performance Measure Target



Hawaii's FFY 2021 performance target for pedestrian fatalities is 29 and for bicycles fatalities is 3. This performance target was determined by using a linear trend line based on the 2013-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii’s pedestrian and bicycle fatality rates, the Highway Safety Section proposes the following countermeasure strategies and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Education
Countermeasure #2:	Pedestrian Safety Communications Campaign
Countermeasure #3:	Enforcement
Countermeasure #4:	Program Management

Countermeasure #1: Education

Planned Activities		
DTS Pedestrian Safety Education	Intended subrecipients:	City and County of Honolulu Department of Transportation Services (DTS)
	Estimated funding amount:	\$36,440.00
	Equipment purchase:	None
	Funding source:	FAST 405h/FAST 402 PS

Planned activities in countermeasure strategy

Planned Activity #1: DTS Pedestrian Safety Education	
Intended subrecipients:	City and County of Honolulu DTS
Estimated funding amount:	\$36,440.00
Equipment purchases:	None
Funding source:	FAST 405h/FAST 402 PS
<i>Planned activity description:</i>	
<p>The City and County of Honolulu's DTS will use grant funds to conduct traffic safety education programs such as their Be Safe Be Seen Halloween safety program, senior events and fairs and summer fun programs. Grant funds will be used to print pedestrian safety tip booklets that will be distributed to participants statewide.</p>	

Funding will also be used to send two representatives to the annual Lifesavers Conference to network with pedestrian safety peers and to participate in workshops to find innovative pedestrian safety strategies that can be implemented in Hawaii.

Countermeasure #2: Pedestrian Safety Communications Campaign

Planned Activities	
HDOT Pedestrian Safety Media Campaign	Intended subrecipients: HDOT Estimated funding amount: \$200,000.00 Equipment purchases: None Funding sources: FAST 405h/ FAST 402 PS

Planned activities in countermeasure strategy

Planned Activity #1: HDOT Pedestrian Safety Media Campaign
Intended subrecipients: HDOT Estimated funding amount: \$80,000.00 Equipment purchases: None Funding source: FAST 405h/ FAST 402 PS
<p><i>Planned activity description:</i></p> <p>HDOT will use grant funds to purchase radio/television/movie theater advertising schedule to air a PSA to educate the public about pedestrian safety during Hawaii's Pedestrian Safety Month and throughout the year.</p>

Planned Activity #2: Pedestrian Safety Education and Media Contractor
Intended subrecipients: HDOT Estimated funding amount: \$120,000.00 Equipment purchases: None Funding source: FAST 405h/FAST 402 PS
<p><i>Planned activity description:</i></p> <p>In addition to implementing a paid Pedestrian Safety Media Campaign, HDOT will procure an Pedestrian Safety Media Contractor as a planned activity to conduct our statewide Walk Wise and DriveWise educational campaign, August's Pedestrian Safety Month, which includes a social media component. Also, the educational campaign will provide additional support for statewide enforcement initiatives.</p> <p>As part of this planned activity, HDOT will use grant funds to hire a media contractor to implement a statewide educational campaign, which may include:</p> <ul style="list-style-type: none"> • Conducting statewide pedestrian safety presentations;

- Purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events;
- Services to track earned media coverage; and
- Related training, travel and equipment purchases.

Countermeasure #3: Enforcement

Planned Activities	
Non-Motorized Enforcement	Intended subrecipients: HPD
	Estimated funding amount: \$281,500.50
	Equipment purchase: None
	Funding source: FAST 405h/ FAST 402 PS

Planned activities in countermeasure strategy

Planned Activity #1: Pedestrian Enforcement
Intended subrecipients: HPD
Estimated funding amount: \$187,667.00
Equipment purchases: None
Funding source: FAST 405h/ FAST 402 PS
<p><i>Planned activity description:</i></p> <p>To increase compliance and roadway safety, the pedestrian grant will expend 2,000 hours of grant-funded overtime and initiate 4,000 pedestrian-related contacts to pedestrians and motorists in violation of the pedestrian crossing laws. HPD will further increase pedestrian safety awareness by participating in community talks and traffic safety activities.</p> <p>Also, the grant will expend 1,000 hours of grant-funded overtime and initiate 3,000 bicycle-related contacts to bicyclists and motorists in violation of bicycle safety laws. HPD will further increase bicycle safety awareness by participating in community talks and traffic safety activities.</p>

Countermeasure #4: Program Management

Planned Activities	
Pedestrian Safety Program Management	Intended recipients: HDOT
	Estimated funding amount: \$50,000.00
	Equipment purchase: None
	Funding source: FAST 402 PS

Planned activities in countermeasure strategy

Planned Activity #1: Pedestrian Safety Program Management
Intended subrecipients: HDOT Estimated funding amount: \$50,000.00 Equipment purchases: None Funding source: FAST 402 PS
<p><i>Planned activity description:</i></p> <p>Management of the Pedestrian Management Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all pedestrian-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Non-Motorized Management grants; • Coordinate statewide pedestrian safety campaigns; • Cover the salary for the Non-motorized Management Program Manager; and • Cover any nonmotorized-related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

Program Area: Planning & Administration

Description of Highway Safety Problems

As part of Planning and Administration, HDOT's Highway Safety Section is responsible for the following (based on 23 CFR 1300.4):

- Develop and prepare the HSP based on evaluation of highway safety data, including crash fatalities and injuries, roadway, driver and other data sources to identify safety problems within the State;
- Establish projects to be funded based on identified safety problems and priorities and projects;
- Conduct risk assessments of sub-recipients and monitor them based on risk;
- Provide direction, information and assistance to sub-recipients concerning highway safety grants, procedures for participation, development of projects and applicable Federal and State regulations and policies;
- Encourage and assist sub-recipients to improve their highway safety planning and administration efforts;
- Review, approve, and evaluate the implementation and effectiveness of highway safety programs and projects, as well as approve and monitor the expenditure of grant funds awarded;
- Assess program performance through analysis of highway safety data and data-driven performance measures;
- Ensure our highway safety program meet federal requirements and applicable Federal and State laws, including but not limited to standards for financial management systems and required internal controls;
- Ensure that all legally required audits of HDOT's financial operations and use of highway safety grant funds are conducted;
- Track and maintain current knowledge of changes in statutes or regulations that could affect qualification for highway safety grants or transfer programs;
- Coordinate the HSP and highway safety data collection and information systems activities with other federally and non-federally supported programs relating to or affecting highway safety, including the Hawaii SHSP; and
- Administer Federal grant funds in accordance with Federal and State requirements.

Countermeasures Strategies and Planned Activities

To support the Highway Safety Section with overseeing NHTSA’s grant program and other related traffic safety initiatives, HDOT proposes the following countermeasure strategy and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Program and Administration

Countermeasure #1: Program & Administration

Planned Activities		
Program Administration	Intended subrecipients:	Hawaii Department of Transportation
	Estimated funding amount:	\$135,000.00
	Equipment purchases:	None
	Funding sources:	FAST 402 PA
Fiscal Coordinator	Intended subrecipients:	Hawaii Department of Transportation
	Estimated funding amount:	\$68,000.00
	Equipment purchases:	None
	Funding sources:	FAST 402 PA

Planned Activities in Countermeasure Strategy

Planned Activity #1: Program Administration	
Intended subrecipients:	Hawaii Department of Transportation
Estimated funding amount:	\$135,000.00
Equipment purchases:	None
Funding source:	FAST 402 PA
<i>Planned activity description:</i>	
<p>HDOT’s Highway Safety Section will oversee the NHTSA grant program and other traffic safety related initiatives in Hawaii.</p> <p>As part of this planned activity, HDOT will use funds for the following operating costs:</p> <ul style="list-style-type: none"> • Staff salaries, including for the Highway Safety Manager; • Travel-related costs for program management; and • Training expenses related to program management. 	

Planned Activity #2: Fiscal Coordinator

Intended subrecipients: Fiscal Coordinator

Estimated funding amount: \$68,000.00

Equipment purchases: None

Funding source: FAST 402 PA

Planned activity description:

HDOT's Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. A Fiscal Coordinator will provide much needed budgetary support for the Highway Safety Section staff.

As part of this planned activity, HDOT will use funds to hire a Fiscal Coordinator for the following:

- Process NHTSA sub-recipient reimbursement requests;
- Process HDOT reimbursements;
- Assist with administrative duties, including general correspondence, maintaining database and files of sub-recipients; and
- Ensure compliance with Hawaii State procedures.

Program Area: Traffic Services

Description of Highway Safety Problems

Reducing the amount of time it takes to investigate a crash scene while improving investigation techniques continues to be a priority for Hawaii's four county police departments. With continual and advanced training, the police departments strive to reduce the amount of time the roads are closed without compromising the integrity of their investigations. The data collected at the crash scenes are inputted into the FARS and Hawaii's crash reporting databases.

Additionally, continual training is reasonable and necessary due to promotions, transfers and new hires.

Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii's motor vehicle passenger fatality rates, the Highway Safety Section proposes the following countermeasure strategies and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Police Traffic Services
Countermeasure #2:	Liaisons
Countermeasure #3:	HDOT Traffic Branch
Countermeasure #4:	Program Management

Countermeasure #1: Police Traffic Services

Planned Activities		
Police Training	Intended subrecipients:	HCPD, HPD, KPD, MPD
	Estimated funding amount:	\$655,349.57 (including equipment purchases)
	Equipment purchases:	\$177,150.00
	Funding sources:	FAST 402 PT

Planned Activities in Countermeasure Strategy

Planned Activity #1: Police Training	
Intended subrecipients:	HPD, Hawaii County Police, MPD and Kauai Police Department
Estimated funding amount:	\$655,349.57 (including equipment purchases)
Equipment purchases:	10 speed message boards, Bosch CDR900 EDR kit, Leica P40 scanner kit, Bosch crash data recorder hardware, Berla iVe toolkit, 2 police motorcycles
Funding source:	FAST 402 PT
Planned activity description:	
<p>To ensure that officers are properly trained in motor vehicle crash reconstruction, every newly assigned and experienced statewide traffic investigator alike must receive, and continue to receive, the proper training in both the basic and advanced theories and techniques involved in investigating both fatal and nonfatal motor vehicle collisions. Providing this necessary training is essential for the growth and development of each traffic crash investigator whose responsibilities include (but are not limited to) preparing complete, detailed vehicular homicide/injury investigation reports and providing courtroom testimony for successful prosecution in courtroom proceedings. In some instances, one county police department will host a training and the other county police departments will send officers to attend.</p> <p>Police must also be equipped with the tools and resources necessary to properly investigate crashes and enforce traffic laws.</p> <p>As part of this planned activity, the agencies and subrecipients will use funds to:</p> <ul style="list-style-type: none"> • Host or attend entry-level, beginners At-Scene Traffic Crash/Traffic Homicide Investigation, (ASTC/THI) course • Host or attend a Traffic Crash Reconstruction course that offers an in-depth, more intense study of time/distance calculations, two-dimensional momentum, and impact 	

speed calculations using momentum equations that will build upon the introductory ASTC/THI and the Advanced Traffic Crash Investigation courses. This course will further assist investigators in developing a greater understanding of vehicle dynamics in traffic crash reconstruction.

- Host or attend an Advanced Traffic Crash Investigation course to build on the theories and techniques learned in the ASTC/THI course to enhance their investigative skills and ability in court testimony regarding fatal and serious car crashes.
- Attend out of state trainings such as the Leica Point Cloud Training and Leica ScanStation Training which will teach investigators how to properly manipulate the Leica ScanStation out in the field and how to create complete and detailed diagrams back at the office from their field scans, the Event Data Recorder (EDR) Summit will focus on EDR research, collection, and analysis for vehicle crash investigation. This is the only conference in the United States dedicated to users of the Bosch Crash Data Retrieval Tool, as well as other EDR tools and technology and the National Institute of Police Technology and Management (IPTM) Conference.
- Cover travel-related costs for these trainings for officers who are not on the island where the training is being held.
- Purchase two motorcycles for use in MPD's solo bike traffic enforcement unit.
- Purchase updated Leica equipment and all their required operating support related to fatal crash investigations and improve the data collected at the crash scenes as well as any other equipment subject to approval from the Highway Safety Section.
- Attend online courses related to crash investigations and trainings.

Countermeasure #2: Liaisons

Planned Activities	
Liaisons	Intended subrecipients: Law Enforcement and Traffic Safety Contractors to be awarded Estimated funding amount: \$130,310.00 Equipment: None Funding Source: FAST 402 PT

Planned Activities in Countermeasure Strategy

Planned Activity #1: Liaisons
Intended subrecipients: Law Enforcement and Traffic Safety Contractors to be awarded Estimated funding amount: \$130,310.00 Equipment purchases: None Funding source: FAST 402 PT
<p>Planned activity description:</p> <p>HDOT 's Highway Safety Section will contract a Law Enforcement Liaison (LEL) to improve communication between the four county police departments, county prosecutors and HDOT by coordinating quarter meetings. The LEL is also responsible for Hawaii's ignition interlock program, traffic safety legislation and assists with the HTRCC and IDTF. The HDOT Highway Safety Section will also contract with a Traffic Safety Liaison who will aid the office in the Revise administrative rules and work with DOT administration and the Attorney General's office to have the changes approved. Will also assist in coordinating public hearings and then finalize the rules. Continue to work with Highway Safety staff on traffic safety related projects as needed. Should the RLR legislative bill pass during the 2020 session, a program will need to be developed. This will include drafting Hawaii Administrative Rules, Request for Information, Request for Proposals, Solicitation for Proposals and then program implementation. Additionally, the Traffic Safety Liaison will serve as the backup FARS Analyst.</p>

Countermeasure #3: HDOT Traffic Branch

Planned Activities	
State Traffic Safety Meetings and Lifesavers	Intended subrecipients: HDOT Traffic Branch
	Estimated funding amount: \$39,120.00
	Equipment purchases: None
	Funding sources: FAST 402 PT

Planned Activities in Countermeasure Strategy

Planned Activity #1: State Traffic Safety Meetings and Lifesavers
Intended subrecipients: HDOT Traffic Branch
Estimated funding amount: \$39,120.00
Equipment purchases: None
Funding source: FAST 402 PT
<p><i>Planned activity description:</i></p> <p>HDOT 's Highway Safety Section will provide the HDOT Traffic Safety Branch funds to conduct at least 5 traffic safety meetings to identify traffic safety concerns and to develop, implement and update traffic safety plans. Traffic Safety partners need to meet to further strategies and recommendations.</p> <ul style="list-style-type: none"> • Develop the next SHSP plan to provide continuity in addressing traffic safety issues for the future and provide publications of the plan. • The website and online database assist the State with complying with the federal requirements for updating the SHSP under the HSIP statute (23 U.S.C. 148), which requires States to have an updated, approved SHSP. • Traffic Safety partners will conduct meetings in Honolulu, HI. Some partners will need to fly in from the neighbor islands. A meeting room will be necessary to conduct the meetings. • They will also send two to the 2021 Lifesavers Conference and fund approved travel expenses for the conference.

Countermeasure #4: Program Management

Planned Activities	
Traffic Services Program Management	Intended recipients: HDOT Estimated funding amount: \$15,000.00 Equipment purchase: None Funding source: FAST 402 PT

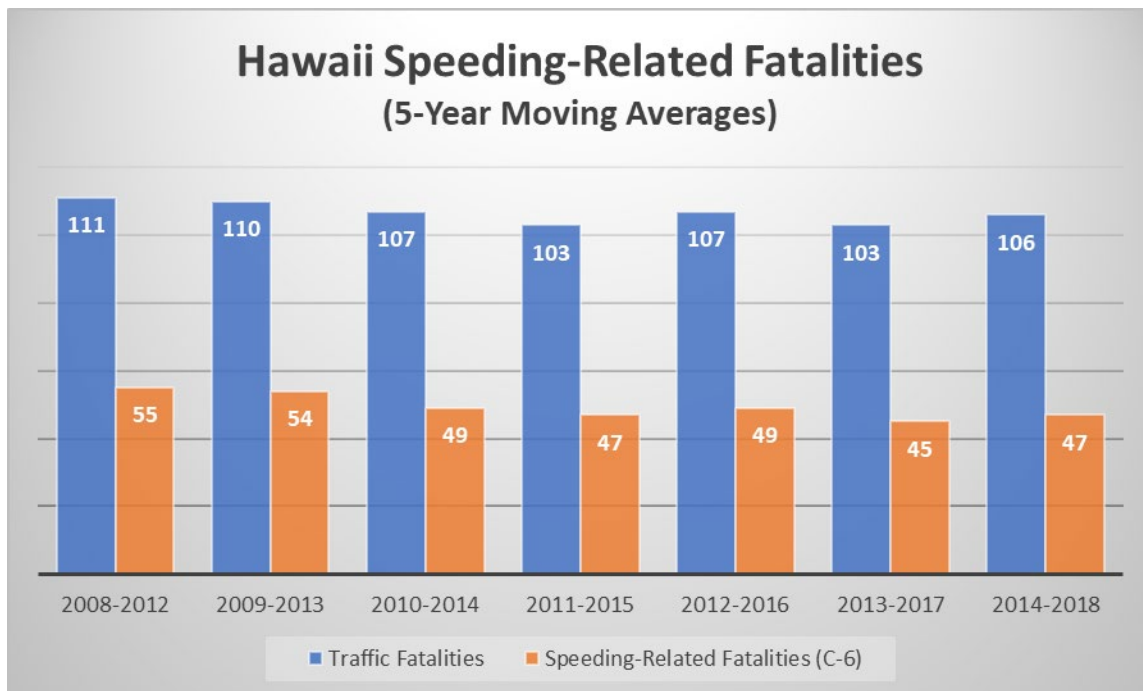
Planned activities in countermeasure strategy

Planned Activity #1: Traffic Services Program Management
Intended subrecipients: HDOT Estimated funding amount: \$15,000.00 Equipment purchases: None Funding source: FAST 402 PT
<p><i>Planned activity description:</i></p> <p>Management of the Traffic Services Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for the Traffic Services grants; • Coordinate statewide highway safety meetings; • Cover the salary for the Traffic Services Program Manager; and • Cover any related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

Program Area: Speed Management

Description of Highway Safety Problems

Speeding continues to be a problem on Hawaii’s roadways. According to FARS, it was a contributing factor in 51 out of 117 traffic fatalities, or 44 percent, in 2018. Prior years’ data shows that speeding has consistently been an issue:

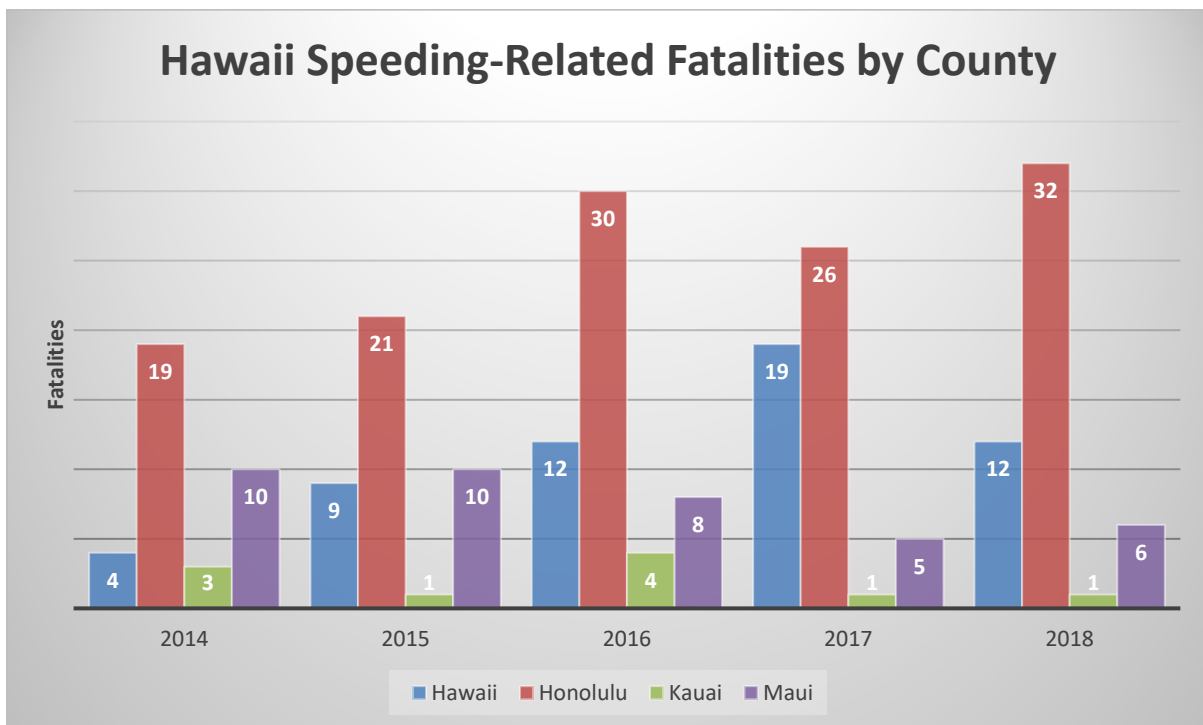


Although NHTSA’s Countermeasures that Work rates HVE two stars and overall findings regarding its effectiveness are inconclusive, the HDOT still believes that strict enforcement paired with other highly visible efforts (communications campaign, speed trailers, safety messaging, etc.) is the most effective tool available to us.

A look at the different factors in Hawaii’s speed-related fatalities and fatal crashes assists in determining where speed enforcement should be conducted, as well as who our messaging campaigns should be targeted towards.

Strict and Targeted Speed Enforcement

The chart below breaks down 2014-2018 speed-related fatalities by county. The high numbers for the City and County of Honolulu is to be expected since most of the state's population resides in that county, but this does not mean that speed enforcement is less of a priority in the other counties. According to the U.S. Census Bureau and the Hawaii State Department of Business, Economic Development & Tourism, the City and County of Honolulu's share of the population has seen a slight decrease over the past five years. Its share was 69.0 percent of the population in 2018, down from 69.3 percent in 2017 and 69.5 percent in 2016. The remaining counties had slight increases in their share of the population from 2017 to 2018 – 14.0 percent to 14.1 percent in Hawaii County; 11.7 percent to 11.8 percent in Maui County; and 5.0 percent to 5.1 percent in Kauai County. These increases could translate into more drivers on their respective roadways.



As such, using the aforementioned data, along with data the police departments collect via speed data recorders and crash data, provides the departments with more guidance in when and where they should conduct more targeted, data-driven enforcement.

Community Education

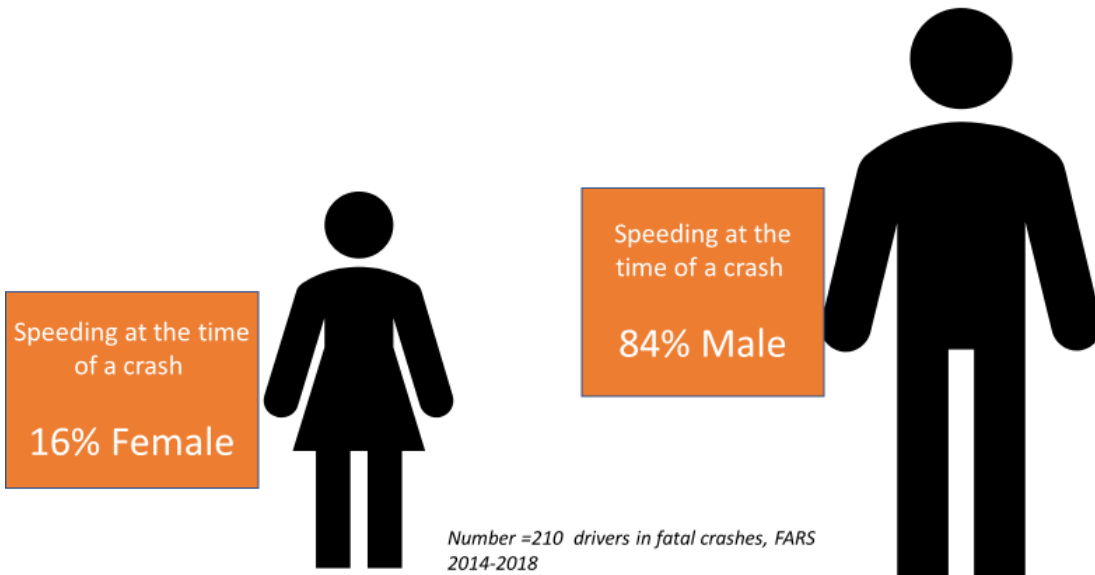
A November 2018 quantitative study contracted by the HDOT (HDOT) to measure the public’s perceptions, beliefs and habits discovered the following attitudes:

	AUG-2018 n=456	NOV-2018 n=474
Speeding/aggressive driving	56%	59%
Texting while driving	58%	58%
Driving under the influence	42%	40%
Disregard of traffic signals by drivers, pedestrians, and/or bicyclists	36%	39%
Talking on cell phones	32%	31%

- 59 percent of respondents identified speeding as the biggest safety problem on Hawaii’s roadways;
- 50 percent of those surveyed felt that the fear of getting into a crash and injuring someone had the greatest impact on them as a deterrent, while the fear of getting a speeding ticket was the greatest deterrent for 26 percent of those polled;
- Yet 44 percent of those polled feel it is safe to drive 5 miles per hour over the posted speed limit, 51 percent believe it is safe to drive up to 10 miles per hour over the posted speed limit and 9 percent feel it’s safe to drive 20 miles per hour over the posted speed limit;
- A majority (63 percent) of those polled believe they have at least a 50/50 chance of getting away with speeding on Hawaii roads; and
- 40 percent were aware of efforts by the police departments as it related to speed enforcement.

Using the information gleaned from the attitudinal survey and the following speed-related fatal crash data, media campaigns and messaging should be crafted to fit the targeted demographics.

63% of drivers who were reported as speeding at the time of a fatal crash were between the ages of **18-35**



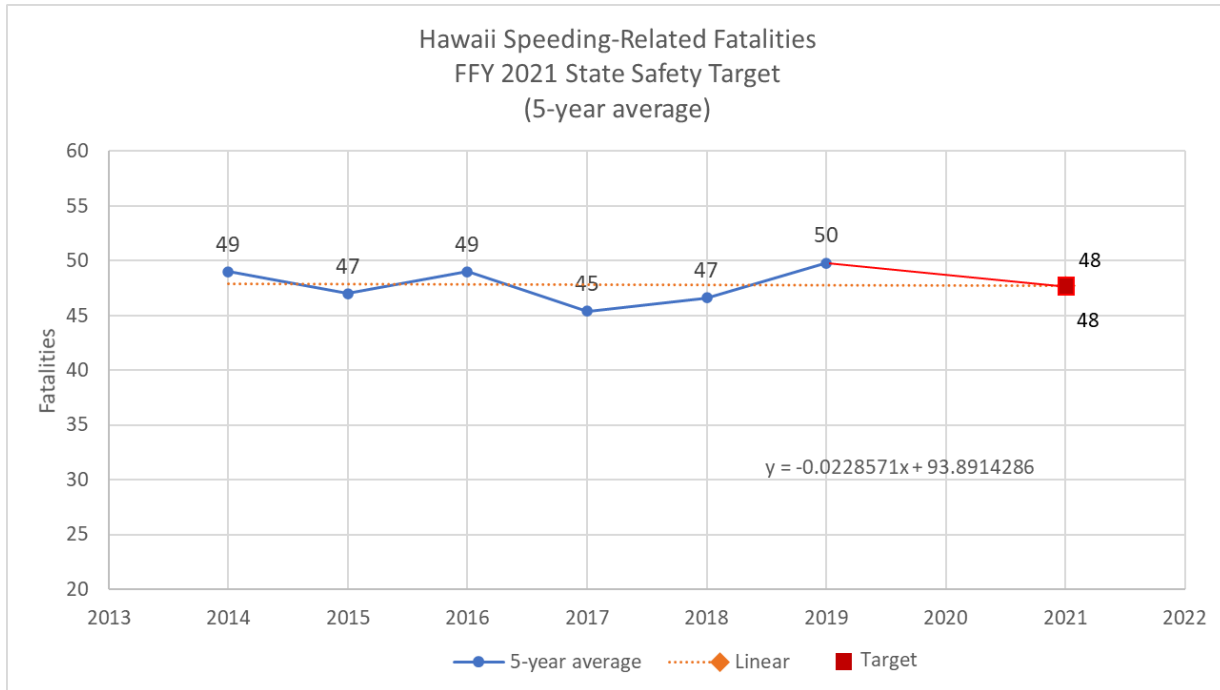
Number =210 drivers in fatal crashes, FARS 2014-2018

40% of drivers who were speeding at the time of a fatal crash were operating a **motorcycle or moped**



60% of drivers who were speeding at the time of a fatal crash were operating a **car or truck**

Associated Performance Measure Target



*Using 2019 preliminary state data

Hawaii's FFY 2021 performance target for speeding-related fatalities is 48. This performance target was determined by using a linear trend line based on the 2014-2019 five-year average data and an analysis of external factors, including the recently updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

Countermeasures Strategies and Planned Activities

To address these challenges, the Highway Safety Section proposes the following countermeasure strategies and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Enforcement
Countermeasure #2:	Speed Communications Campaign
Countermeasure #3:	Program Management

Countermeasure #1: Enforcement

Planned Activities	
High Visibility Enforcement	Intended subrecipients: HPD, MPD, HCPD, KPD Estimated funding amount: \$933,900.96 Equipment purchase: None Funding source: FAST 402 SC
Speed-Related Training	Intended subrecipients: HCPD, KPD, MPD Estimated funding amount: \$23,291.00 Equipment purchase: None Funding source: FAST 402 SC

Planned activities in countermeasure strategy

Planned Activity #1: High Visibility Enforcement
Intended subrecipients: HPD, MPD, HCPD, KPD Estimated funding amount: \$933,900.96 Equipment purchases: None Funding source: FAST 402 SC
<p>Planned activity description:</p> <p>HVE of speeding laws is designed to deter speeding and change unlawful traffic behaviors. Using various data sources, including crash analysis, geocoded crashes, speed measurements from Stealthstats, etc., the four county police departments will use grant funding to conduct speed enforcement operations in areas where speeding is a problem and speed-related crashes are known to occur.</p>

To ensure that officers are properly equipped to enforce the speeding laws, county police departments will purchase radars and lasers and distribute these to Traffic Enforcement and district patrol officers. Related training is needed not only for certification/operation of the equipment but to train other operators and for successful prosecution, as well.

As part of this planned activity, the agencies and subrecipients will use funds to:

- Conduct HVE of Hawaii’s speeding laws;
- Purchase radars, lasers and related items (batteries, etc.) for distribution to traffic enforcement units and patrol districts; and
- Purchase one StealthStat speed data recorder for HCPD to monitor and record speeds in communities and highways across the county.

Planned Activity #2: Speed-Related Training

Intended subrecipients: HCPD, KPD, MPD
 Estimated funding amount: \$23,291.00
 Equipment purchases: None
 Funding source: FAST 402 SC

Planned activity description:

To ensure that officers are properly trained on the operation of speed equipment and can successfully testify to this in court, and to certify new instructors, officers must attend training, most often conducted by the equipment manufacturers. In some instances, one county police department will host a training and the other county police departments will send officers to attend.

As part of this planned activity, the agencies and subrecipients will use funds to:

- Host one laser instructor training in Hawaii County;
- Host one radar instructor training in Hawaii County; and
- Cover travel-related costs for two officers from the KPD to attend the laser instructor training in Hawaii County.

Countermeasure #2: Speed Communications Campaign

Planned Activities	
HDOT Speed Media Campaign	Intended subrecipients: HDOT
	Estimated funding amount: \$100,000.00
	Equipment purchase: None
	Funding source: FAST 402 SC

Planned activities in countermeasure strategy

Planned Activity #1: HDOT Speed Media Campaign
<p>Intended subrecipients: HDOT</p> <p>Estimated funding amount: \$100,000.00</p> <p>Equipment purchases: None</p> <p>Funding source: FAST 402 SC</p>
<p><i>Planned activity description:</i></p> <p>As was learned from HDOT’s November 2018 attitudinal survey, less than half of respondents were aware of speed enforcement efforts by the police departments. To rectify this, HDOT will conduct a statewide media and educational campaign to supplement and support the four county police departments’ enforcement initiatives.</p> <p>In addition, the campaign will target the demographics that are represented in speed-related crash data.</p> <p>HDOT will also adapt the messaging and media platforms to the target audiences.</p> <p>A wide-reaching media campaign, along with strict year-round enforcement, will hopefully deter speeding, educate drivers on the dangers of speeding and change behaviors, leading to a reduction in traffic-related fatalities, particularly speeding-related fatalities.</p> <p>As part of this planned activity, HDOT will use funds to:</p> <ul style="list-style-type: none"> • Conduct a statewide, year-round media and educational campaign to inform the public of the dangers of speeding as well as remind drivers that police are stepping up speed enforcement efforts; and • Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms.

Countermeasure #3: Program Management

Planned Activities	
Speed Management	Intended subrecipients: HDOT
Program Management	Estimated funding amount: \$35,000.00
	Equipment purchase: None
	Funding source: FAST 402 SC

Planned activities in countermeasure strategy

Planned Activity #1: Speed Management Program Management
Intended subrecipients: HDOT
Estimated funding amount: \$35,000.00
Equipment purchases: None
Funding source: FAST 402 SC
<p><i>Planned activity description:</i></p> <p>Management of the Speed Management Program is required to provide guidance to subrecipients and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all speed-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Speed Management grants; • Coordinate statewide speed campaigns; • Cover the salary for the Speed Management Program Manager; and • Cover any speed-related training and travel to further the goals and strategies of the HSP and Hawaii SHSP.

Program Area: Traffic Records

Description of Highway Safety Problems

According to the NHTSA's *Traffic Records Program Assessment Advisory*, "high-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State—in cooperation with its local, regional, and Federal partners—should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems—crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance—as well as the organizations and people responsible for them." Unfortunately, Hawaii's traffic records system needs extensive upgrades to ensure that the core data systems are able to meet the six primary data quality attributes – timeliness, accuracy, completeness, uniformity, integration and accessibility, so that we can effectively address and resolve traffic safety issues.

The vision for the HTRCC is to have an efficient and integrated traffic records system that optimizes the safety and operation of Hawaii's roadways. To achieve this, Hawaii's Highway Safety Section coordinates the HTRCC, providing a forum to facilitate the collection, accessibility, exchange and integration of reliable traffic records data to support the improvements of roadway safety and operations. Among its other duties and responsibilities, the HTRCC identifies problem areas; provide recommendations for problem resolution; develop and implement action plans for the resolution of identified problems; and provide follow up to ensure that identified problems have been resolved.

One of the key tools that the HTRCC uses as a guide for its efforts is the Highway Safety Data and Traffic Records System Assessment. As a result of Hawaii's most recent Assessment from December 2016 through March 2017, a final report with a list of recommendations was provided to the State on April 3, 2017. From these recommendations, the HTRCC decided to focus its efforts and limited resources and funding on the following key projects that were deemed necessary and high priority:

Implementation of the Revised MVAR/Electronic MVAR

To comply with the FAST Act, the HTRCC revised the State of Hawaii MVAR to align with the federal requirements, including the change in terminology from "non-incapacitating injury" to "suspected minor injury" and "incapacitating injury" to "suspected serious injury." Along with these changes, the HTRCC updated the MVAR to address other issues that were discovered after the adoption and implementation of the 2008 MVAR. In conjunction with the major

revision, electronic versions of the form must be updated, as well, to ensure that the correct data is transferred into the crash reporting database.

Electronic Citations

Law enforcement agencies in Hawaii still utilize paper citations, which lead to numerous deficiencies the police departments, Judiciary and the prosecutors contend with, including:

- Illegible citations;
- Incomplete citations;
- Length of time between issuance of citation to entry into the Judiciary Information Management System (JIMS); and
- Access to citations by prosecutors.

These sometimes lead to dismissal of traffic citations, processing of citations and customer service provided to the offenders.

Upgrade of Hawaii's crash reporting system/Electronic Transfer of Crash Records

This project upgrades Hawaii's crash reporting system from HDOT's archaic TARS to the new SHACA system. TARS, which was a stand-alone system that did not interface with any other system, was limited in software and hardware capabilities to collect, organize, export and analyze data. MVARs could only be inputted into the databases via manual data entry or via CD/DVD. These limitations created problems with timeliness, accuracy and completeness of the crash data.

The system upgrade includes the development of SHACA and interfaces between the four county police departments and HDOT, allowing for direct transmission of crash data into the database.

Highly anticipated and key features of SHACA include timely crash data, analysis of the crash data and potential map coding interfaces with the police departments, which were not possible with the TARS database.

Data linkage of crash reports with EMS and hospital inpatient records

Although available data sources describe a wide continuum of motor vehicle crashes, none of them can singularly capture the circumstances of the crashes and the ultimate medical and financial consequences of resulting injuries. The MVAR, for example, describe crash conditions (time of day, posted speed limits, seat belt use, driver age, etc.), but have only rudimentary

information of injury severity and medical disposition. EMS reports provide improvements in those regards but have no information on hospital treatments, length of stay and associated medical charges. In turn, data from inpatient records and hospital emergency department abstracts cannot describe crash conditions or use of passenger restraints or protective clothing. These data sources need to be linked to provide the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate the related injuries.

Without a robust traffic records system, Hawaii’s traffic safety partners cannot effectively and efficiently address traffic safety issues, from problem identification to evaluation of efforts. As a result, these efforts may not successfully reduce the number of fatalities and serious injuries on our roadways.

Associated Performance Measures

The State of Hawaii will strive to improve upon timeliness in our “Crash” core data system.

HDOT and the four county police departments have been working to streamline processes and improve upon timeliness of crash data. The police departments’ migration to electronic MVARs and HDOT’s project to replace their antiquated TARS database with the new SHACA crash reporting database have contributed significantly to improvements in receiving crash reports in a timely manner and entry into the database.

From May 1, 2019 through April 30, 2020, Hawaii improved upon timeliness in our “Crash” core data system as measured in terms of a decrease in the average number of days from the crash date to the date the crash report is entered into HDOT’s crash reporting database (see Performance Measure Progress in Section 405c State Traffic Safety Information System Improvements Grant Application).

This year’s measurable progress during the performance period (May 1, 2019-April 30, 2020) will serve as the baseline for the FFY 2021 performance target. Our FFY 2021 performance target will be an average of 45 days from crash occurrence to entry into the crash reporting database:

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

The baseline was calculated by analyzing the data entry date for the crash reports, calculating the number of days/months from crash occurrence to data entry, converting the

number of months into days (if needed), and taking the average of those days. The performance target was determined by taking into account the planned activities for FFY 2021, including continued development of SHACA; building the interface between MPD and HDOT; and completion of the new electronic crash reports.

Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii’s traffic records system, the Highway Safety Section proposes the following countermeasure strategies and planned activities:

Countermeasure Strategies	
Countermeasure #1:	Improve the State’s Traffic Records System
Countermeasure #2:	Traffic Records Program Management

Countermeasure #1: Improve the State’s Traffic Records System

Planned Activities	
Implementation of Revised MVAR/ Electronic MVAR	Intended subrecipients: MPD, HCPD, KPD Estimated funding amount: \$20,000.00 Equipment purchase: None Funding source: FAST 405c FAST 402 TR
E-Citations	Intended subrecipients: MPD, HPD, Maui County Department of the Prosecuting Attorney, City and County of Honolulu Department of the Prosecuting Attorney, Judiciary, UH Estimated funding amount: \$533,491.00 Equipment purchase: None Funding source: FAST 405c FAST 402 TR
Upgrade of Crash Reporting System/ Electronic Transfer of Crash Records	Intended subrecipients: HDOT, HPD, MPD, HCPD, KPD Estimated funding amount: \$337,628.40 (including equipment purchase) Equipment purchase: \$6,000 Funding source: FAST 405c FAST 402 TR
HTRCC Meetings	Intended subrecipients: MPD, HCPD, KPD, Judiciary, Maui County Department of the Prosecuting Attorney Estimated funding amount: \$18,742.00 Equipment purchase: None Funding source: FAST 405c FAST 402 TR

FARS Analyst	Intended subrecipients: HDOT/FARS Analyst Estimated funding amount: \$40,000.00 Equipment purchase: None Funding source: FAST 405c FAST 402 TR
Traffic Records Forum	Intended subrecipients: HDOT, HPD, MPD, HCPD, KPD, Judiciary, Maui County Department of the Prosecuting Attorney Estimated funding amount: \$56,887.00 Equipment purchase: None Funding source: FAST 405c FAST 402 TR

Planned activities in countermeasure strategy

Planned Activity #1: Implementation of Revised Statewide MVAR/Electronic MVAR	
Intended subrecipients:	MPD, HCPD, KPD
Estimated funding amount:	\$20,000.00
Equipment purchases:	None
Funding source:	FAST 405c FAST 402 TR
<i>Planned activity description:</i>	
<p>With the new Fixing America’s Surface Transportation Act, or FAST Act, requirements, the HTRCC revised the State of Hawaii MVAR to align with the federal requirements, including the change in terminology from “non-incapacitating injury” to “suspected minor injury” and “incapacitating injury” to “suspected serious injury.” Along with these changes, the HTRCC decided to update the MVAR to address other issues that were discovered after the adoption and implementation of the 2008 MVAR.</p> <p>As part of this planned activity, agencies and subrecipients will use funds to:</p> <ul style="list-style-type: none"> • Continue to implement the newly revised MVAR and the Reference Manual; • Subcontract with their respective Records Management System (RMS) vendors to update the electronic version of the MVAR in their systems; and • Provide training or training materials to law enforcement agencies on how to complete the updated MVAR. 	

Planned Activity #2: E-Citations

Intended subrecipients:	MPD, HPD, Maui County Department of the Prosecuting Attorney, City and County of Honolulu Department of the Prosecuting Attorney, Judiciary, UH
Estimated funding amount:	\$533,491.00
Equipment purchases:	None
Funding source:	FAST 405c FAST 402 TR

Planned activity description:

Implementation of an electronic citation system would help rectify numerous deficiencies the police departments and the Judiciary contend with, which sometimes lead to dismissal of traffic citations and delay in access to citations. With the paper citation system in Hawaii, paper citations are issued by the officers and sent directly to the Judiciary for input into JIMS. Once the citations are delivered to the Judiciary, additional delays are incurred because of the internal manual scanning process; preparing paper citations for scanning; collating and possibly printing new bar code labels; the manual data entry process; etc. Judiciary staff must decipher difficult-to-read handwritten notes on paper citations in order to enter the data on the traffic case record. This entire process takes approximately 5-8 days from the date a citation is issued to entry into JIMS, and it can be even longer since law enforcement have up to 10 days to deliver paper citations to the Judiciary. These compounding delays and issues result in less accurate traffic citation reporting, as well as delays in data sharing to other agencies, including HDOT's Commercial Driver License database and the various county driver and motor vehicle licensing offices. Delays may also prevent motorists from being able to pay online at their first attempt, causing frustration as motorists have to wait until the data has been entered. For repeat offenders, judges may not have the full, complete history of a driver when adjudicating a court case, if other pending case information has not been entered yet.

In addition, with the current paper citation system, county prosecutors are not able to access the citation information until usually the morning that any citations go to court.

With Hawaii's e-citation pilot project, the police officers will be able to autopopulate e-citations with data from vehicle registrations and driver's licenses and issue the e-citations to violators. Furthermore, the Judiciary, prosecutors' offices and police departments on Maui and Oahu all have interfaces with the e-citation cloud-based database, giving each agency direct access to the e-citations and any supporting evidence (photos of driver's licenses and license plates, etc.) anytime after the e-citations are uploaded.

A pilot project that started during FFY 2017 is initially targeting a small segment of MPD, with motorcycle patrol units and parking enforcement officers issuing e-citations. HPD launched its pilot project in August 2018. As we are wrapping up the pilot projects on Oahu and Maui, the HTRCC is evaluating the program – its successes, issues, challenges, cost estimates and necessary legislative changes – and deciding how to move forward with a permanent e-

citation system within the state.

As part of this planned activity, agencies and subrecipients will use funds to:

- Subcontract and work with the vendor to issue electronic citation equipment to officers in the field;
- Subcontract and work with the vendor to update interfaces and user licenses for the Departments of the Prosecuting Attorney in Maui County and the City and County of Honolulu; MPD; HPD; and the Judiciary to access the e-citation system;
- Subcontract and continue working with the vendor to develop software for the e-citation program to run on Sonim mobile phone devices via a web-connected browser (the web-based version of the app can be accessed with HPD's mobile devices, in-car laptops, etc.);
- Ensure that vehicle registration and driver's license information is scanning correctly and autopopulating the e-citations;
- Conduct an evaluation of the pilot project, survey stakeholders and produce a report of the results (UH was unable to complete all phases of the evaluation during FFY 2020 because of the COVID-19 pandemic); and
- Continue to evaluate and make adjustments to the e-citation pilot projects on Maui and Oahu.

Planned Activity #3: Upgrade of Crash Reporting System/Electronic Transfer of Crash Records

Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD
Estimated funding amount:	\$337,628.40 (including equipment purchase)
Equipment purchases:	1 data diagramming software
Funding source:	FAST 405c FAST 402 TR

Planned activity description:

This project upgrades Hawaii’s crash reporting system from HDOT’s archaic TARS to the new SHACA system. TARS, which was a stand-alone system that did not interface with any other system, was limited in software and hardware capabilities to collect, organize, export and analyze data. MVARs could only be inputted into the databases via manual data entry or via CD/DVD. These limitations created problems with timeliness, accuracy and completeness of the crash data.

The system upgrade includes the development of SHACA and interfaces between the four county police departments and HDOT, allowing for direct transmission of crash data into the database.

Highly anticipated and key features of SHACA include timely crash data, analysis of the crash data and potential map coding interfaces with the police departments.

As part of this planned activity, agencies and subrecipients will use funds to:

- Subcontract and work with the consultant to continue to develop and build the new SHACA system;
- Cover travel-related costs for HDOT representatives to travel to Hawaii County, Maui County and Kauai County to meet with the police departments’ traffic divisions and IT divisions on SHACA development and issues;
- Work together to create interfaces between the police departments and SHACA;
- Subcontract with HCPD, KPD and HPD’s RMS vendors to incorporate and implement a map-based incident location system (the Hawaii Geo-Locating System, or HIGLS);
- Purchase one laptop computer for MPD to download forensic crash data from vehicles, as well as enter crash investigation data and other traffic-related information into their RMS;
- Purchase an upgrade to HCPD’s crash data diagramming software; and
- Work with traffic safety partners to identify data analysis needs.

Planned Activity #4: HTRCC Meetings

Intended subrecipients:	MPD, HCPD, KPD, Judiciary, Maui Dept. of the Prosecuting Attorney
Estimated funding amount:	\$18,742.00
Equipment purchases:	None
Funding source:	FAST 405c FAST 402 TR

Planned activity description:

The HTRCC is comprised of representatives from highway safety; highway infrastructure; law enforcement and adjudication; public health; injury control; motor vehicle; motor carrier; and driver licensing agencies who meet every other month on Oahu. These HTRCC meetings provide a forum to facilitate the collection, accessibility, exchange and integration of reliable traffic records data to support the improvements of roadway safety and operations. It gives the various agencies the opportunities to meet; network with each other; and discuss and resolve traffic records-related issues. More importantly, these meetings ensure that traffic records projects remain top of mind and are constantly worked on to achieve progress.

Since the HTRCC meetings are held in Honolulu, committee members from the outer islands must travel to Oahu to attend the meetings. However, with the COVID-19 pandemic and upgrades in Hawaii’s technological resources, the HTRCC members have decided to conduct “hybrid” meetings, with members having the option to attend in person or virtually.

The HTRCC also includes an E-Citation Subcommittee that includes agencies that are directly involved with the e-citation pilot project. This subcommittee meets every other month (during the months the HTRCC does not meet) to stay updated on happenings with the pilot project and to help discuss next steps, as well as to resolve issues.

As part of this planned activity, agencies and subrecipients will use funds to:

- Cover travel-related costs for neighbor island HTRCC members to attend and participate in the HTRCC and E-Citation Subcommittee meetings on Oahu.

Planned Activity #5: FARS Analyst

Intended subrecipients: HDOT/FARS Analyst
Estimated funding amount: \$40,000.00
Equipment purchases: None
Funding source: FAST 405c
FAST 402 TR

Planned activity description:

To ensure that Hawaii traffic fatality data is complete, accurate and timely, it is imperative that our State employs a FARS Analyst full time. The funding for Hawaii’s FARS Analyst was reduced, and NHTSA Traffic Records funding supplements and aids in the collection of FARS data for the FARS program, as agreed upon with NHTSA as of 2011. This will make up any potential shortfall in funds and to be used to send the FARS Analyst and Supervisor to the FARS System Wide Training.

As part of this planned activity, agencies and subrecipients will use funds to:

- Cover the salary and travel-related costs for the FARS Analyst to attend related training, supplementing FARS funding.

Planned Activity #6: Traffic Records Forum

Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD, Judiciary, Maui County Department of the Prosecuting Attorney
Estimated funding amount:	\$56,887.00
Equipment purchases:	None
Funding source:	FAST 405c FAST 402 TR

Planned activity description:

Travel to the International Forum on Traffic Records and Highway Information Systems on the mainland will ensure that HTRCC members remain up to date on the latest technologies, guidelines and model systems. Attendance at the conference gives Hawaii’s representatives opportunities to network with vendors and their counterparts from other states; learn best practices and potential pitfalls; and gather resources that may prove to be invaluable as we move towards implementing projects that improve Hawaii’s Traffic Records System.

As part of this planned activity, agencies and subrecipients will use funds to:

- Cover travel-related costs to attend the International Forum on Traffic Records and Highway Information Systems on the mainland.

In addition, attendees will:

- Upon return, share information learned with Hawaii’s traffic safety partners and HTRCC members; and
- Incorporate learned best practices that can be incorporated into Hawaii’s Traffic Records Strategic Plan and applied to our State’s Traffic Records System.

Countermeasure #2: Traffic Records Program Management

Planned Activities	
Traffic Records Program Management	Intended subrecipients: HDOT Estimated funding amount: \$80,000.00 Funding source: FAST 405c FAST 402 TR

Planned activities in countermeasure strategy

Planned Activity #1: Traffic Records Program Management
Intended subrecipients: HDOT Estimated funding amount: \$80,000.00 Equipment purchases: None Funding source: FAST 405c FAST 402 TR
<p>Planned activity description:</p> <p>Management of the Traffic Records Program is required to provide guidance to subrecipients; coordinate traffic records activities, including the HTRCC meetings; and ensure implementation of Hawaii’s Traffic Records Strategic Plan and that grant goals are met and project activities are conducted in a timely manner according to milestones. Implementation of the Strategic Plan, and thus improving Hawaii’s Traffic Records System and data, is vital to the traffic safety process, from problem identification, monitoring and evaluation of programs and initiatives.</p> <p>In addition, program management will ensure that all traffic records activities work cohesively to achieve maximum impact and effectiveness.</p> <p>As part of this planned activity, the HDOT’s Highway Safety Section will use funds to:</p> <ul style="list-style-type: none"> • Coordinate HTRCC and E-Citation Subcommittee meetings (including covering meeting room rental and related expenses); • Cover the salary for the Traffic Records Coordinator; • Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Traffic Records and data management grants; • Cover any traffic records-related training and travel to further the goals and strategies of the HTRCC and the Hawaii Traffic Safety Information Systems Strategic Plan.

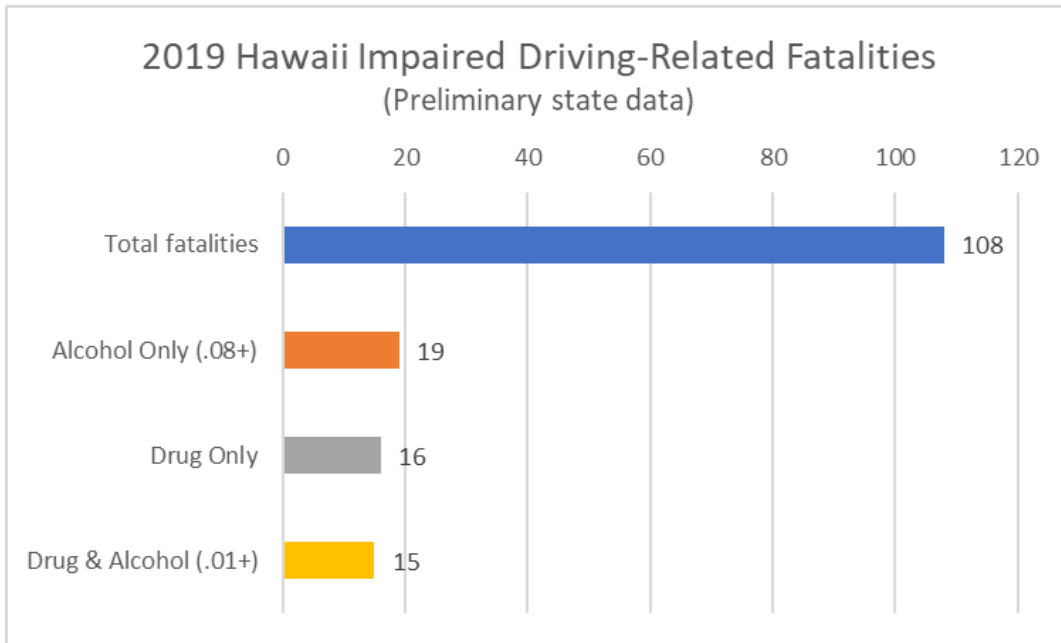
Evidence-Based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Planned Activities	
Bicycle Safety Enforcement	Intended subrecipients: HPD Estimated funding amount: \$93,833.50
Distracted Driving Enforcement	Intended subrecipients: HPD, HCPD, MPD, KPD Estimated funding amount: \$399,636.16
Impaired Driving Enforcement	Intended subrecipients: HPD, MPD, KPD, HCPD Estimated funding amount: \$1,457,378.23
Occupant Protection/CPS Enforcement	Intended subrecipients: HPD, MPD, KPD, HCPD Estimated funding amount: \$550,550.06
Pedestrian Safety Enforcement	Intended subrecipients: HPD Estimated funding amount: \$187,667.00
Speed High Visibility Enforcement	Intended subrecipients: HPD, MPD, KPD, HCPD Estimated funding amount: \$933,900.96

Analysis of crashes, crash fatalities, and injuries in areas of highest risk

Hawaii 2019 Traffic Fatalities (preliminary state data)							
Unrestrained vehicle occupants	Alcohol-impaired driving fatalities	Impaired driving fatalities (drugs & alcohol)	Speeding-related fatalities	Motorcyclist fatalities	Drivers age 20 or younger fatal crashes	Pedestrian fatalities	Bicyclist fatalities
16	31	50	52	20	12	37	4
15%	29%	46%	48%	19%	11%	34%	4%



In looking at Hawaii’s 2019 preliminary state data, speeding-related fatalities (48 percent), impaired driving fatalities (46 percent) and pedestrian fatalities (34 percent) are overrepresented in our state’s fatal crash and fatalities counts. Dangerous and unlawful traffic behaviors related to these types of crashes continue to be a challenge to address and change. (More detailed crash analysis is available in the various program areas in this HSP.) HDOT believes that strict enforcement paired with other highly visible efforts (communications campaign, safety messaging, etc.) is the most effective tool available to us and can serve as an effective deterrent.

To determine areas of highest risk and where enforcement should be conducted, law enforcement will use a variety of data resources available to them to analyze the different factors contributing to these fatal and serious injury crashes, including FARS, speed measurements from data recorders, crash analysis and citation data.

Media and educational campaigns to supplement the strict enforcement will focus on roadway behaviors that have been determined to be contributing factors in these fatal crashes (e.g., excessive speeding, inattention, pedestrian visibility, etc.). In addition, the messaging campaigns’ target audiences will align with the demographics of those either causing the crashes or being affected by the crashes. For instance, an alcohol-impaired driving media campaign may target the population most likely to drive impaired (male, 18-45 years of age), while a pedestrian safety campaign may try to reach the vulnerable users (senior citizen and young pedestrians).

Deployment of Resources

Based on the crash analysis above, HDOT has determined to allocate grant funding to the four county police departments to conduct enforcement year round and in support of national and state mobilizations in those priority areas (impaired driving, speeding and pedestrian safety). In addition, to ensure that officers are properly equipped to enforce the traffic laws, HDOT is providing funding for purchase of related instruments, equipment and tools (radars, lasers, breathalyzers, Intoxilyzers, etc.).

The police departments will use the aforementioned data resources available to them to determine where to conduct strict enforcement of Hawaii's traffic safety laws.

Effectiveness Monitoring

HDOT continuously monitors enforcement activities through desk reviews of quarterly reports; numerous phone calls and e-mails with the police departments; and regularly scheduled meetings, such as the quarterly Traffic Commanders meetings, Hawaii DAID work group meetings; WWH meetings; Hawaii SHSP meetings; CPS meetings; and HTRCC meetings.

Adjustments are made to enforcement activities based on changing needs; current trends; and national/state guidance. When needed, these may sometimes result in grant amendments and HSP modifications.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategies	
Countermeasure #1:	Impaired Driving Enforcement
Countermeasure #4:	Impaired Driving Communications Campaign
Countermeasure #3:	Occupant Protection/CPS Enforcement
Countermeasure #4:	Occupant Protection/CPS Media Campaign
Countermeasure #5:	Speed Enforcement
Countermeasure #6:	Speed Communications Campaign
Countermeasure #7:	Distracted Driving Enforcement
Countermeasure #8:	Distracted Driving Communications Campaign
Countermeasure #9:	Pedestrian Safety Enforcement
Countermeasure #10:	Pedestrian Safety Communications Campaign

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Hawaii will implement the following planned activities that not only support the mandated national impaired driving and occupant protection mobilizations but also other national and state mobilizations.

Planned Activities		
Distracted Driving High Visibility Enforcement	Intended subrecipients:	HPD, HCPD, MPD, KPD
	Estimated funding amount:	\$399,636.16
Distracted Driving Media Contractor	Intended subrecipients:	Contractor to be awarded
	Estimated funding amount:	\$100,000.00
HDOT Distracted Driving Media Campaign	Intended subrecipients:	HDOT
	Estimated funding amount:	\$100,000.00
Impaired Driving High Visibility Enforcement	Intended subrecipients:	HPD, MPD, KPD, HCPD
	Estimated funding amount:	\$1,457,378.23
HDOT Alcohol-Impaired Driving Media Contractor	Intended subrecipients:	Contractor to be awarded
	Estimated funding amount:	\$100,000.00
HDOT Alcohol-Impaired Driving Media Campaign	Intended subrecipients:	HDOT
	Estimated funding amount:	\$300,000.00

HDOT Drug-Impaired Driving Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded \$100,000.00
HDOT Drug-Impaired Impaired Driving Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT \$200,000.00
Occupant Protection/CPS Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD \$550,550.06
Occupant Protection/CPS Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT \$95,000.00
Occupant Protection/CPS Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded \$125,000.00
Pedestrian Safety Enforcement	Intended subrecipients: Estimated funding amount:	HPD \$187,667.00
HDOT Pedestrian Safety Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT \$80,000.00
Pedestrian Safety Education and Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded \$120,000.00
Speed High Visibility Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD \$933,900.96
HDOT Speed Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT \$100,000.00

FFY 2021 Projects List

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Program Administration					
PA21-S-01	Program Administration	Hawaii Department of Transportation	HDOT will use the funds for staff salaries, travel and general expenses.	\$135,000.00	FAST 402 PA
PA21-S-02	HDOT Fiscal Coordinator	To be determined	The Fiscal Coordinator will review and prepare reimbursements for subrecipients and HDOT, as well as maintain grant files.	\$68,000.00	FAST 402 PA
SUBTOTAL				\$203,000.00	

Distracted Driving					
DD21-O-01	HPD Distracted Driving High-Visibility Enforcement	Honolulu Police Department	HPD will use grant funds to conduct overtime High-Visibility Enforcement (HVE) of Hawaii's MED law.	\$234,583.75	FAST 402 DD
DD21-H-02	HCPD Distracted Driving High-Visibility Enforcement	Hawaii County Police Department	HCPD will use grant funds to conduct overtime HVE of Hawaii's MED law; produce and air a PSA and for related purchases.	\$73,128.80	FAST 402 DD
DD21-M-03	MPD Distracted Driving High-Visibility Enforcement	Maui Police Department	MPD will use grant funds to conduct overtime HVE of Hawaii's MED law, and to rent vehicles for use during enforcement activities.	\$76,263.39	FAST 402 DD
DD21-K-04	KPD Distracted Driving High-Visibility Enforcement	Kauai Police Department	KPD will use grant funds to conduct overtime HVE of Hawaii's MED law.	\$15,660.22	FAST 402 DD

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
DD21-S-05	HDOT Distracted Driving Awareness Media Campaign	Hawaii Department of Transportation	HDOT will use grant funds for a paid media campaign to raise the public's awareness about the dangers of driving distracted, and to provide support for statewide HVE efforts.	\$100,000.00	FAST 402 DD
DD21-S-06	HDOT Distracted Driving Media Contractor	Hawaii Department of Transportation	HDOT will use grant funds to hire a media consultant to implement a statewide Distracted Driving educational awareness campaign.	\$100,000.00	FAST 402 DD
DD21-S-07PM	HDOT Distracted Driving Program Management	Hawaii Department of Transportation	HDOT will use grant funds for staff salaries and program-related costs.	\$30,000.00	FAST 402 DD
			SUBTOTAL	\$629,636.16	

EMS					
EM21-O-01	HFD Edraulic Extrication	Honolulu Fire Department	HFD will purchase 2 cordless extrication tools to reduce the amount of time it takes to extricate victims from motor vehicles involved in crashes.	\$64,500.00	FAST 402 EM
EM21-H-02	HCFD Edraulic Extrication	Hawaii County Fire Department	The Hawaii Fire Department will purchase 1 cordless extrication tools to reduce the amount of time it takes to extricate victims from motor vehicles involved in crashes.	\$41,088.98	FAST 402 EM
EM21-M-03	MFD Extrication Eqpt.	Maui Fire Department	MFD will purchase 5 air bags that safely lift an incapacitated vehicle off a victim if they are pinned under it.	\$39,754.00	FAST 402 EM
EM21-S-04PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$5,000.00	FAST 402 EM
			SUBTOTAL	\$150,342.98	

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Impaired Driving					
AL21-O-01	HPD Impaired Driving	Honolulu Police Department	HPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE related activities. Funds will also be used to host statewide Traffic Commander meetings; for representatives to attend relevant national meetings, trainings and conferences; and equipment-related purchases.	\$1,111,532.52	154AL/ 164AL/ FAST 405d M5X
AL21-O-02	HPD Alcohol Off-Premise Compliance Checks	Honolulu Police Department	HPD will use grant funds to conduct compliance checks on off-premise retailers that sell alcohol on Oahu.	\$68,281.37	154AL/ 164AL
AL21-O-03	HPD Impaired Driving Intoxilyzer	Honolulu Police Department	HPD will use grant funds to send two Intoxilyzer supervisors to attend CMI's Intoxilyzer Users Group conference.	\$6,930.00	154AL/ 164AL
AL21-H-04	HCPD Impaired Driving	Hawaii County Police Department	HCPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE-related activities. Funds will also be used for representatives to attend relevant local and national meetings, trainings and conferences; and equipment-related purchases.	\$348,851.00	154AL/ 164AL/ FAST 405d M5X
AL21-K-05	KPD Impaired Driving and Youth Deterrence	Kauai Police Department	KPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws, including underage drinking; and for DRE-related activities. Funds will also be used for representatives to attend relevant local and national meetings, trainings and conferences; and equipment-related purchases.	\$162,439.76	154AL/ 164AL/ FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL21-M-06	MPD Impaired Driving and Youth Deterrence	Maui Police Department	MPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws, including underage drinking; and for DRE-related activities. Funds will also be used for representatives to attend relevant local and national meetings, trainings and conferences; and equipment-related purchases.	\$424,812.82	154AL/ 164AL/ FAST 405d M5X
AL21-S-07	DOH State Laboratory and Intoxilyzer Training	Hawaii State Department of Health	DOH will use grant funds to establish Hawaii's first forensic toxicology state laboratory to test OVUII-alcohol blood and urine samples for Maui, Kauai and Hawaii counties, and OVUII-drug urine and blood samples for all counties. Funds will also be used to conduct statewide Intoxilyzer trainings for law enforcement agencies, including the four county police departments, Sheriff Division and county prosecutors.	\$2,139,728.35	154AL/ 164AL/ FAST 405d M5X
AL21-O-08	OPHS - Alcohol Off-Premise Compliance Checks	UH: Office of Public Health Studies	The University of Hawaii's Office of Public Health Studies will use grant funds to conduct compliance checks on off-premise retailers that sell alcohol on Hawaii, Kauai and Maui.	\$353,124.16	154AL/ 164AL/ FAST 405d M5X
AL21-O-09	Honolulu Prosecutors Impaired Driving	City and County of Honolulu Department of the Prosecuting Attorney	Honolulu's Department of the Prosecuting Attorney will use grant funds for prosecutors to attend the annual DRE conference.	\$8,795.00	154AL/ 164AL/ FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL21-S-10	Hawaii Prosecutors Office - TSRP Training	Hawaii County Office of the Prosecuting Attorney	Hawaii County's Office of the Prosecuting Attorney will use grant funds for the annual statewide training for prosecutors and police, which is coordinated by their TSRP. Funds will also be used for prosecutors to attend relevant local and national meetings, trainings and conferences.	\$130,977.95	154AL/ 164AL/ FAST 405d M5X
AL21-S-11	Kauai Prosecutors Office - Traffic Safety Resource Prosecutor	Kauai County Office of the Prosecuting Attorney	Kauai County's Office of the Prosecuting Attorney will use grant funds for related activities conducted by their TSRP. Funds will also be used for prosecutors to attend relevant local and national meetings, trainings and conferences.	\$181,190.00	154AL/ 164AL/ FAST 405d M5X
AL21-M-12	Maui Prosecutors Office - Impaired Driving	Maui County Department of the Prosecuting Attorney	Maui County's Department of the Prosecuting Attorney will use grant funds to implement a pilot "electronic warrant" system. Funds will also be used for prosecutors to attend relevant local and national meetings, trainings and conferences.	\$41,615.00	154AL/ 164AL/ FAST 405d M5X
AL21-S-13	Judiciary - Judicial Training	Judiciary	The Judiciary will use grant funds to hold a statewide judicial training on Oahu and send judges to a national conference focused on impaired driving and highway safety issues.	\$45,650.00	154AL/ 164AL/ FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL21-O-14	Judiciary - DWI Court	Judiciary	The Judiciary will use grant funds to send representatives to attend NADCP Annual Training Conference and NHTSA/NCDC Foundational Training. Funds will also be used for monitoring DWI Court participants, to purchase drug and alcohol testing kits, and other related costs.	\$66,317.00	154AL/ 164AL/ FAST 405d M5X
AL21-S-15	Alcohol-Impaired Driving Media Contractor	Hawaii Department of Transportation	The Hawaii Department of Transportation (HDOT) will use grant funds to hire a media consultant to develop and implement an impaired driving media and educational campaign.	\$100,000.00	154AL/ 164AL/ FAST 405d M5X
AL21-S-16	HDOT Attitudinal/ Behavioral Survey	Hawaii Department of Transportation	HDOT will use grant funds to hire a consultant to conduct statewide traffic safety attitudinal/behavioral surveys to provide the Highway Safety Section with guidance in reaching our target audience for program areas such as alcohol- and drug-impaired driving.	\$100,000.00	FAST 405d M5X
AL21-S-17	HDOT Impaired Driving Task Force/Working Group	Hawaii Department of Transportation	HDOT will use grant funds for statewide Hawaii IDTF and Hawaii DAID Working Group meetings to meet Section 405d grant requirements, as well as address impaired driving traffic safety concerns.	\$50,000.00	154AL/ 164AL/ FAT 405d M5X
AL21-S-18	HDOT Impaired Driving Court Monitoring	Hawaii Department of Transportation	HDOT will use grants fund to conduct court monitoring on Oahu to identify deficiencies and issues, and make recommendations for improvement, if needed.	\$75,000.00	154AL/ 164AL/ FAST 405d M5X
AL21-S-19	HDOT Alcohol-Impaired Driving Media Campaign	Hawaii Department of Transportation	HDOT will use grant funds to implement an alcohol-impaired driving paid media campaign to support NHTSA's Impaired Driving National Enforcement Mobilizations.	\$300,000.00	154PM/ 164PM

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL21-S-20	HDOT DRE In-Service Training	Hawaii Department of Transportation	HDOT will use grant funds for a statewide in-service training for certified DREs.	\$90,000.00	FAST 405d M5X
AL21-S-21	Drug-Impaired Driving Media Contractor	Hawaii Department of Transportation	HDOT will use grant funds to hire a media consultant to develop and implement a drug-impaired driving media and educational campaign.	\$100,000.00	FAST 405d M5X
AL21-S-22	HDOT Drug-Impaired Driving Media Campaign	Hawaii Department of Transportation	HDOT will use grant funds to implement a drug-impaired driving paid media campaign to support NHTSA's Drug-Impaired Driving National Enforcement Mobilizations.	\$200,000.00	FAST 405d M5X
AL21-S-23PM	HDOT Impaired Driving Program Management	Hawaii Department of Transportation	HDOT will use grant funds for staff salaries and program-related costs.	\$110,000.00	154PA/ 164PA FAST 405d M5X
SUBTOTAL				\$6,215,244.93	

Motorcycle Safety					
MC21-H-01	Hawaii Community College	Hawaii Community College	HCC will use grant funds to support their motorcycle rider training program	\$4,416.85	MAP21 405f M9MT/ FAST 405f M9MT/ FAST 402 MC
MC21-S-01	HDOT Motorcycle Media	Hawaii Department of Transportation	HDOT will use grant funds to purchase radio, movie theater and television air time for PSAs.	\$21,000.00	MAP21 405f M9MA FAST 405f M9MA FAST 402 MC
MC21-S-03PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$37,000	FAST 405f M9MA/ FAST 402 MC
SUBTOTAL				\$62,416.85	

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Occupant Protection					
OP21-O-01	HPD Seat Belt Enforcement	Honolulu Police Department	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws.	\$288,300.50	FAST 405b M1HVE/ FAST 402 OP
OP21-O-02	Oahu Child Restraint	Keiki Injury Prevention Coalition	Reduce vehicle fatalities and injuries by conducting community car seat checks, maintaining child restraint inspection stations and educational presentations.	\$126,610.08	FAST 405b M1CPS/ FAST 402 OP
OP21-H-03	HCPD Seat Belt Enforcement	Hawaii County Police Department	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws.	\$123,454.40	FAST 405b M1HVE/ FAST 402 OP
OP21-H-04	HI County Child Restraint	East Hawaii Kiwanis	Reduce vehicle fatalities and injuries by conducting community car seat checks, maintaining child restraint inspection stations and educational presentations.	\$46,850	FAST 405b M1CPS/ FAST 402 OP
OP21-H-05	HCFD Child Restraint	Hawaii County Fire Department	Reduce vehicle fatalities and injuries by conducting community car seat checks, maintaining child restraint inspection stations and educational presentations.	\$37,896.86	FAST 405b M1CPS/ FAST 402 OP
OP21-M-06	MPD Seat Belt Enforcement	Maui Police Department	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws.	\$102,510.02	FAST 405b M1HVE/ FAST 402 OP
OP21-M-07	Maui Child Restraint	Maui Police Department	MPD plans to reduce vehicle fatalities and injuries by conducting community car seat checks, maintaining child restraint inspection stations and educational presentations.	\$52,536.70	FAST 405b M1CPS/ FAST 402 OP

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
OP21-K-08	KPD Seat Belt Enforcement	Kauai Police Department	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws.	\$154,522.00	FAST 405b M1HVE/ FAST 402 OP
OP21-S-09	UH Survey	University of Hawaii at Manoa	UH will conduct two seat belt observational surveys as required by NHTSA.	\$90,909.04	FAST 402 OP
OP21-S-10	HDOT OP Media Contractor	Hawaii Department of Transportation	A media contractor will be hired to further promote seat belt and child restraint use through education presentations and earned media opportunities.	\$125,000.00	FAST 405b M1PE/ FAST 402 OP
OP21-S-11	HDOT CIOT Media	Hawaii Department of Transportation	HDOT will use grant funds to conduct a statewide media campaign to support CIOT. The goal is to reduce motor vehicle fatalities and injuries by educating the public about the benefits of using seat belts and child restraints.	\$60,000.00	FAST 405b M1PE/ FAST 402 OP
OP21-S-12	HDOT CPS Media	Hawaii Department of Transportation	HDOT will support national CPS week by conducting a statewide, paid media campaign to educate the public on the importance of child restraints.	\$35,000.00	FAST 405b M1PE/ FAST 402 OP
OP21-S-13PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$25,000.00	FAST 405b M1X/ FAST 402 OP
			SUBTOTAL	\$1,268,589.60	

Pedestrian and Bicycle Safety					
PS21-O-01	HPD Pedestrian Enforcement	Honolulu Police Department	Reduce pedestrian fatalities and injuries by conducting overtime enforcement and education.	\$187,667.00	FAST 405h FHLE/ FAST 402 PS
PS21-O-02	HPD Bicycle Enforcement	Honolulu Police Department	Reduce bicycle fatalities and injuries by conducting overtime enforcement.	\$93,833.50	FAST 405h FHLE/ FAST 402 PS

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
PS21-O-03	DTS Pedestrian Safety	City and County of Honolulu DTS	Funds will be used to conduct educational presentations to reduce pedestrian fatalities and injuries.	\$36,440.00	FAST 405h FHLE/ FAST 402 PS
PS21-S-04	Pedestrian Safety Media Contractor	Hawaii Department of Transportation	HDOT will hire a media contractor to conduct educational presentations and a media campaign.	\$120,000.00	FAST 405h FF*PM/ FAST 402 PS
PS21-S-05	HDOT Pedestrian Media Campaign	Hawaii Department of Transportation	HDOT will use grant funds to purchase radio, movie theater and television air time for PSAs.	\$80,000.00	FAST 405h FF*PM/ FAST 402 PS
PS21-S-06PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$50,000.00	FAST 402 PS
			SUBTOTAL	\$567,940.50	

Police Traffic Services					
PT21-O-01	HPD Traffic Services	Honolulu Police Department	Traffic Crash Reconstruction training for current and new officers. HPD will host a minimum of three IPTM traffic crash reconstruction courses. The neighbor island police departments can send their officers to participate in the training.	\$209,110.00	FAST 402 PT
PT21-H -02	HCPD Traffic Services	Hawaii County Police Department	HCPD will use funds to send officers to participate in the IPTM training courses that will be hosted by HPD in Honolulu.	\$194,910.00	FAST 402 PT
PT21-M-03	MPD Traffic Services	Maui Police Department	MPD will use funds to send officers to participate in the IPTM courses that will be hosted by HPD in Honolulu and purchase two police motorcycles	\$288,568.00	FAST 402 PT
PT21-K-04	KPD Traffic Services	Kauai Police Department	Traffic Crash Reconstruction training.	\$125,410.43	FAST 402 PT

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
PT21-S-05	Law Enforcement Liaison	Bob Lung	Liaison between the four county police departments, oversee the Ignition Interlock program.	\$80,310.00	FAST 402 PT
PT21-S-06	Traffic Safety Liaison	Scott Haneberg	The Traffic Safety Liaison will assist the Highway Safety Office staff by working on traffic safety projects such as motorcycle safety, graduated drivers licensing and traffic safety legislation.	\$49,920.00	FAST 402 PT
PT21-S-07	HDOT Traffic – Lifesavers Conf	Hawaii Department of Transportation	HDOT Traffic Branch will send representatives to the annual Lifesavers Conference.	\$7,260.00	FAST 402 PT
PT21-S-08	HDOT Traffic – Safety Mtgs	Hawaii Department of Transportation	Funds will be used to coordinate statewide traffic safety meetings.	\$31,860.00	FAST 402 PT
PT21-S-09PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$15,000.00	FAST 402 PT
			SUBTOTAL	\$1,002,348.43	

Speed Management					
SC21-O-01	HPD Speed Enforcement	Honolulu Police Department	Conduct overtime speed enforcement and purchase 40 lasers	\$422,250.75	FAST 402 SC
SC21-H-02	HCPD Speed Enforcement	Hawaii County Police Department	Conduct overtime speed enforcement; host radar training and laser instructor training; and purchase 20 handheld lasers and a StealthStat speed data recorder.	\$245,745.00	FAST 402 SC
SC21-M-03	MPD Speed Enforcement	Maui Police Department	Conduct 1,350 hours of overtime speed enforcement and purchase 4 lasers.	\$169,475.35	FAST 402 SC

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
SC21-K-04	KPD Speed Enforcement	Kauai Police Department	Conduct overtime speed enforcement; send officers to laser instructor training; conduct radar training; and purchase 9 vehicle-mounted radars and 12 lasers.	\$119,720.86	FAST 402 SC
SC21-S-05	HDOT Speed Media	Hawaii Department of Transportation	Reduce speed-related fatalities and injuries by educating the public about the dangers of speeding.	\$100,000.00	FAST 402 SC
SC21-S-06PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$35,000.00	FAST 402 SC
			SUBTOTAL	\$1,092,191.96	

Traffic Records					
TR21-S-01	HDOT Traffic Records System	Hawaii Department of Transportation	HDOT's Traffic Safety Section will use funds to continue development and upgrade of its SHACA database; and send three representatives to the Traffic Records Forum.	\$115,993.00	FAST 405c M3DA FAST 402 TR
TR21-O-02	HPD Traffic Records	Honolulu Police Department	HPD will continue the e-citation pilot project; build an interface with HDOT's Hawaii Geolocating System; and send three representatives to the International Forum on Traffic Records.	\$210,181.00	FAST 405c M3DA FAST 402 TR
TR21-H-03	HCPD Traffic Records	Hawaii County Police Department	HCPD will build an interface with HDOT's Hawaii Geolocating System; participate in Hawaii TRCC meetings; continue building the interface with HDOT's SHACA database; purchase an upgrade to the Easy Street Draw program; and send three representatives to the International Forum on Traffic Records.	\$128,910.12	FAST 405c M3DA FAST 402 TR

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
TR21-M-04	MPD Traffic Records	Maui Police Department	MPD will continue the e-citation pilot program, including the data analysis component; participate in Hawaii TRCC and E-Citation Subcommittee meetings; continue building the interface with HDOT's SHACA database; and send two representatives to the International Forum on Traffic Records.	\$211,581.00	FAST 405c M3DA FAST 402 TR
TR21-K-05	KPD Traffic Records	Kauai Police Department	KPD will continue building the interface with HDOT's SHACA database; participate in Hawaii TRCC meetings; build an interface with HDOT's Hawaii Geolocating System; and send two representatives to the International Forum on Traffic Records.	\$61,018.00	FAST 405c M3DA FAST 402 TR
TR21-S-06	Judiciary E-Citation Traffic Records	Judiciary	The Hawaii State Judiciary will continue to support the e-citation pilot project with purchase of e-citation user licenses, issue tracking software and Kofax services, and participating in Hawaii TRCC and E-Citation Subcommittee meetings.	\$61,340.00	FAST 405c M3DA FAST 402 TR
TR21-M-07	Maui Prosecutors Traffic Records	Maui County Department of the Prosecuting Attorney	Maui's Department of the Prosecuting Attorney will continue participation in the e-citation pilot project with seven user licenses; attend E-Citation Subcommittee meetings; and send two representatives to the International Forum on Traffic Records.	\$11,550.00	FAST 405c M3DA FAST 402 TR
TR21-O-08	Honolulu Prosecutors E-Citations	City and County of Honolulu Department of the Prosecuting Attorney	The City and County of Honolulu's Department of the Prosecuting Attorney will continue participation in the e-citation pilot project with 60 user licenses and attend E-Citation Subcommittee meetings.	\$42,006.00	FAST 405c M3DA FAST 402 TR

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
TR21-S-09	UH E-Citation Evaluation	University of Hawaii at Manoa	UH will conduct an evaluation of the E-Citation pilots projects on Oahu and Maui and produce a report on results of the evaluation.	\$80,000.00	FAST 405c M3DA FAST 402 TR
TR21-S-10	HDOT FARS Analyst	Hawaii Department of Transportation	Grant funds will be used to supplement FARS funding of the FARS Analyst position.	\$40,000.00	FAST 405c M3DA FAST 402 TR
TR21-S-11PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	\$80,000.00	FAST 405c M3DA FAST 402 TR
			SUBTOTAL	\$1,042,579.12	
FFY 2021 TOTAL				\$12,234,290.50	

Equipment List

Project #	Agency	Item	# of Units	Unit Cost	Total Cost	Funding Source
AL21-S-07	Hawaii State Dept. of Health	LC-MS-3-Quad	1	\$500,000.00	\$500,000.00	154 AL/164 AL FAST 405d M5X
AL21-S-07	Hawaii State Dept. of Health	GC-FID with headspace/MS	1	\$500,000.00	\$500,000.00	154 AL/164 AL FAST 405d M5X
AL21-S-07	Hawaii State Dept. of Health	Biosafety cabinet	1	\$25,000.00	\$25,000.00	154 AL/164 AL FAST 405d M5X
AL21-S-07	Hawaii State Dept. of Health	LIMS tracking system	1	\$400,000.00	\$400,000.00	154 AL/164 AL FAST 405d M5X
AL21-S-07	Hawaii State Dept. of Health	Analytical balance	1	\$6,000.00	\$6,000.00	154 AL/164 AL FAST 405d M5X
AL21-S-07	Hawaii State Dept. of Health	Nitrogen generator	1	\$8,000.00	\$8,000.00	154 AL/164 AL FAST 405d M5X
DD21-S-07PM	Hawaii Department of Transportation	Distracted Driving Simulator	1	\$9,500.00	\$9,500.00	FAST 402 DD
EM21-O-01	Honolulu Fire Dept.	Genesis All 9 Eforce Cutter	2	\$10,520.00	\$21,040.00	FAST 402 EM
EM21-O-01	Honolulu Fire Dept.	Genesis Eforce S53 spreader	2	\$9,000.00	\$18,000.00	FAST 402 EM
EM21-O-01	Honolulu Fire Dept.	22-52 Telescopic RAM	2	\$8,550.00	\$17,100.00	FAST 402 EM
EM21-H-01	Hawaii County Fire Dept.	eDraulic cutter kit	1	\$38,720.00	\$38,720.00	FAST 402 EM
EM21-M-01	Maui County Fire Dept.	Multiforce air lifting bag kit	5	\$7,485.00	\$37,425.00	FAST 402 EM
PT21-O-01	Honolulu Police Dept.	Speed Message Boards	10	\$5,000.00	\$50,000.00	FAST 402 PT
PT21-H-02	Hawaii County Police Dept.	Bosch CDR900 EDR kit	1	\$23,000.00	\$23,000.00	FAST 402 PT
PT21-M-03	Maui Police Dept.	Leica P40 scanner kit	1	\$17,500.00	\$17,500.00	FAST 402 PT
PT21-M-03	Maui Police Dept.	Bosch crash data recorder hardware	1	\$6,000.00	\$6,000.00	FAST 402 PT
PT21-M-03	Maui Police Dept.	Berla iVe Toolkit	1	\$8,650.00	\$8,650.00	FAST 402 PT

Project #	Agency	Item	# of Units	Unit Cost	Total Cost	Funding Source
PT21-M-03	Maui Police Dept.	Harley Davidson police motorcycle	2	\$36,000.00	\$72,000.00	FAST 402 PT
TR21-H-03	Hawaii County Police Dept.	Easy Street Draw data diagramming software	1	\$6,000.00	\$6,000.00	FAST 405c M3DA FAST 402 TR