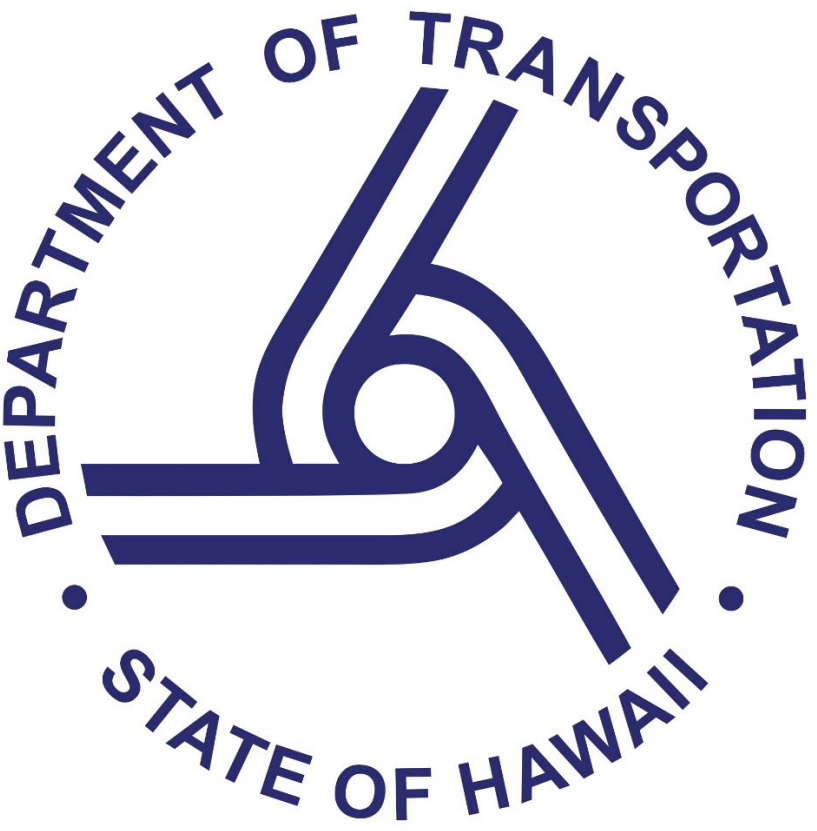

FFY 2022 Highway Safety Plan

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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	**Yes,** *High Use Rate*	**HI_FY22_405b**
405(c) State Date Systems Improvement	**Yes**	**HI_FY22_405c**
405(d) Impaired Driving	**Yes,** *Mid-Range*	**HI_FY22_405d**
405(d) Ignition Interlock	No	
405(d) 24-7 Sobriety Program	No	
405(e) Distracted Driving	No	
405(f) Motorcyclist Safety	**Yes**	**HI_FY22_405f**
405(g) Graduated Driver Licensing	No	
405(h) Nonmotorized	**Yes**	**HI_FY22_405h**
1906 Racial Profiling Data Collection	No	
Other Documents Submitted		
Statewide 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
BRFSS.....Behavioral Risk Factor Surveillance System
CARES Act.....Coronavirus Aid, Relief, and Economic Security Act
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
EMSAC.....EMS Advisory Committee
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
HCPD .....Hawaii County Police Department
HDOT.....Hawaii Department of Transportation
HFD .....Honolulu Fire Department
HIGLS.....Hawaii Incident Geo-Locating System
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
LIMS .....Laboratory Information Management System
MC.....Motorcycle
MED .....Mobile Electronic Device
MFD.....Maui Fire Department
MP.....Moped
MPD .....Maui Police Department
MS.....Motor scooter
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
TSEP .....Traffic Safety Enforcement Program
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, the Hawaii Department of Transportation (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 incorporated into presentations and other formats and shared with traffic safety partners to make informed decisions throughout the Highway Safety Plan (HSP) process. HDOT and DOH 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.

Hawaii's goal for the 2019-2024 Strategic Highway Safety Plan (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 recognized 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.

In addition to resources from NHTSA and the Federal Highway Administration (FHWA), and other states' methodologies as guides in establishing our targets, the group also took the following external factors into consideration:

- 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 (implementation of red light running cameras) and legislation expected to pass (stricter penalties for impaired driving, high BAC penalties);
- More tolerant, societal view of marijuana;
- Current attitudes towards law enforcement;
- Increased trend in speeding and excessive speeding;
- Statewide speed management collaborations;
- 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.

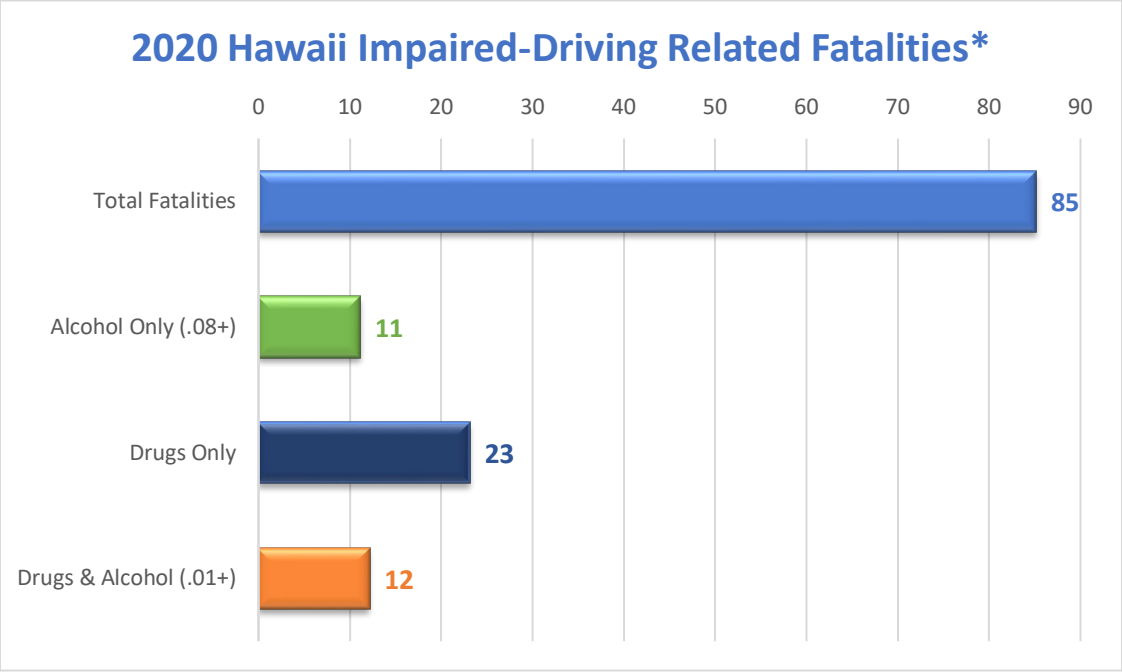
Description and Analysis of the State's Overall Highway Safety Problems

An analysis of Hawaii's traffic-related fatalities, serious injuries and enforcement data reveals the major challenges affecting our roadways.

Hawaii's 2020 preliminary state data shows that fatalities related to speeding, drug-impaired driving, pedestrians, motorcyclists and distracted driving are overrepresented in our state's fatal crash and fatalities counts. More detailed problem identification and data analysis of the program areas are provided in their respective sections.

Hawaii 2020 Traffic Fatalities*								
Unrestrained vehicle occupants	Alcohol-impaired driving fatalities	Impaired driving fatalities (alcohol & drugs)	Speeding -related fatalities	Motorcyclist fatalities	Drivers age 20 or younger fatal crashes	Pedestrian fatalities	Bicyclist fatalities	Distracted Driving
13	11	12	**37**	**19**	8	**21**	4	**19**

** Preliminary state data*



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 2021. In the last few years, HDOT conferred mainly with the SHSP Core Committee on ranking and prioritizing proposed projects. As we did for the Federal Fiscal Year (FFY) 2021 HSP, HDOT again utilized more stakeholders and traffic safety groups in 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 22, 2021	HDOT's Highway Safety Section announces FFY 2022 Request for Applications • Posted on the State of Hawaii's Awards & Notices Data System website • Notified existing grant subrecipients and traffic safety partners
February 26, 2021 (by 4:30 p.m.)	Deadline to submit FFY 2022 grant applications to Highway Safety Section
Mid-February-April 2021	Review of grant applications
May-June 2021	Recommendations to Director of Transportation for approval
June 2021	Highway Safety Section notifies subrecipients of grant application status
July 1, 2021	Highway Safety Plan due to NHTSA
August/September 2021	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 2021	Notification of application approval and grant award
October 1, 2021	FFY 2022 begins
October/November 2021	Grant Management Orientation (exact date/details to be provided later)

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
- Costs and items relate back to and address the problem ID, goals and objectives
- Proposed costs are reasonable and necessary
- 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 2022 HSP.

The Highway Safety Section received a total of 79 applications for FFY 2022. Applications that did not support strategies within Hawaii's SHSP were not considered for funding.

FFY 2022 Projects						
Program Areas	Subrecipient Projects	HDOT Projects			Approved FFY 2022 Projects	Disapproved FFY 2022 Projects
		Contractors*	Media Campaigns	Program Management and Internal Projects**		
Program Administration	1	1			2	
Distracted Driving	4	1	1	1	7	
EMS	2			1	3	
Impaired Driving	14	2	2	5	23	
Motorcycle Safety	1			1	2	
Occupant Protection	8	1	2	1	12	
Pedestrian & Bicycle	4	1	1	1	6	1
Police Traffic Services	5	1		1	7	
Speed Management	4		1	1	6	
Traffic Records	8			2	10	
				FFY 2022 Projects Total	**79**	

** Includes LEL and Media Contractors' projects*

*** Internal projects include Attitudinal/Behavioral Survey, Task Force, Court Monitoring, Drug Recognition Expert (DRE) In-Service Training and FARS Analyst*

Impacts of COVID-19

Due to the ongoing COVID-19 pandemic, the Highway Safety Section continues to telework and traffic safety groups meet virtually. Hawaii's counties and state COVID-19 orders remain strict until more community members are vaccinated. This means that large trainings and gatherings may either need to be moved to a hybrid environment, postponed or cancelled.

However, even with the lifting of restrictions, HDOT will urge subrecipients to continue with and/or incorporate the following adjusted initiatives because it provided more equitable options for our communities and traffic safety partners:

- Virtual car seat checks
- Virtual meetings
- Virtual graduations for DWI Court

Internally, our Highway Safety Section will utilize virtual project monitoring more since our state travel plan limits our number of trips to the neighboring islands.

More pandemic-related information is detailed in the individual program areas.

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 and collaboratively 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. We continue to evaluate the process and make improvements as necessary.

PERFORMANCE REPORT

Performance Report

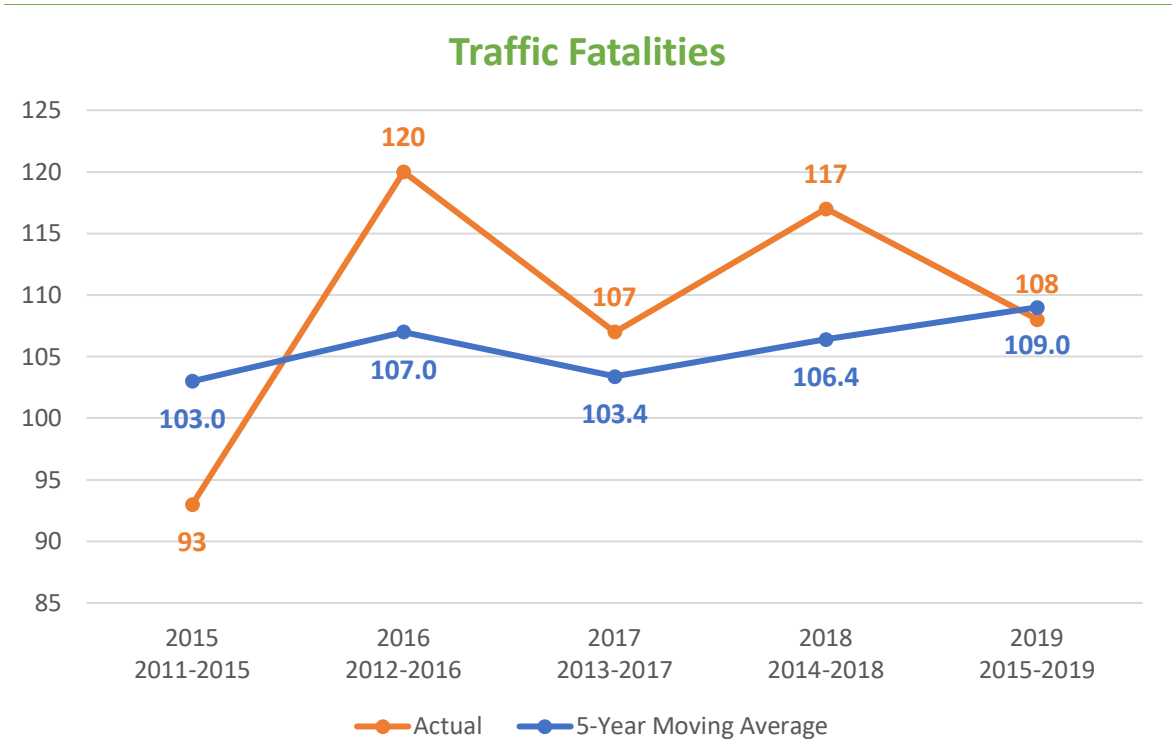
Progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY21 Progress Results	On Track to Meet FY21 Target (Yes/No /In-Progress)
C-1) Total Traffic Fatalities	5 year	2017-2021	103.0	2015-2019 FARS 109.0	No
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	427	2015-2019 State 432	No
C-3) Fatalities/VMT	5 year	2017-2021	.968	2015-2019 FARS 1.016	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	16	2015-2019 FARS 18	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	32	2015-2019 FARS 38	No
C-6) Speeding-Related Fatalities	5 year	2017-2021	48	2015-2019 FARS 50	No
C-7) Motorcyclist Fatalities	5 year	2017-2021	24	2015-2019 FARS 26	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	17	2015-2019 FARS 16	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	9	2015-2019 FARS 11	No
C-10) Pedestrian Fatalities	5 year	2017-2021	29	2015-2019 State 29	Yes
C-11) Bicyclist Fatalities	5 year	2017-2021	3	2015-2019 FARS 3	Yes

Performance Measure	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source/ FY21 Progress Results	On Track to Meet FY21 Target (Yes/No /In-Progress)
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	98.0%	2019 State Survey 97.1%	No
D-1) Distracted Driving Program Area: Observed Cellular Phone Use While Driving (State Survey)	Annual	2021	1.3%	2019 State Survey 3.55%	No
D-2) Traffic Records Program Area: Average number of days from crash to database during the performance target period	Annual	May 1, 2020-April 30, 2021	45 avg number of days	86.25 avg number of days*	No*

** The average number of days from crash to database increased because some crash reports took longer for the police departments to approve and submit to HDOT, which affected the average number when a query was conducted for reports dated during the baseline and target period date range. HDOT anticipates improvements and measurable progress with the completion of three out of the four police departments' direct interfaces with the crash reporting system.*

Performance Measure: C-1 Traffic Fatalities

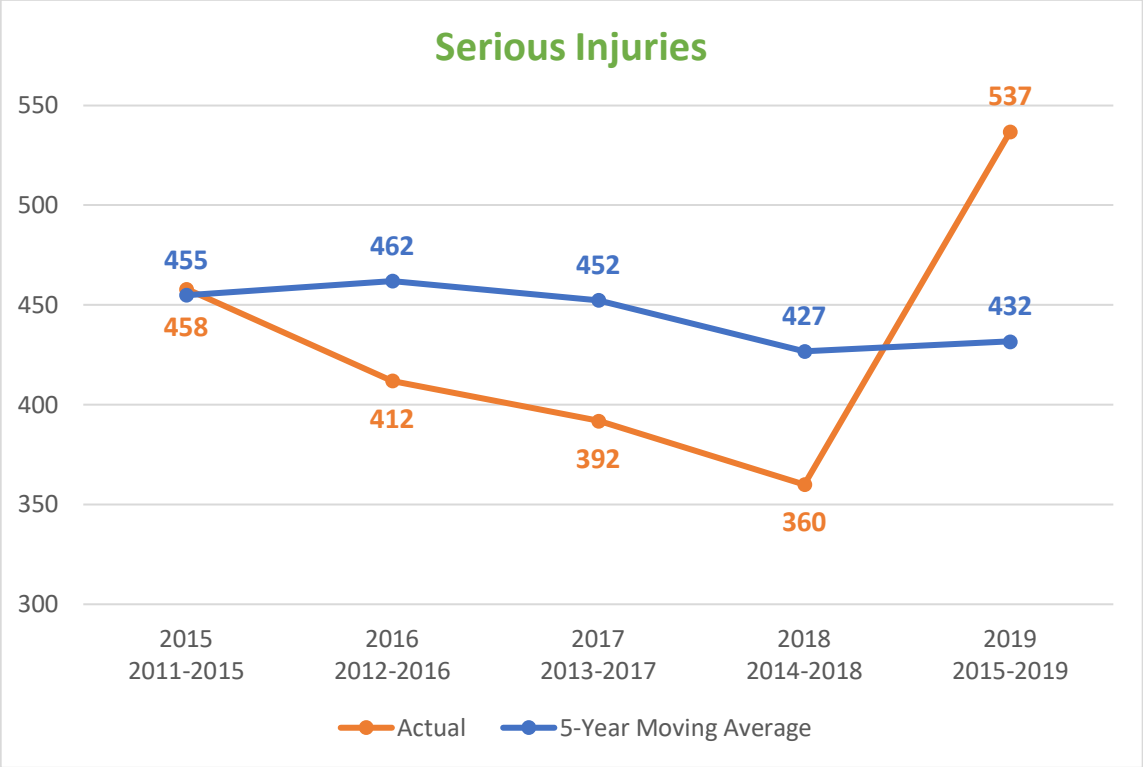


Performance Measure Target: The HDOT's Highway Safety Section and Traffic Branch set a 5-year moving average actual target for the Number of Traffic Fatalities at 103 in our FFY 2021 HSP.

Result: Five-year moving average data for 2015-2019 is 109.0 for Number of Traffic Fatalities. Based on this data, Hawaii will not meet the C-1) Number of Traffic Fatalities target as projected.

Countermeasure: To reduce fatalities, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

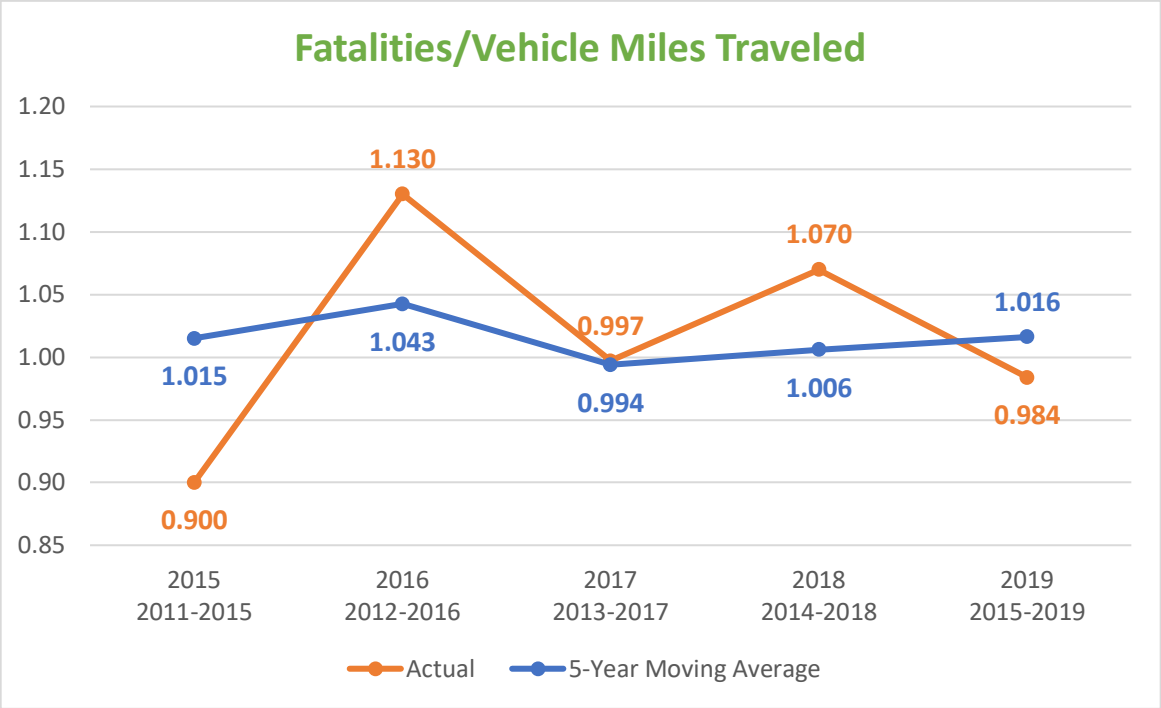
Performance Measure: C-2 Total Serious Injuries



Performance Measure Target: HDOT and the Traffic Branch set a 5-year moving average actual target for the Number of Serious Injuries at 427 in our FFY 2021 HSP.

Result: Five-year moving 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 will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

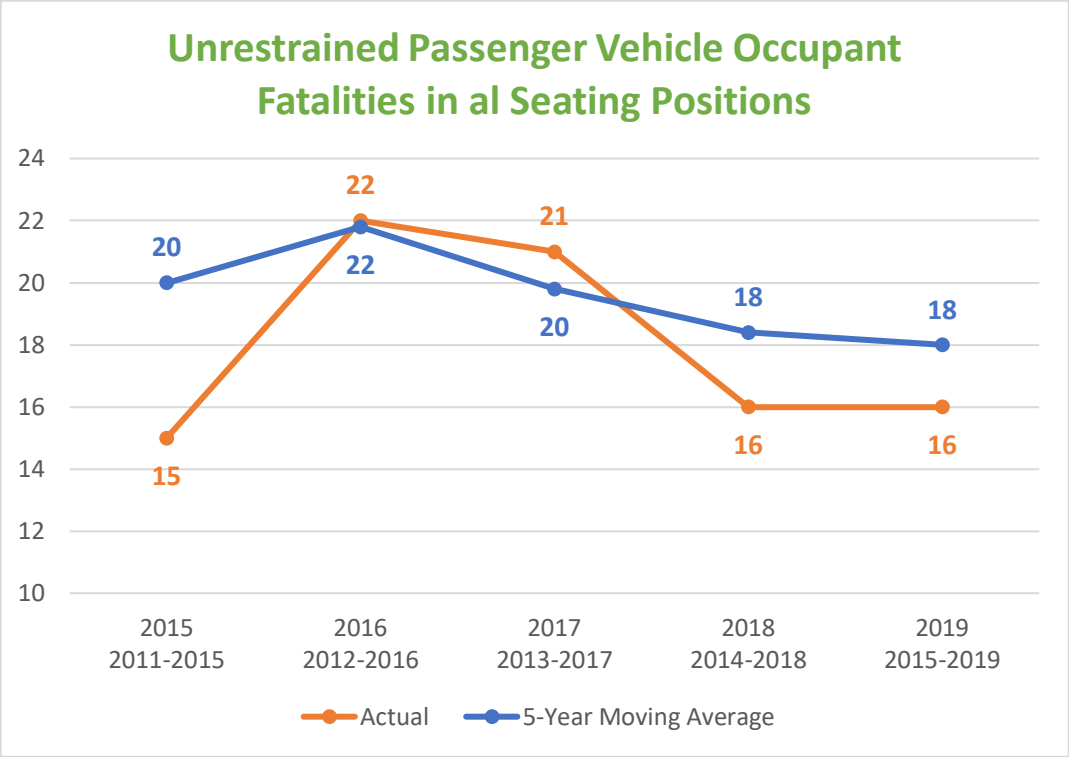


Performance Measure Target: HDOT and the Traffic Branch set a 5-year moving average actual target for the Number of Traffic Fatalities/VMT at 0.968 in our FFY 2021 HSP.

Result: Five-year moving average state data for 2015-2019 is 1.016 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 will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

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

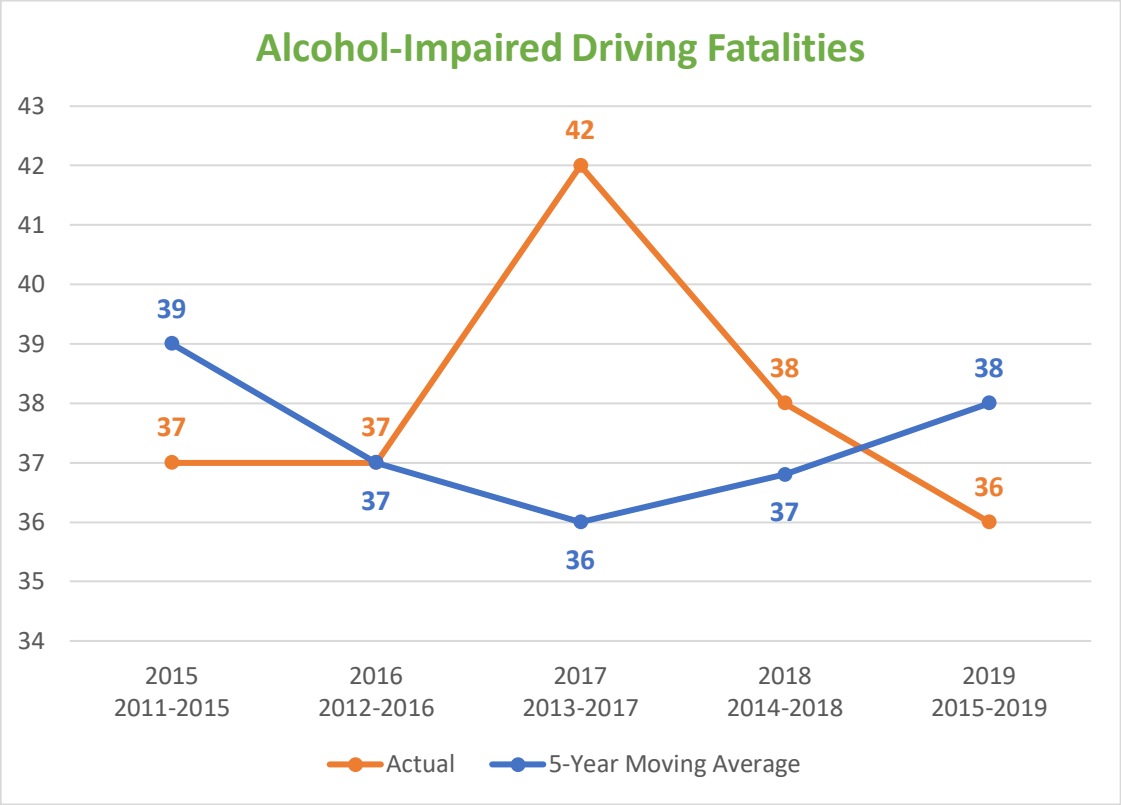


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions at 16 in our FFY 2021 HSP.

Result: Five-year moving average 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 not meet the C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions target as projected.

Countermeasure: To reduce the number of unrestrained passenger vehicle occupant fatalities, HDOT will re-evaluate its existing FFY 2022 HSP 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 new Vision Zero strategies.

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

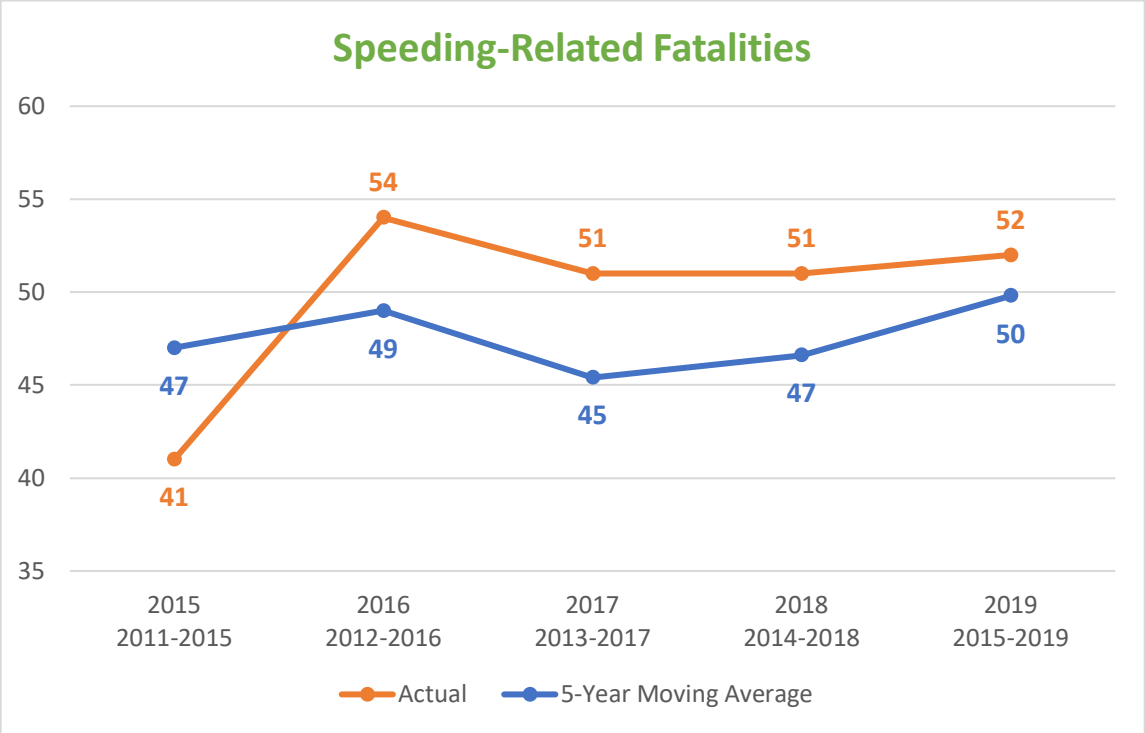


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Alcohol-Impaired Driving Fatalities at 32 in our FFY 2021 HSP.

Result: Five-year moving average data for 2015-2019 is 38 for the Number of Alcohol-Impaired Driving Fatalities. Based on this data, we believe that Hawaii will not meet the C-5) Number of Alcohol-Impaired Driving Fatalities target as projected.

Countermeasure: To reduce alcohol-impaired driving fatalities, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new 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)

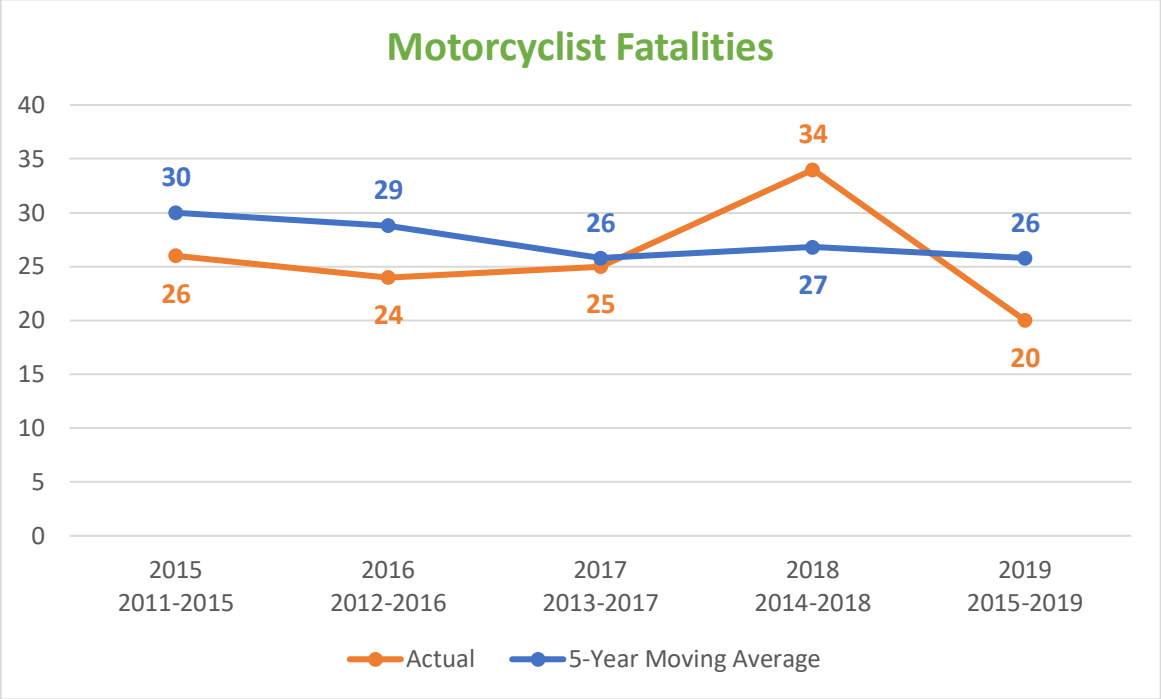


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Speeding-Related Fatalities at 48 in our FFY 2021 HSP.

Result: Preliminary 5-year average 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 Speeding-Related Driving Fatalities target as projected.

Countermeasure: To reduce speeding-related fatalities, HDOT will re-evaluate its existing FFY 2022 HSP 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

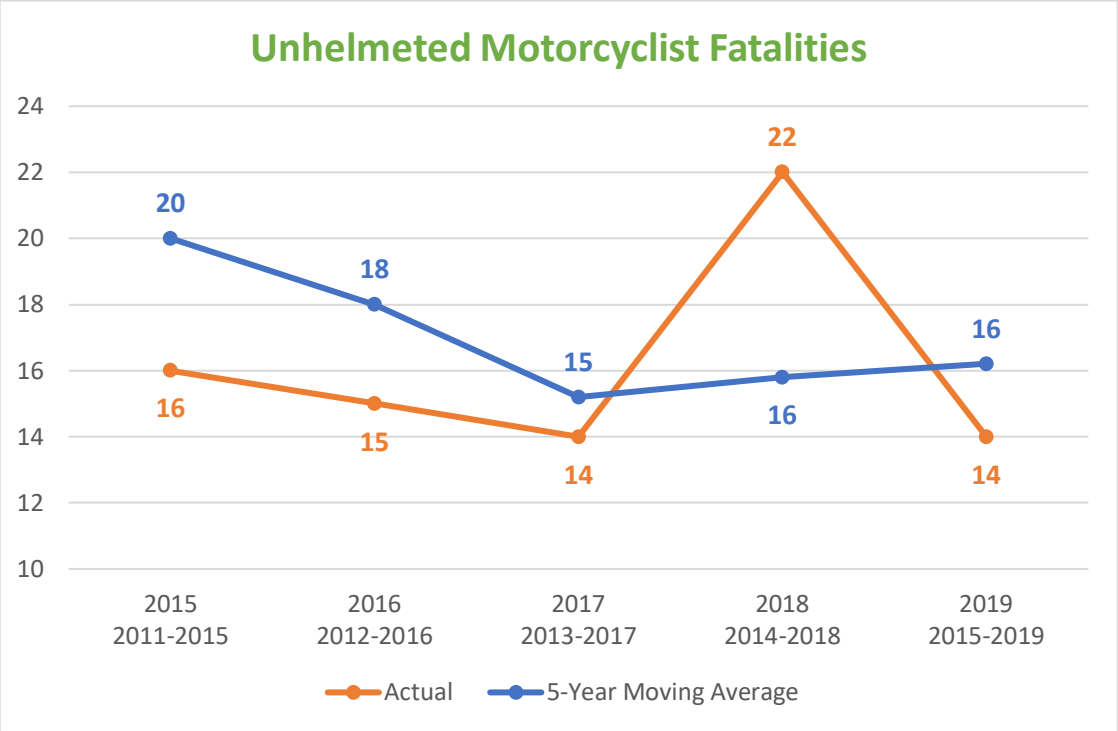


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Motorcyclist Fatalities at 24 in our FFY 2021 HSP.

Result: Five-year moving average 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 Motorcyclist Fatalities target as projected.

Countermeasure: To reduce motorcyclist fatalities, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities

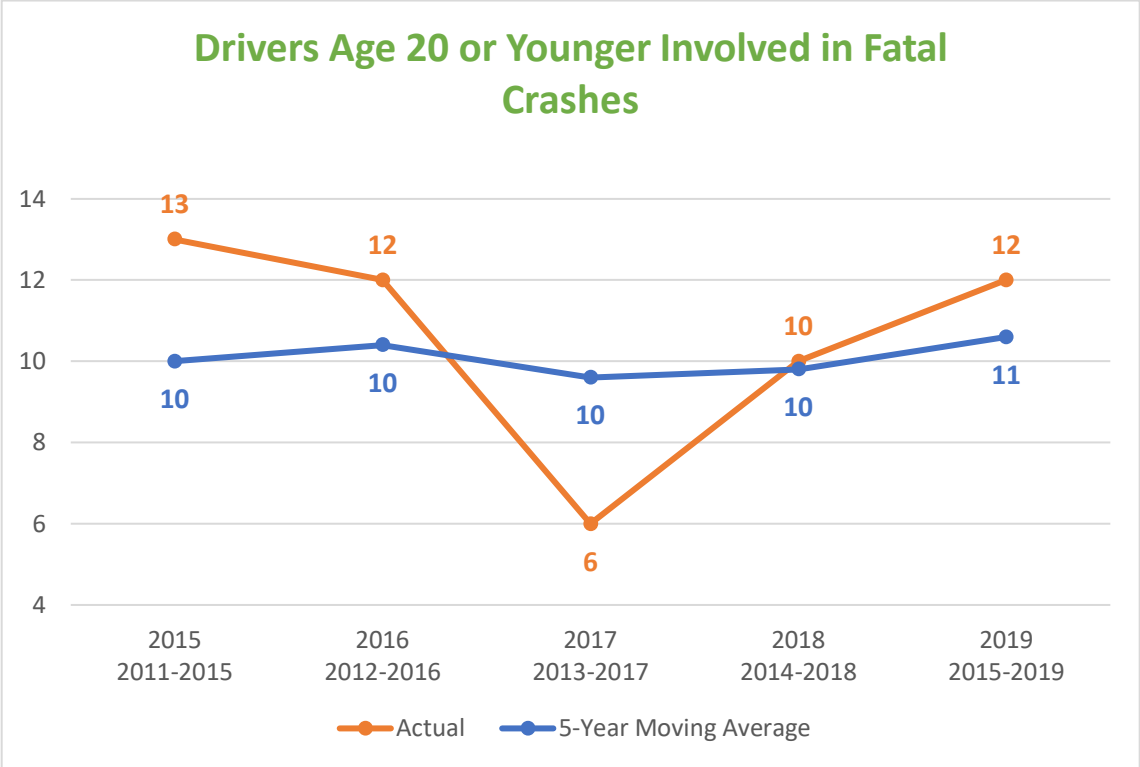


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Unhelmeted Motorcyclist Fatalities at 17 in our FFY 2021 HSP.

Result: Five-year moving average data for 2015-2019 is 16 for the Number of Unhelmeted Motorcyclist Fatalities. Based on this data, we believe that Hawaii will meet the C-8) Number of Unhelmeted Motorcyclist Fatalities target as projected.

Countermeasure: To increase increase helmet usage, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

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

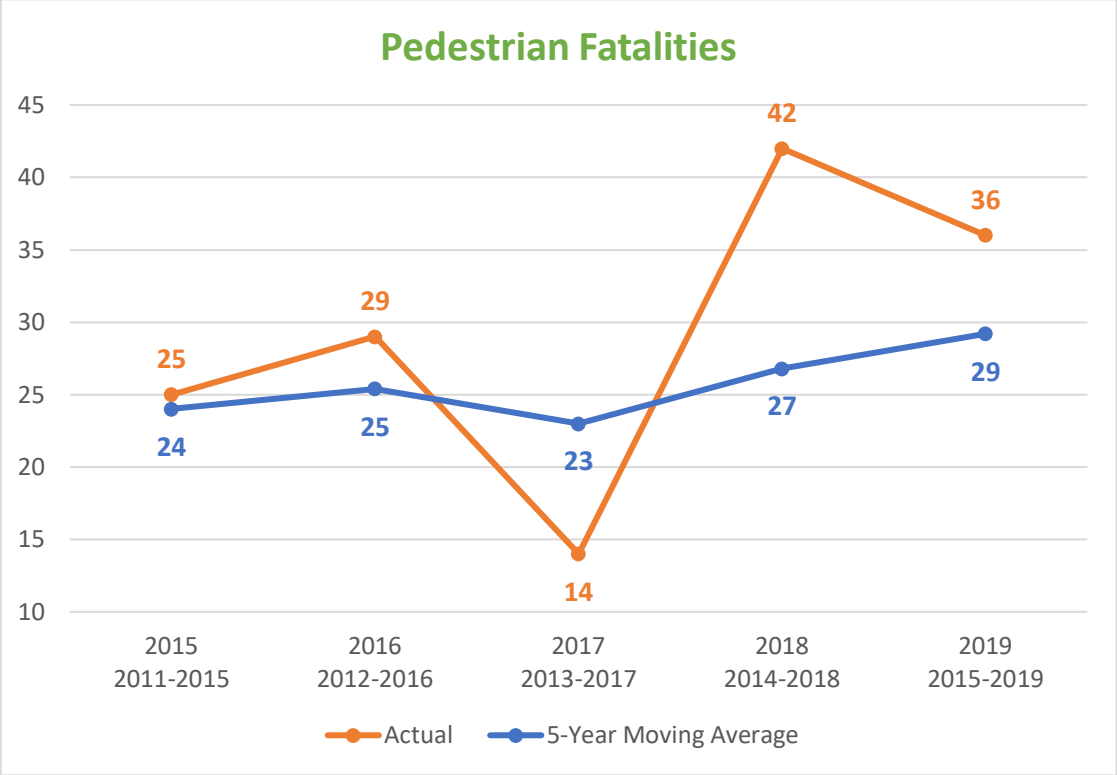


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Drivers Age 20 or Younger Involved in Fatal Crashes at 9 in our FFY 2021 HSP.

Result: Five-year moving average data for 2015-2015 is 11 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 drivers age 20 or younger involved in fatal crashes, HDOT will re-evaluate its existing FFY 2022 HSP 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 youth-involved groups and driver education programs to educate youth on traffic safety and the impacts of dangerous driving behaviors.

Performance Measure: C-10 Pedestrian Fatalities

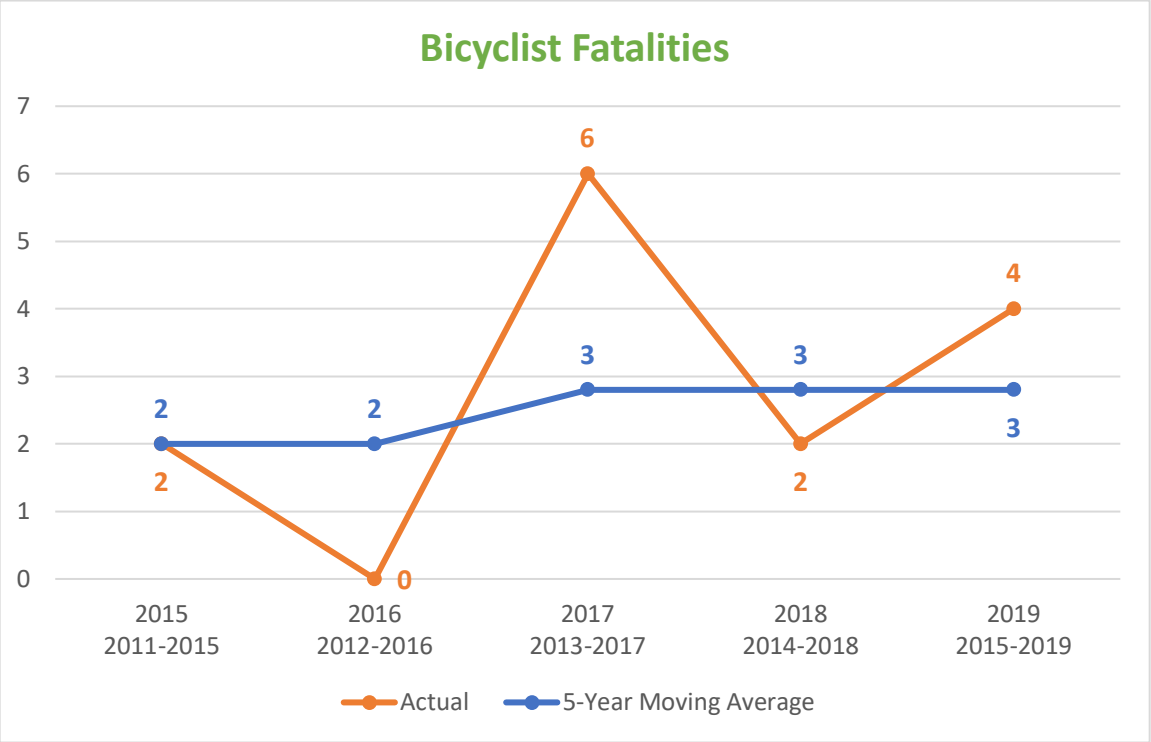


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Pedestrian Fatalities at 29 in our FFY 2021 HSP.

Result: Five-year moving average state data for 2015-2019 is 29 for the Number of Pedestrian Fatalities. Based on this data, we believe that Hawaii will meet the C-10) Number Pedestrian Fatalities target as projected.

Countermeasure: To reduce pedestrian deaths, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

Performance Measure: C-11 Bicyclist Fatalities

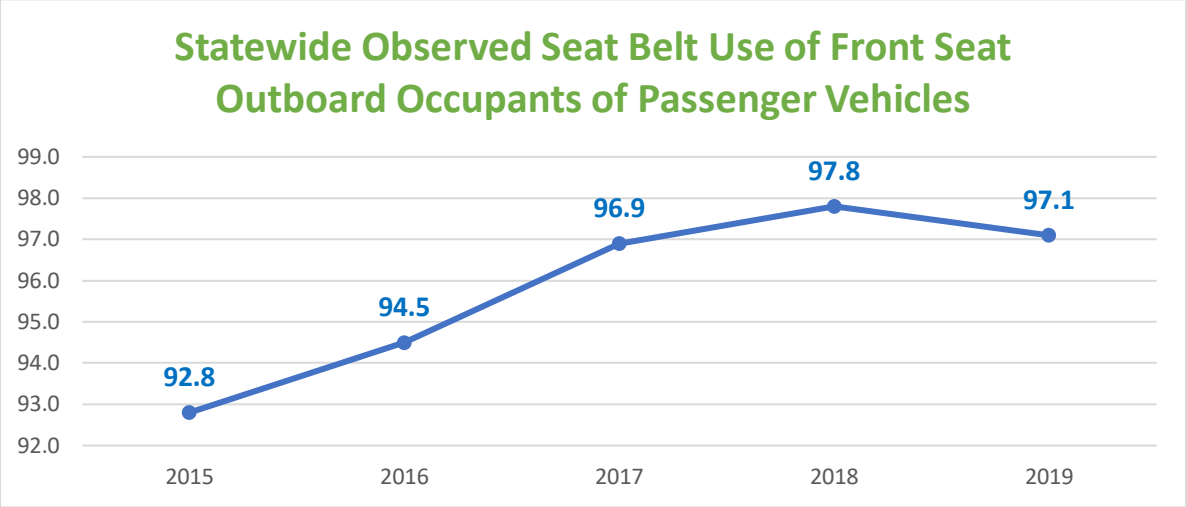


Performance Measure Target: HDOT set a 5-year moving average actual target for the Number of Bicyclist Fatalities at 3 in our FFY 2021 HSP.

Result: Five-year moving average data for 2015-2019 is 3 for the Number of Bicyclist Fatalities. Based on this data, we believe that Hawaii will meet the C-10) Number of Bicyclist Fatalities target as projected.

Countermeasure: To reduce bicycle deaths, HDOT will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

Performance Measure: B-1 Observed Seat Belt Use

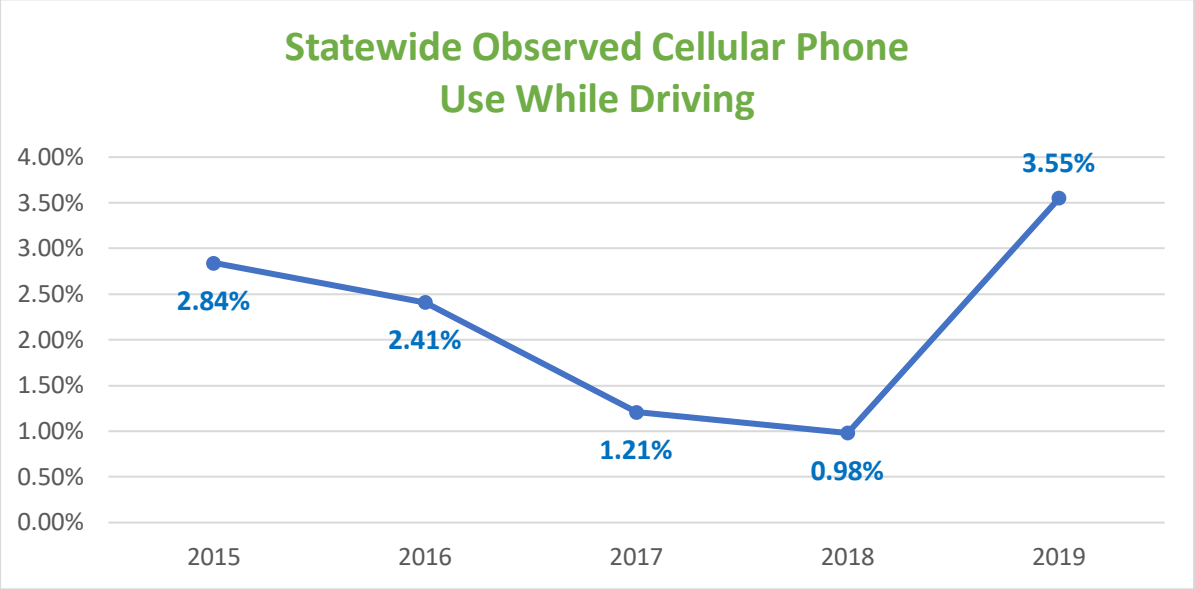


Performance Measure Target: HDOT set an actual target for the Observed Seat Belt Use of Front Seat Outboard Occupants of Passenger Vehicles at 98.0 percent in our FFY 2021 HSP.

Result: According to Hawaii's Summer 2019 Seat Belt Use Survey, the statewide seat belt usage rate is 97.1 percent. Based on this data, Hawaii does 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 will re-evaluate its existing FFY 2022 HSP 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 updated SHSP and new Vision Zero strategies.

Performance Measure: D-1 Distracted Driving



Performance Measure Target: HDOT set an actual target to decrease observed cellular phone usage among drivers to 1.3 percent in our FFY 2021 HSP.

Result: According to Hawaii's Summer 2019 Seat Belt Use Survey, the statewide observed cell phone usage rate is 3.55 percent. Based on this data, Hawaii does not meet its Distracted Driving program area Observed Cellular Phone Use While Driving target as projected.

Countermeasure: To decrease the observed cellular phone usage among drivers, HDOT will re-evaluate its existing FFY 2022 HSP projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. Additionally, the Highway Safety Section will encourage police departments to conduct strict enforcement during the national *U Drive. U Text. U Pay.* HVE mobilization, Connect- to-Disconnect Enforcement Initiative and year-round, and HDOT will supplement their efforts with earned, paid and owned media campaigns.

Performance Measure: D-2 Traffic Records

	Baseline (5/1/19-4/30/20)	Performance target/ Measurable progress (5/1/20-4/30/21)
FFY 2021 HSP	53.75 avg number of days from crash to database	Target: 45 avg number of days from crash to database
Updated statistics*	219.25 avg number of days	Measurable progress: 86.25 avg number of days

* *The average number of days from crash to database increased because some crash reports took longer for the police departments to approve and submit to HDOT, which affected the average numbers when a query was conducted for reports dated during the baseline and target period date ranges. HDOT anticipates improvements and measurable progress with the completion of three out of the four police departments' direct interfaces with the crash reporting system.*

Performance Measure Target: In our FFY 2021 HSP, HDOT set a target 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.

Result: Although it doesn't appear that Hawaii will meet the target set in the FFY 2021 HSP, updated statistics indicate that from May 1, 2020 through April 30, 2021, 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. Baseline data and measurable progress data were updated to include crash reports from the specified periods, which affected the average number of days from crash to database.

Countermeasure: HDOT anticipates improvements and measurable progress with the completion of three out of the four police departments' direct interfaces with the crash reporting system.

PERFORMANCE PLAN

Performance Plan

Hawaii has established the following core performance measure targets for FFY 2022. Five-year averages and 2019 data were used for all targets except for Traffic Records and EMS.

			BASE YEARS				
			2015	2016	2017	2018	2019
C-1	**Traffic Fatalities** Reduce total fatalities from 109.0 (2015–2019 rolling average) to 103.4 (2018–2022 rolling average) by 2022.	FARS Annual	93	120	107	117	108
		5-Year Rolling Avg.	103.0	107.0	103.4	106.4	109.0
C-2	**Serious Injuries in Traffic Crashes** Reduce serious traffic injuries from 431.8 (2015–2019 rolling average) to 426.8 (2018–2022 rolling average) by 2022.	State Annual	458	412	392	360	537
		5-Year Rolling Avg.	455.0	462.0	452.4	426.8	431.8
C-3	**Fatalities/100M VMT** Reduce fatalities/100 MVMT from 1.016 (2015–2019 rolling average) to 0.964 (2018–2022 rolling average) by 2022.	FARS Annual	0.90	1.13	1.00	1.07	0.98
		5-Year Rolling Avg.	1.015	1.043	0.994	1.006	1.016
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 18 (2015-2019 rolling average) to 16 (2018 – 2022 rolling average) by 2022.	FARS Annual	15	22	21	16	16
		5-Year Rolling Avg.	20	22	20	18	18

			BASE YEARS				
			2015	2016	2017	2018	2019
C-5	**Alcohol-Impaired Driving Fatalities** Reduce alcohol impaired driving fatalities from 38 (2015–2019 rolling average) to 37 (2018–2022 rolling average) by 2022.	FARS Annual	37	37	42	38	36
		5-Year Rolling Avg.	39	37	36	37	38
C-6	**Speeding-Related Fatalities** Reduce speeding-related fatalities from 50 (2015-2019 rolling average) to 47 (2018 – 2022 rolling average) by 2022.	FARS Annual	41	54	51	51	52
		5-Year Rolling Avg.	47	49	45	47	50
C-7	**Motorcyclist Fatalities** Reduce motorcyclist fatalities from 26 (2015-2019 rolling average) to 23 (2018 – 2022 rolling average) by 2022.	FARS Annual	26	24	25	34	20
		5-Year Rolling Avg.	30	29	26	26	26
C-8	**Unhelmeted Motorcyclist Fatalities** Reduce unhelmeted, motorcyclist fatalities from 16 (2015-2019 rolling average) to 14 (2018 – 2022 rolling average) by 2022.	FARS Annual	16	15	14	22	14
		5-Year Rolling Avg.	20	18	15	16	16

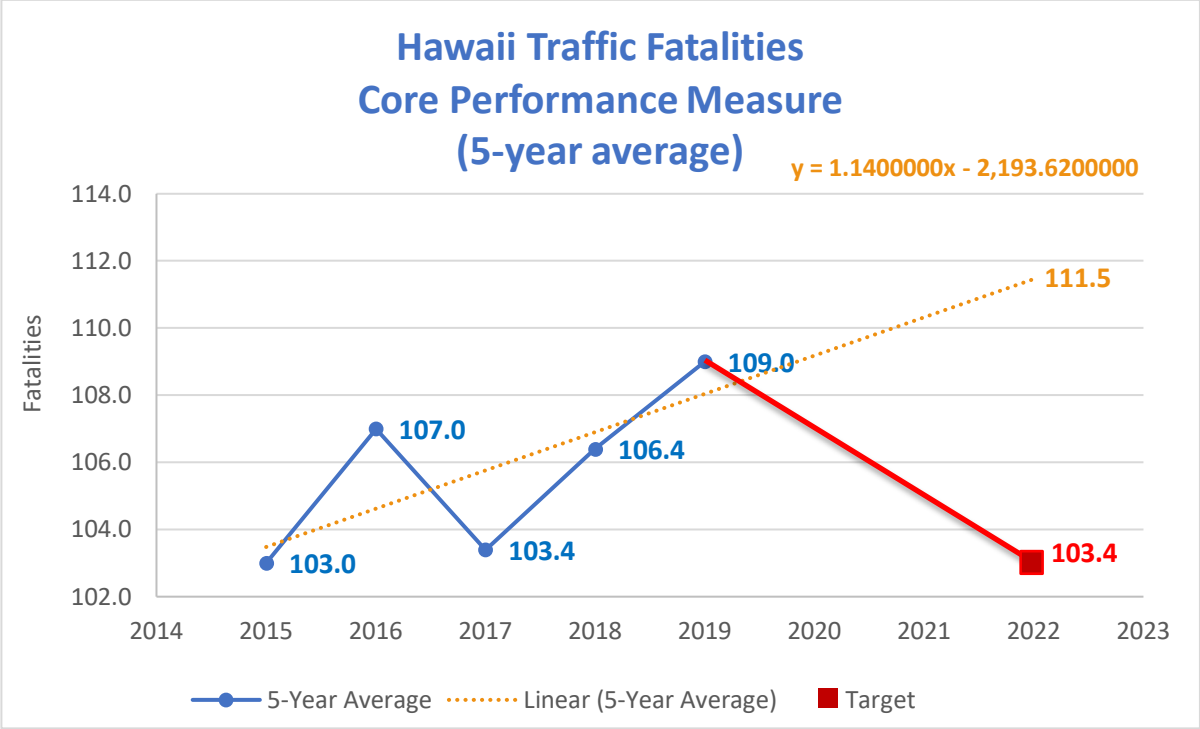
			BASE YEARS				
			2015	2016	2017	2018	2019
C-9	**Drivers Age 20 or Younger involved in Fatal Crashes** Reduce drivers age 20 and younger involved in fatal crashes from 11 (2015-2019 rolling average) to 10 (2018 – 2022 rolling average) by 2022.	FARS Annual	13	12	6	10	12
		5-Year Rolling Avg.	10	10	10	10	11
C-10	**Pedestrian Fatalities** Reduce pedestrian fatalities from 31 (2015-2019 rolling average) to 29 (2018 – 2022 rolling average) by 2022.	State Annual	27	32	15	44	37
		5-Year Rolling Avg.	26	28	25	29	31
C-11	**Bicyclist Fatalities** To not exceed the 3 bicyclist fatalities (the 2015-2019 rolling average as the 2018 – 2022 rolling average) by 2022.	FARS Annual	2	0	6	2	4
		5-Year Rolling Avg.	2	2	3	3	3
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)** Increase observed seat belt use for passenger vehicles, front seat outboard occupants from 97.1 percent in 2019 to 97.6 percent by 2022.	State Survey	92.8	94.5	96.9	97.8	97.1

			BASE YEARS				
			2015	2016	2017	2018	2019
D-1	**Distracted Driving: Observed Cellular Phone Use While Driving (State Survey)** Decrease observed cell phone use while driving from 3.55 percent in 2019 to 2.19 percent by 2022.	State Survey	2.84%	2.41%	1.21%	0.98%	3.55%
						2021	2022
D-2	**Traffic Records** To decrease the average number of days from crash to database from 86.25 to 75 during the performance target period of May 1, 2021-April 30, 2022.	SHACA				86.25 avg number of days	75 avg number of days
			2016	2017	2018	2019	2020
D-3	**EMS**	Waimanalo response times	**8:02**	**7:45**	**6:56**	**11:40**	**9:56**
	Reduce the average extrication time, from the time of arrival at the crash site to transport by 1 minute by 2022.	East Kapolei response times	**9:00**	**9:01**	**10:07**	**9:47**	**11:32**
		Wailuku response times	**7:33**	**7:55**	**7:57**	**7:55**	**8:18**

Activity Measures		2019*	2020
A-1	Number of seat belt citations issued during grant funded enforcement activities	2,028	1,699
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	1,241	1,544
A-3	Number of speeding citations issued during grant-funded enforcement activities	7,699	17,935

* *Enforcement efforts and number of citations/arrests were impacted by unforeseen challenges including COVID-19, staff shortages and reassignments to assist with large-scale protests.*

Performance Plan: C-1 Traffic Fatalities (FARS)

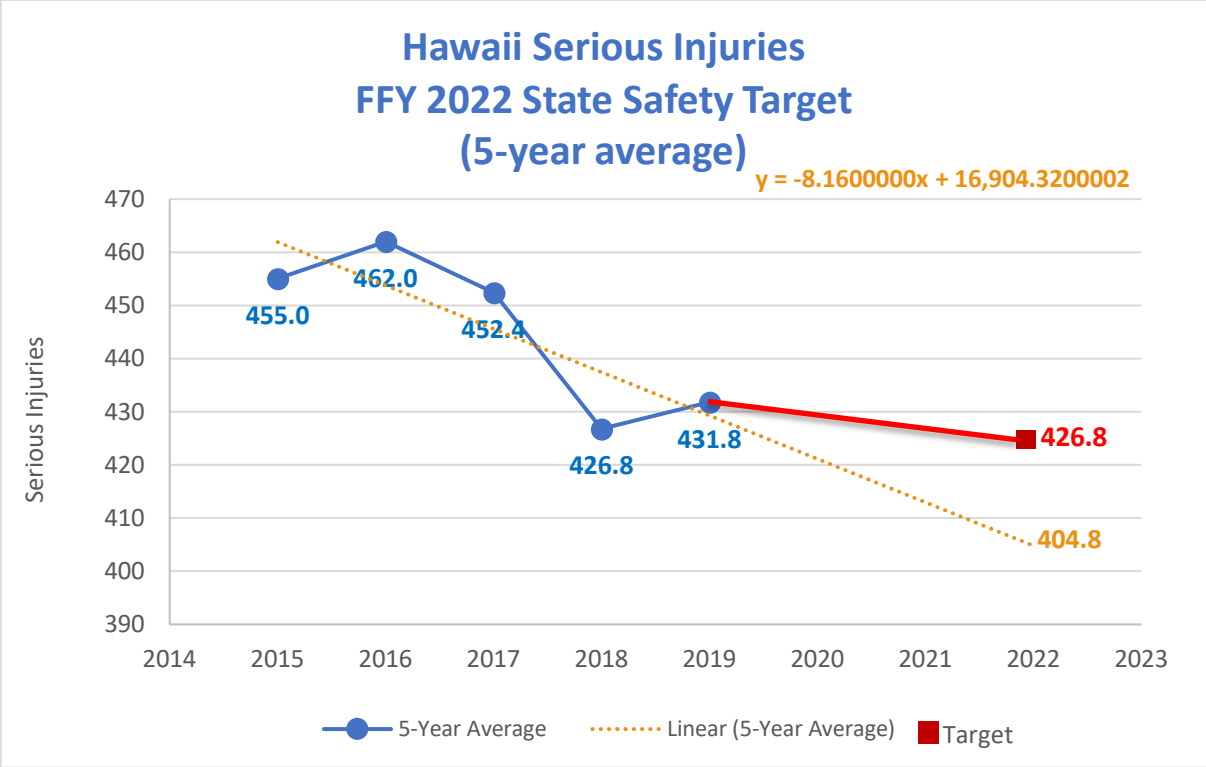


Target: Reduce total fatalities from 109.0 (2015–2019 rolling average) to 103.4 (2018–2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including the 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.

Performance Plan: C-2 Total Serious Injuries



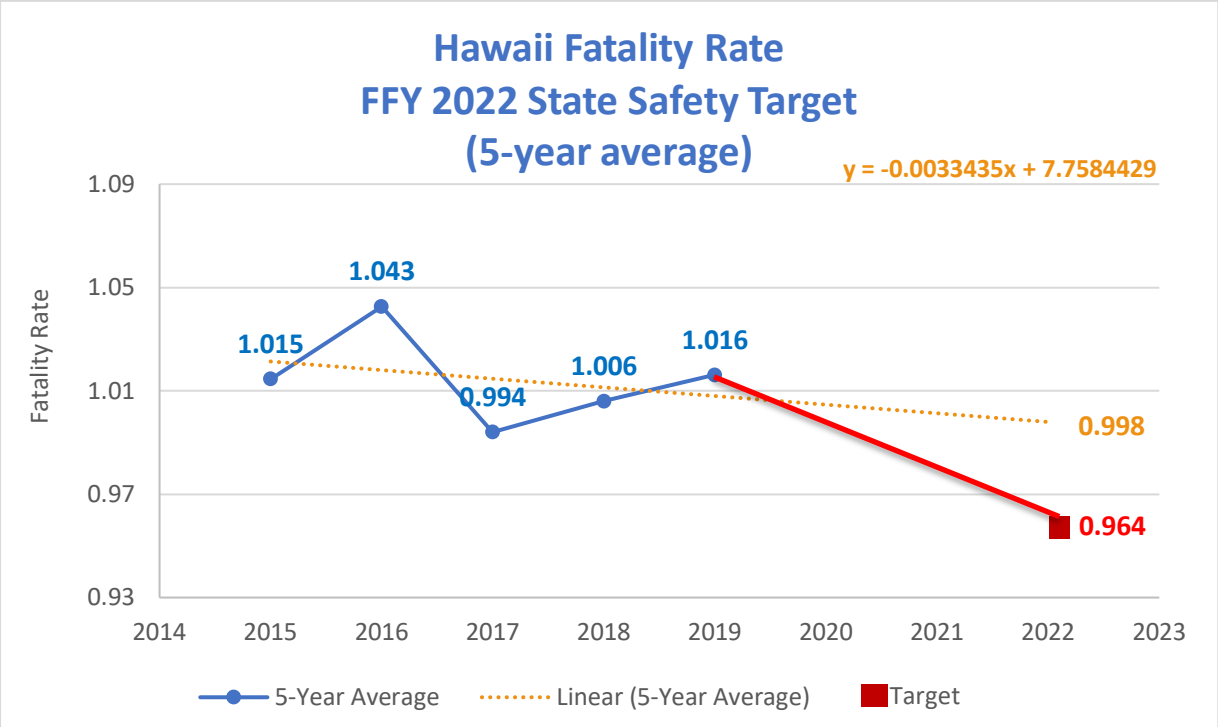
Target: Reduce serious traffic injuries from 431.8 (2015–2019 rolling average) to 426.8 (2018–2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including the 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.

Performance Plan: C-3 Total Fatalities/VMT (FARS)

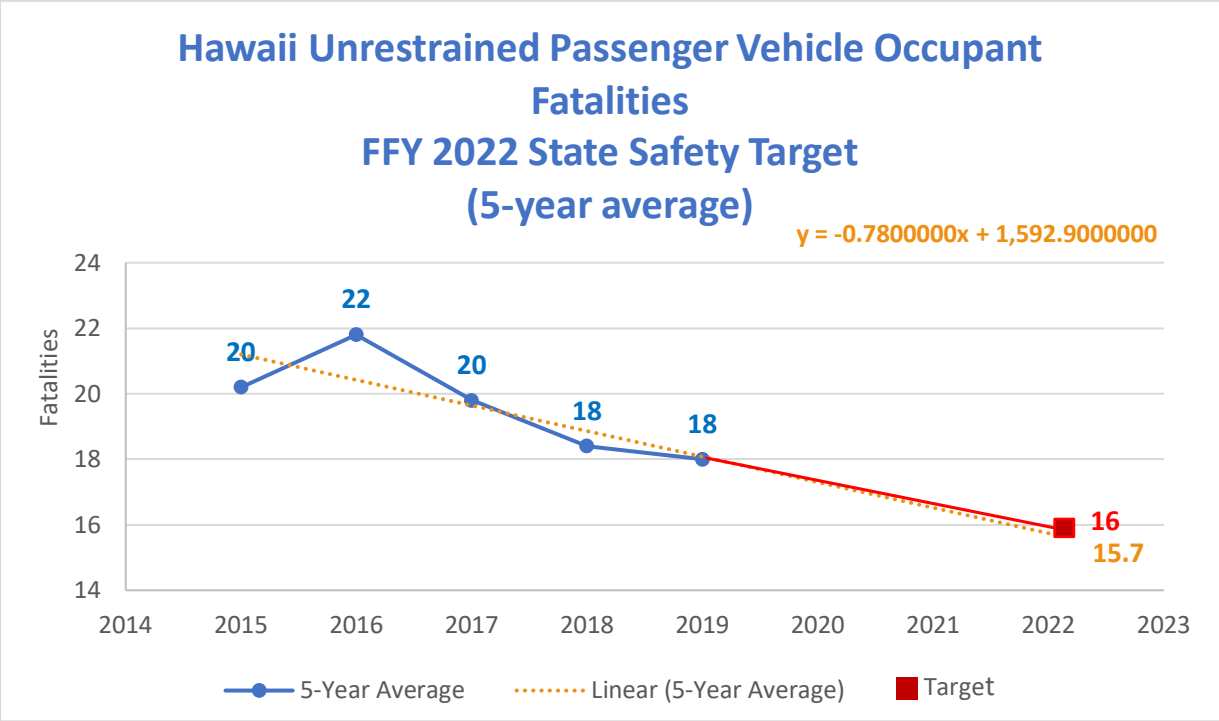


Target: Reduce fatalities/100 MVMT from 1.016 (2015–2019 rolling average) to 0.964 (2018–2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2014-2019 five-year moving average data and an analysis of external factors, including impacts from COVID-19 and shelter-in-place orders; the 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.

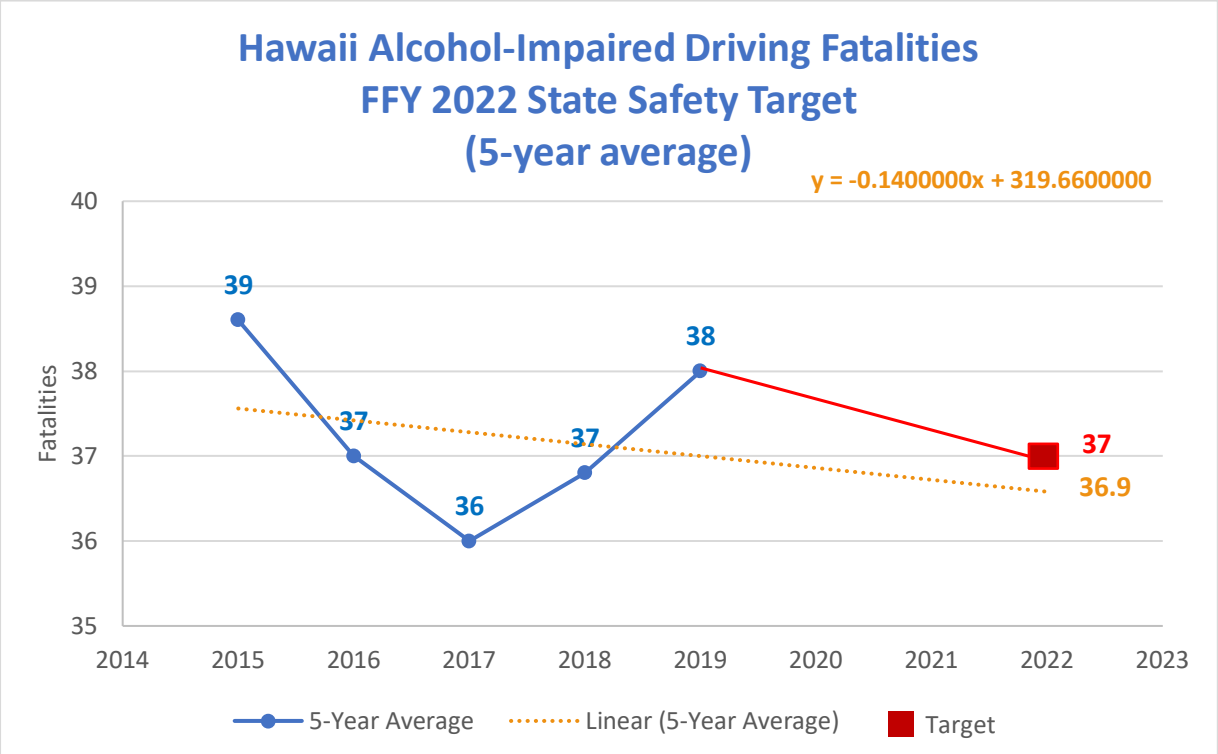
Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions



Target: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 18 (2015-2019 rolling average) to 16 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including Hawaii's high seat belt usage rate; the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

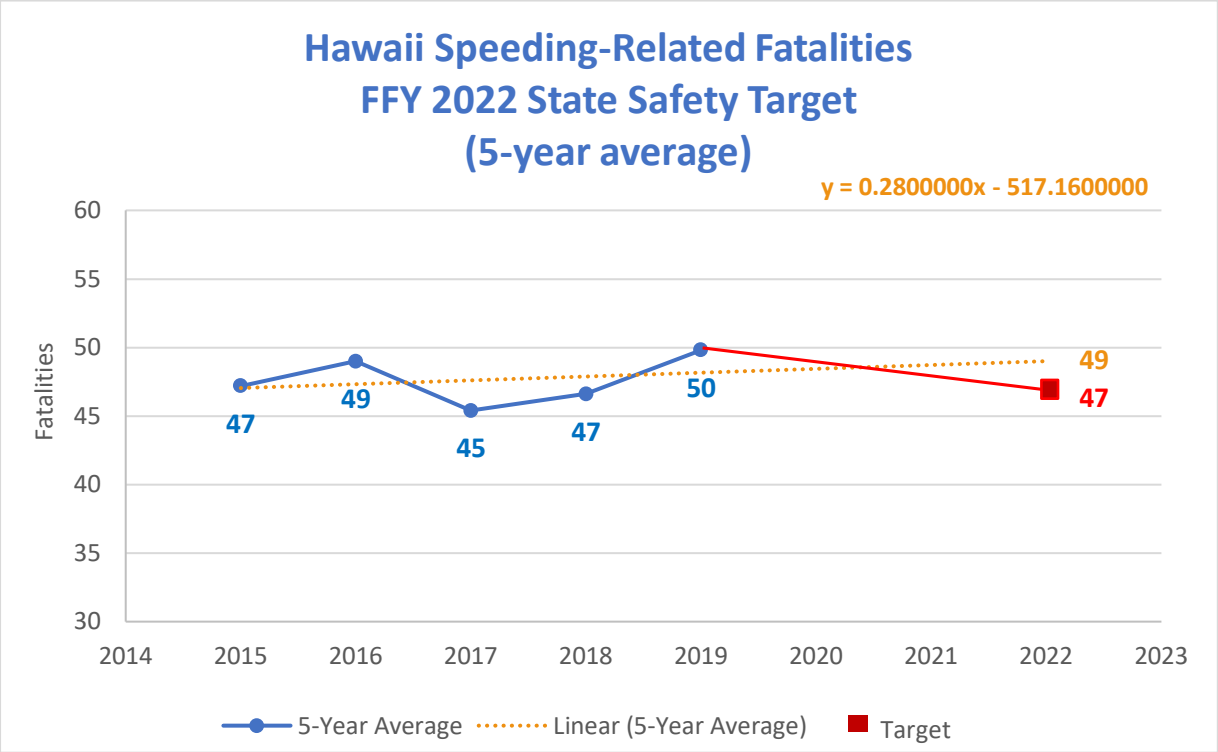
Performance Plan: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)



Target: Reduce alcohol impaired driving fatalities from 38 (2015–2019 rolling average) to 37 (2018–2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including the 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.

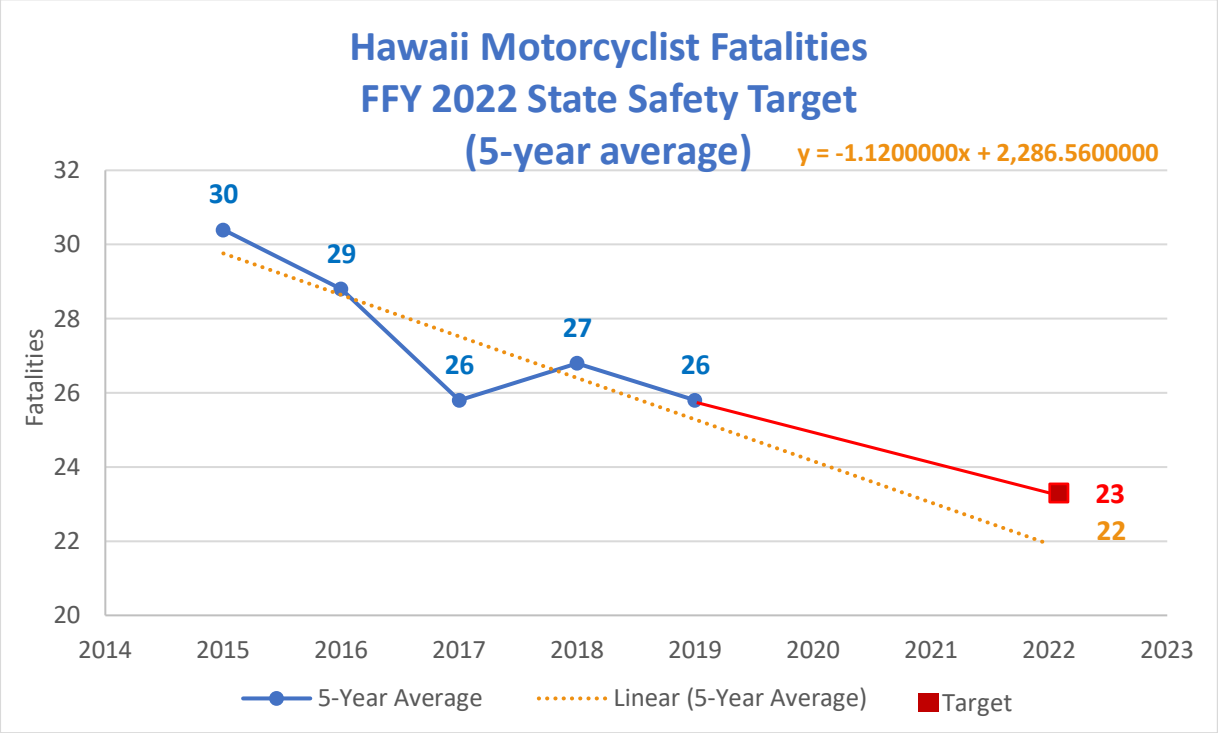
Performance Plan: C-6 Speeding-Related Fatalities (FARS)



Target: Reduce speeding-related fatalities from 50 (2015-2019 rolling average) to 47 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in speeding/excessive speeding); the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants, such as speed enforcement and a statewide enforcement and communications campaign.

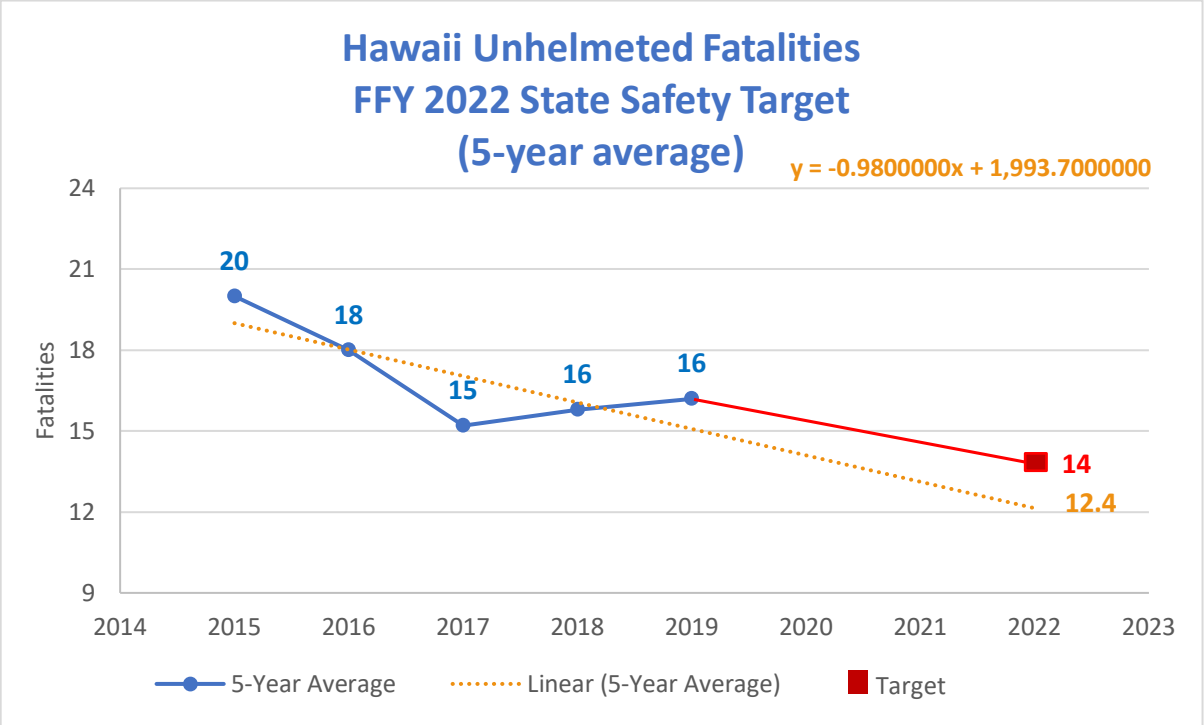
Performance Plan: C-7 Motorcyclist Fatalities



Target: Reduce motorcyclist fatalities from 26 (2015-2019 rolling average) to 23 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (decreased rider trainings); the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

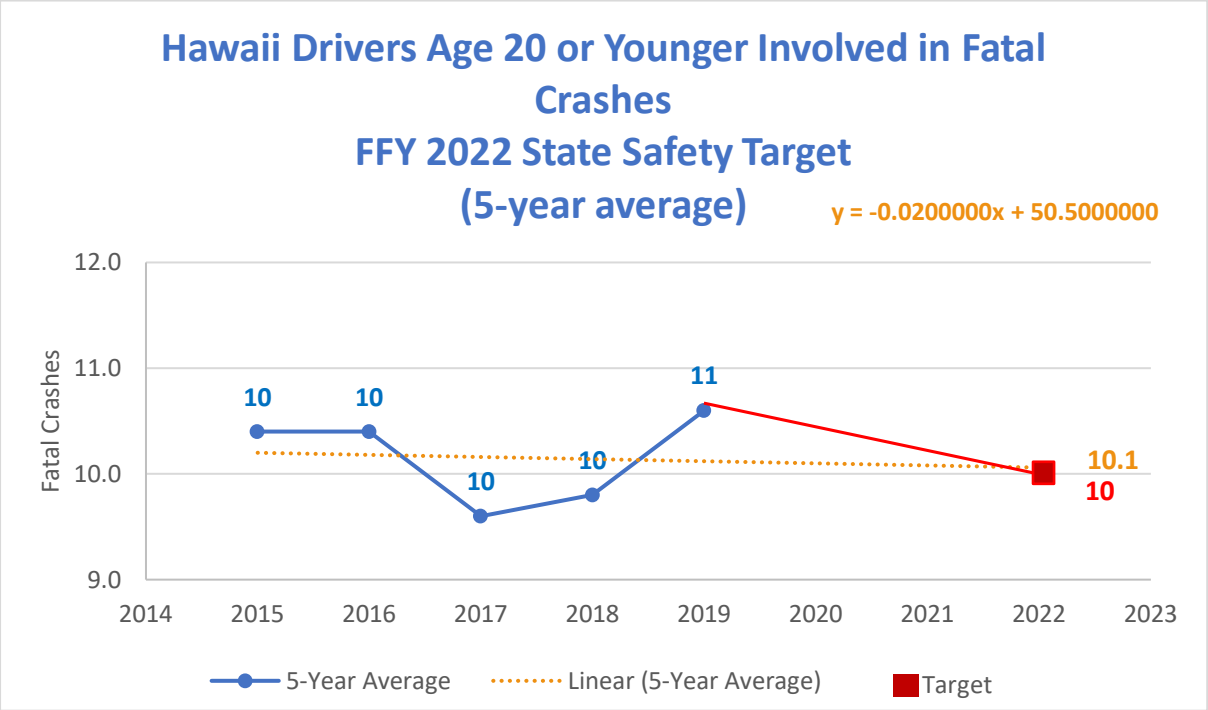
Performance Plan: C-8 Unhelmeted Motorcyclist Fatalities



Target: Reduce unhelmeted, motorcyclist fatalities from 16 (2015-2019 rolling average) to 14 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (decreased rider trainings); the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

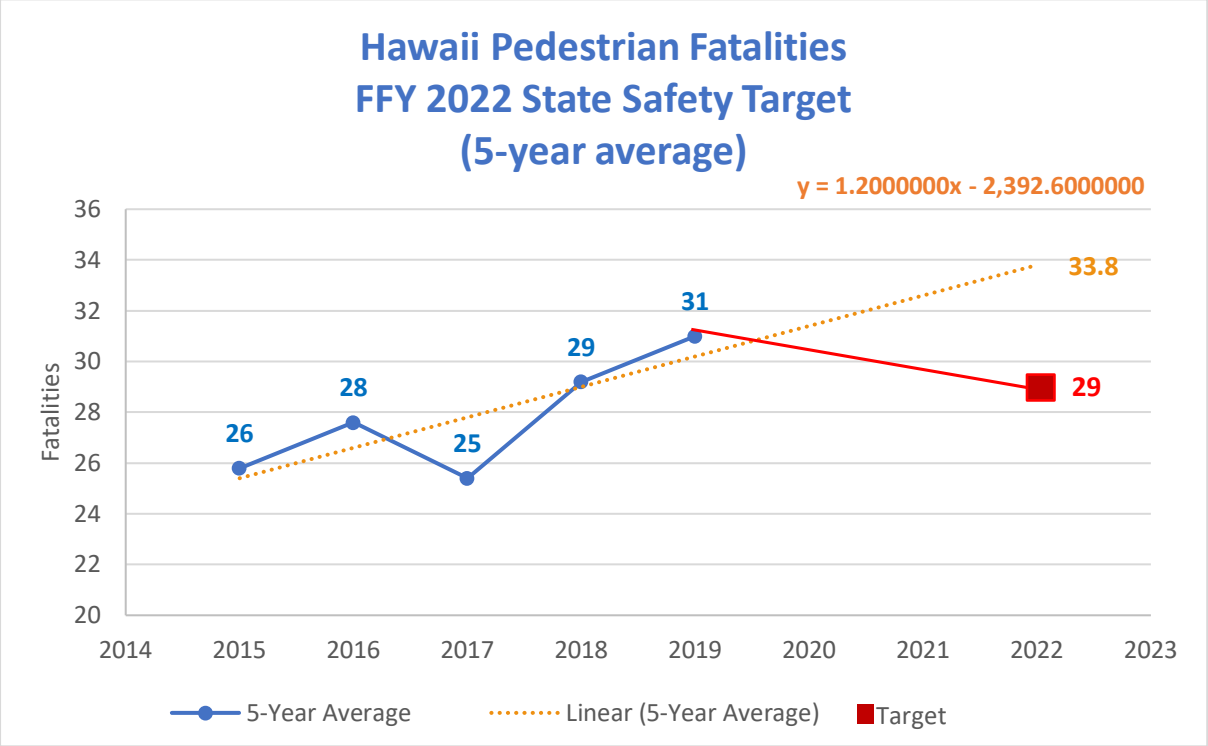
Performance Plan: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes



Target: Reduce drivers age 20 and younger involved in fatal crashes from 11 (2015-2019 rolling average) to 10 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (temporary decrease in driver education training); the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

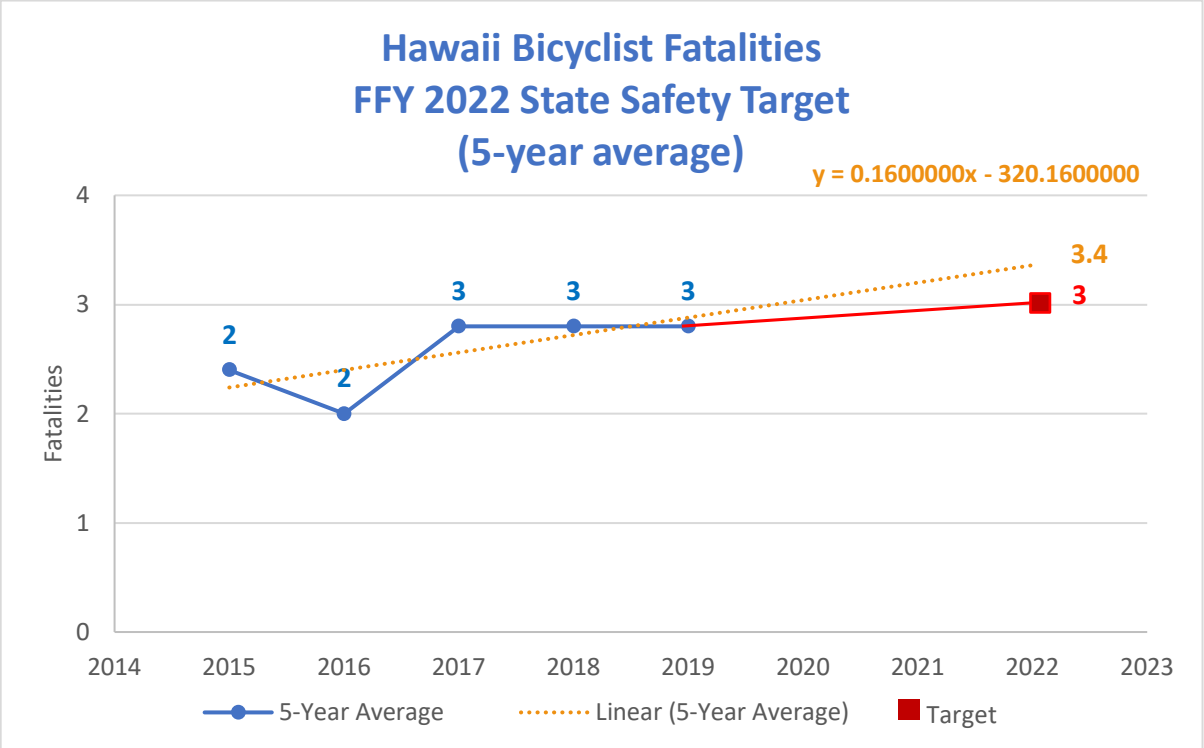
Performance Plan: C-10 Pedestrian Fatalities



Target: Reduce pedestrian fatalities from 31 (2015-2019 rolling average) to 29 (2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average state data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in walking/pedestrians); the addition to HDOT a bike and pedestrian coordinator, the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

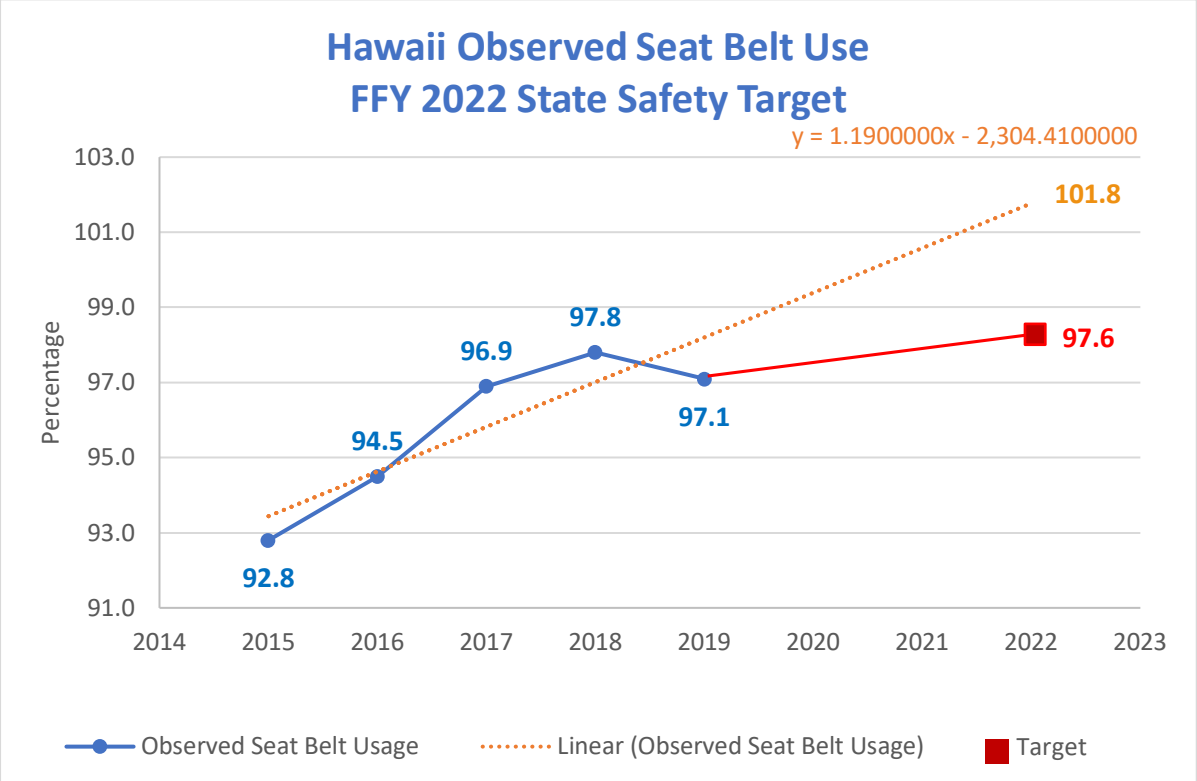
Performance Plan: C-11 Bicyclist Fatalities



Target: To not exceed the 3 bicyclist fatalities (the 2015-2019 rolling average as the 2018 – 2022 rolling average) by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in bicycling); the addition to HDOT a bike and pedestrian coordinator the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants.

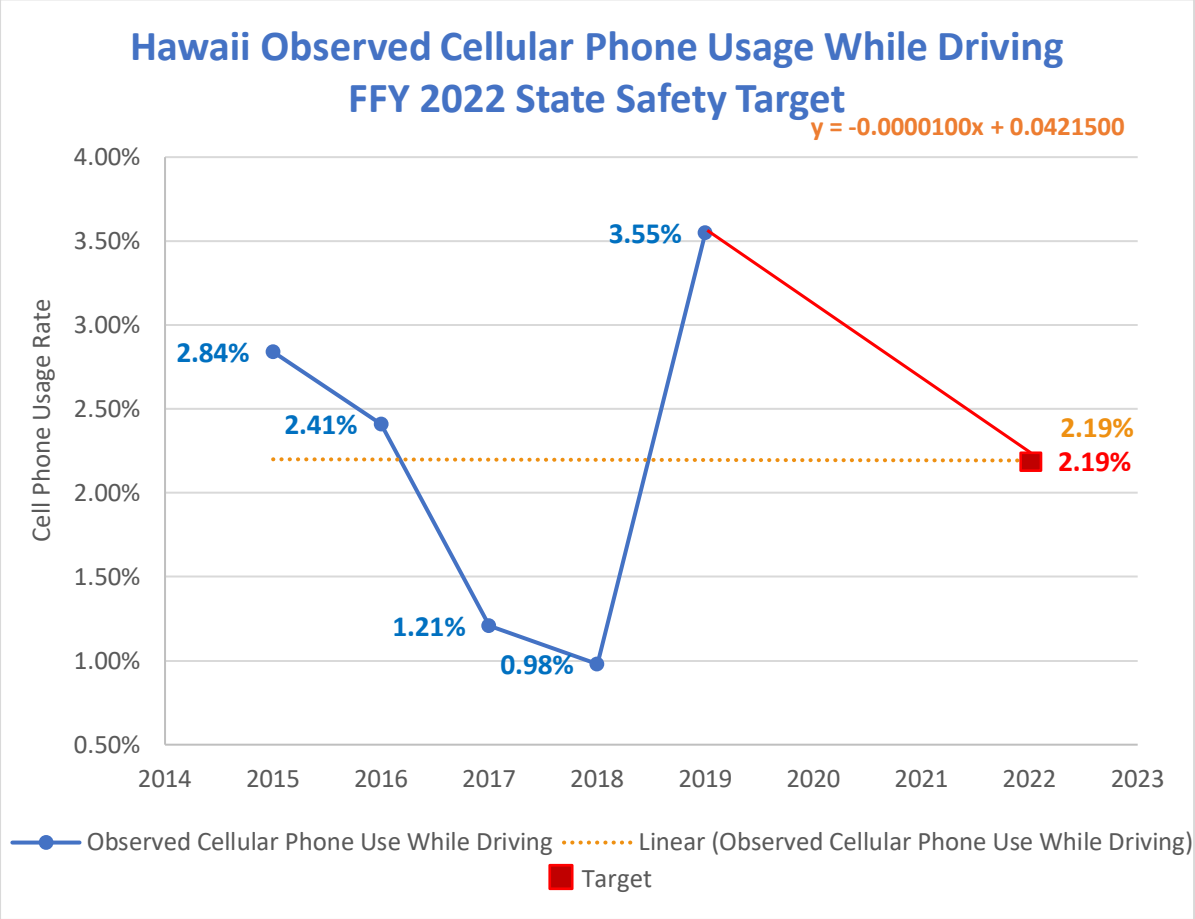
Performance Plan: B-1 Observed Seat Belt Use



Target: Increase observed seat belt use for passenger vehicles, front seat outboard occupants from 97.1 percent in 2019 to 97.6 percent by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 annual observed seat belt use data and an analysis of external factors, including the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: D-1 Distracted Driving



Target: Decrease observed cellular phone usage while driving from 3.55 percent in 2019 to 2.19 percent by 2022.

Justification: This performance target was determined by using a linear trend line based on the 2015-2019 annual observed cell phone use data and an analysis of external factors, including the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: D-2 Traffic Records Program Area: Average Number of Days from Crash to Database

Baseline (5/1/20-4/30/21)	FFY 2022 Performance Target (5/1/21-4/30/22)
86.25 avg number of days from crash to database	75 avg number of days from crash to database

Target: To decrease the average number of days from crash to database from 86.25 to 75 during the performance target period of May 1, 2021-April 30, 2022.

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; HDOT's project to replace their antiquated Traffic Accident Reporting System (TARS) database with the new SHACA crash reporting database; and direct interfaces between the police departments' Records Management Systems (RMS) 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 2022, including continued development of SHACA; completion of the Maui Police Department's (MPD) interface with SHACA; building an interface between the Honolulu Police Department's (HPD) new RMS and HDOT; and completion of the new electronic crash reports.

Performance Plan: D-3 EMS Program Area: Reduce Response Time

Baseline Calendar Year 2020	FFY 2022 Target
Waimanalo – 9:56 minutes East Kapolei – 11:32 minutes Wailuku – 8:18 minutes	Waimanalo – 8:56 minutes East Kapolei – 10:32 minutes Wailuku – 7:18 minutes

Target: Reduce the average extrication time, from the time of arrival at the crash site to transport by 1 minute by 2022.

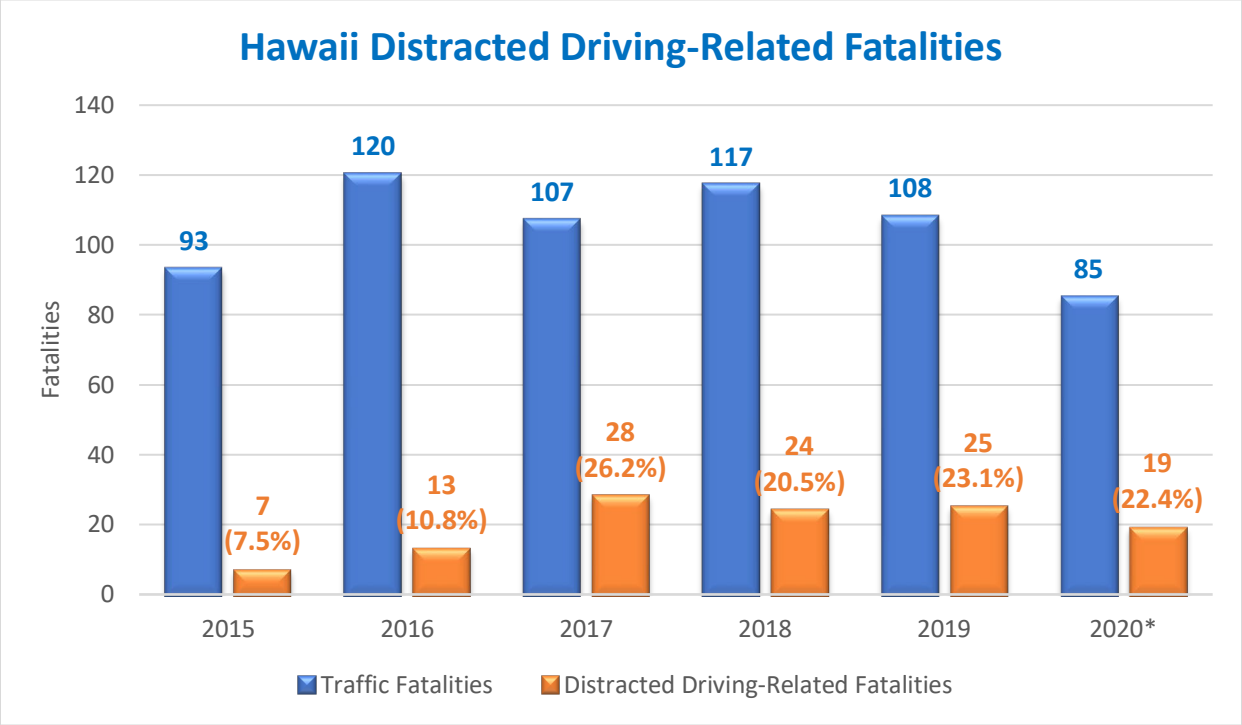
Justification: It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. If motor vehicle crash victims can receive care within the "golden hour", it will reduce the number of traffic fatalities and number of serious injuries. Because some of these areas are remote or are in areas with high population density, responding to the crash scene can take a long time. Reducing the time it takes to extricate a victim from a disabled vehicle becomes imperative to increasing the chances of survivability and reducing the severity of the injuries. Cordless equipment also allows for faster extrication of the crash victim if their vehicle rests in a precarious location such as off a cliff which would make it difficult to set up a corded extrication set.

PROGRAM AREAS

Program Area: Distracted Driving

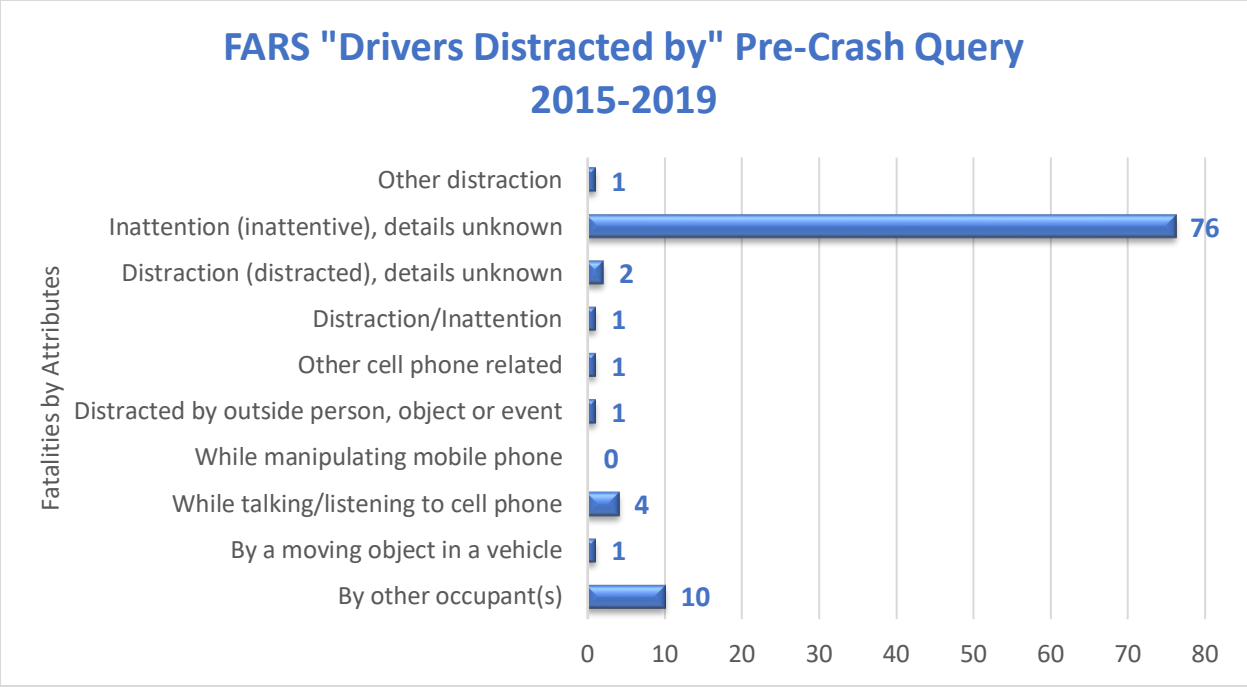
Description of Highway Safety Problems

Distracted driving, including texting and other forms of messaging while driving, continues to be a dangerous risk that drivers take on our roadways. Out of Hawaii's 108 traffic fatalities in 2019, "Inattention" was listed as a contributing factor for 25 drivers involved in those fatal crashes, as shown in the chart below. This represented a 2.6 percent increase compared to the number of drivers in 2018 involved in distracted driving-related fatal crashes. Distracted driving remains one of the most under reported factors in fatal crashes with only 19 reported cases in 2020, based on preliminary state data.



**Preliminary state data*

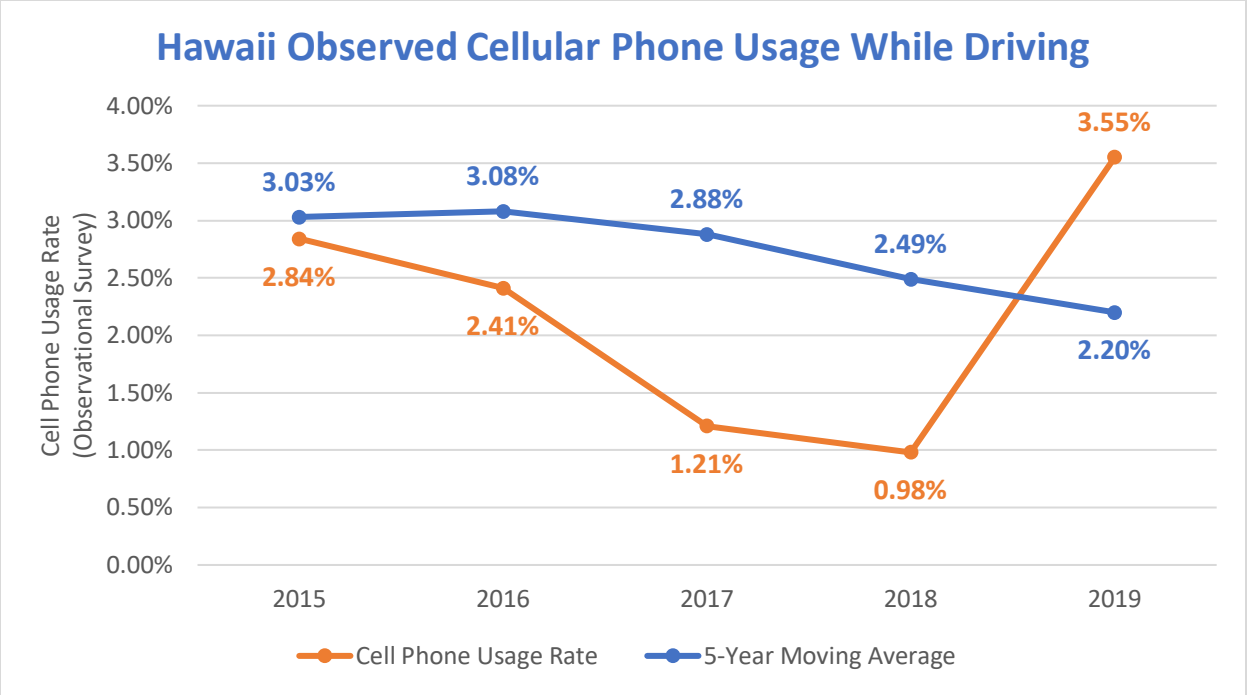
A FARS Pre-Crash query for 2015-2019 below shows that 97 out of 545 motor vehicle fatalities were distracted driving related. Based on the "Drivers Distracted by" query, the breakdown below of attributes documented by police shows "Inattention" as the major contributing factor for 76 of the 97 distracted driving-related fatalities, with "By other occupant(s)" ranking a distant second as a contributing factor for 10 of those fatalities.



Cell Phone Usage

In addition to FARS, another data source we utilize is Hawaii's cellular phone usage while driving rate, from the University of Hawaii's Department of Urban and Regional Planning annual observational survey.

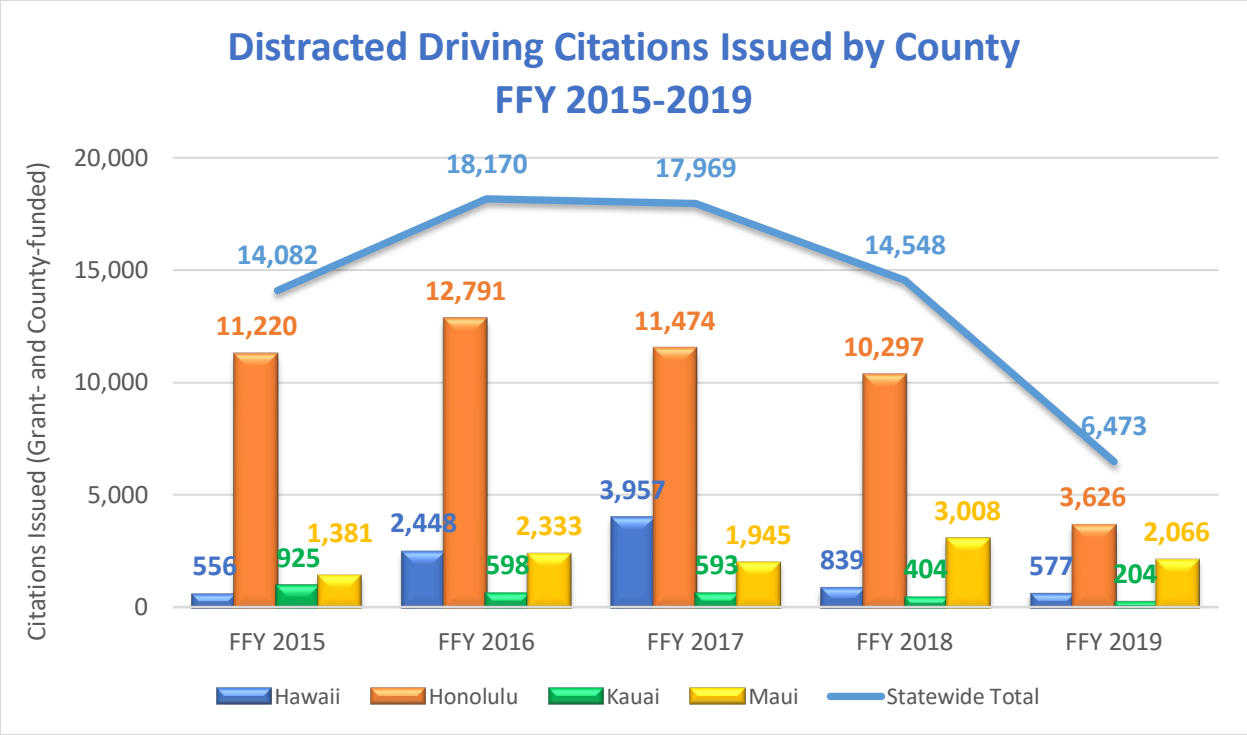
As Hawaii opted to utilize the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) waiver for the seat belt usage survey in FFY 2020, the following chart shows the cell phone usage rates for 2015-2019. Our latest observational survey results show that Hawaii's overall statewide cell phone usage rate increased from .98 percent (2018) to 3.55 percent (2019), which is higher than the national average of 2.9 percent.



Distracted Driving Enforcement

As of July 1, 2013, police conduct enforcement of Hawaii's distracted driving or MED law. Our MED law prohibits a person from operating a motor vehicle while using a MED, and anyone under 18 years of age from operating a motor vehicle while utilizing a hands-free MED.

In addition to FARS and observational survey statistics, we also review our law enforcement data to determine if distracted driving remains a traffic safety concern to address. The following chart provides the number of distracted driving (grant- and county-funded) citations issued statewide by police during FFYs 2015 through 2019. During FFY 2019, police experienced unforeseen internal issues, which affected their enforcement efforts.

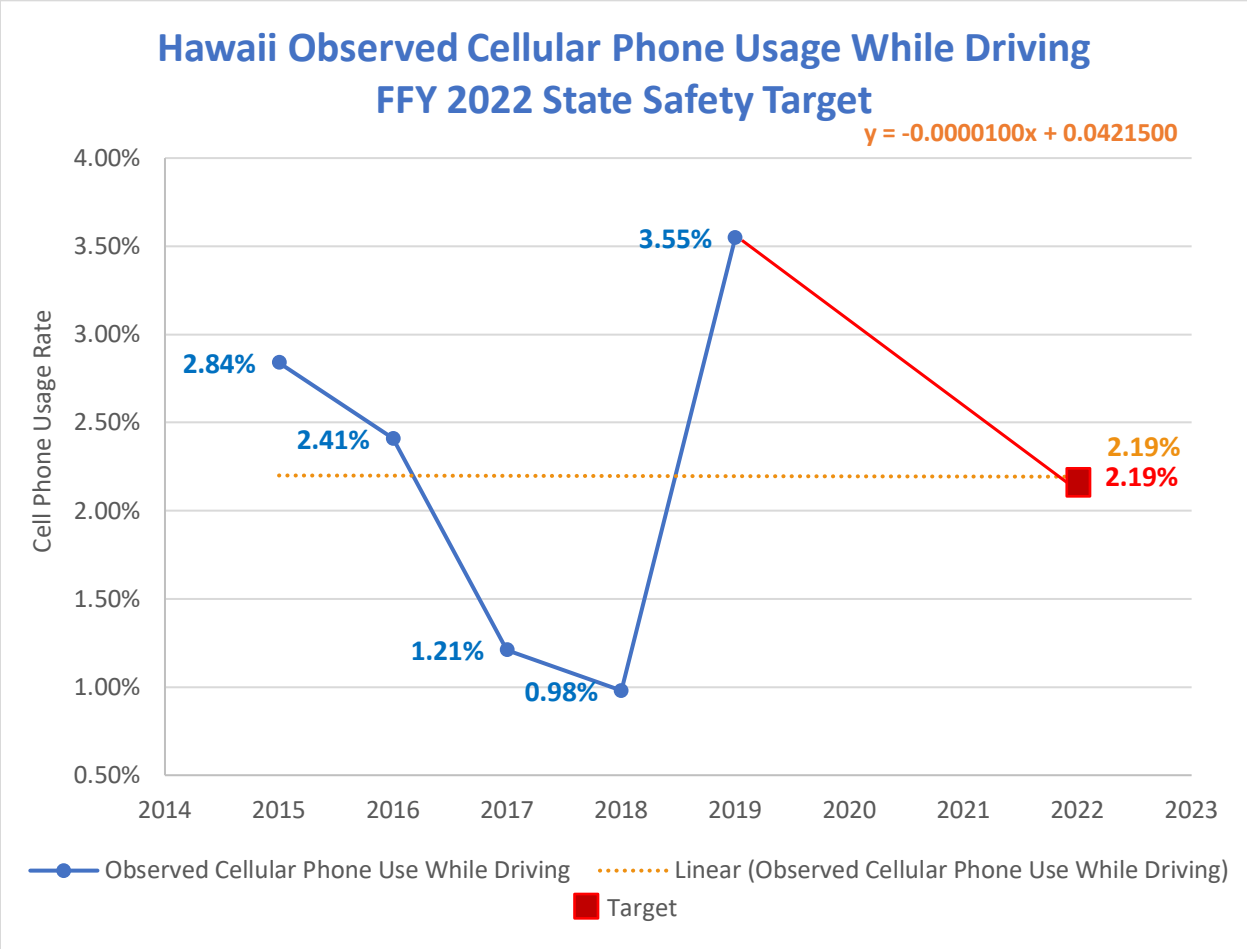


Behavioral Survey

As part of our data analysis, we also include our behavioral survey results to gain a comprehensive understanding of Hawaii's distracted driving problem. In 2018, HDOT contracted with Anthology Marketing Group to conduct a behavioral survey to measure the public's views, perceptions, and behaviors regarding various traffic safety concerns and issues, including distracted driving. Based on the quantitative study, we learned respondents had the following attitudes concerning distracted driving:

- 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 as 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 Measure Target



Hawaii's FFY 2022 performance target for distracted driving is a cellular phone usage while driving rate of 2.19 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 2015 to 2019.

Countermeasures Strategies and Planned Activities

Based on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*, the Highway Safety Section will be incorporating High-Visibility Enforcement and Communications countermeasure strategies and related planned activities to address Hawaii's distracted driving problem.

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:	HCPD, HPD, KPD, MPD
	Estimated funding amount:	$485,344.20
	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:	$485,344.20
Equipment purchases:	None
Funding source:	FAST 402 DD

Planned activity description:

HDOT will utilize High-Visibility Enforcement (HVE) as a planned activity to deter distracted driving and increase the perceived risk of receiving a ticket, similar to addressing alcohol-impaired driving.

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

- 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 April's National Distracted Driving Awareness Month and participate in NHTSA's Connect to Disconnect campaign; and
- Include educational 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: Estimated funding amount: Equipment Purchases: Funding source:	HDOT $100,000.00 None FAST 402 DD
Distracted Driving Media Contractor	Intended subrecipient: Estimated funding amount: Equipment purchases: Funding source:	Contractor to be awarded $100,000.00 None 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

Planned activity description:

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.

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

- 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 may 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: Estimated funding amount: Equipment purchases: Funding source:	HDOT $50,000.00 (includes equipment purchases) $10,000.00 FAST 402 DD

Planned Activities in Countermeasure Strategy

Planned Activity #1: Distracted Driving Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	$50,000.00 (includes equipment purchase)
Equipment purchases:	Distracted Driving Simulator
Funding source:	FAST 402 DD

Planned activity description:

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.

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

- 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;
- Purchase distracted driving simulator to be used during community outreach events; and
- Cover any distracted driving-related training and travel 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 of the vehicle comes to a stop on the victim.

Honolulu Fire Department (HFD) is requesting to purchase much needed extrication kits for their more rural stations, Waimanalo and East Kapolei both have an Amkus set with a power unit that were purchased in 1998. The normal useful lifespan for this equipment is 7-10 years old. Therefore, they are past their useful lifespan and do not cut through or move material in the newer unibody vehicles made today.

Station 27 - Waimanalo

	2016	2017	2018	2019	2020
Roadway Incidents	87	84	84	94	95
Overall Traffic Related Incidents	18	21	24	27	19
Motor vehicle crashes that involved injuries and crashes requiring extrication	10	11	19	14	16
Crashes solely on the State highways involving vehicle crash injuries and extrication	8	10	17	17	10
Vehicle Fires	5	7	9	4	5
MVC response times for the last 3 years	8:02	7:45	6:56	11:40	9:56

Station 43 – East Kapolei

	2016	2017	2018	2019	2020
Roadway Incidents	88	81	102	112	112
Overall Traffic Related Incidents	34	26	34	21	32
Motor vehicle crashes that involved injuries and crashes requiring extrication	15	12	18	13	8
Crashes solely on the State highways involving vehicle crash injuries and extrication	9	8	11	7	11
Vehicle Fires	3	1	2	7	5
MVC response times for the last 3 years	9:00	9:01	10:07	9:47	11:32

For Maui County, they are requesting to purchase one (1) full complement of extrication tools made up of a cutter, spreader, telescopic ram, combi tool, and necessary accessories. The new updated version of these tools no longer require a power unit and hydraulic hoses, but rather are battery powered making them more portable, reliable, versatile, capable, and efficient than their current tools. This is for their Wailuku Station whose equipment was originally purchased in 2008, which is over double its useful life as well.

Station 1-Wailuku	2016	2017	2018	2019	2020
Roadway Incidents	162	165	186	128	138
Vehicle Crashes with Injuries	63	74	70	41	49
Vehicle/Pedestrian accidents	4	9	13	5	7
Vehicle Crashes without Injuries	70	58	73	53	37
Vehicle Fire	25	24	30	29	45
Average Response Time	7:33	7:55	7:57	7:55	8:18

Because of the remoteness of the 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 island of Maui is significantly larger than Oahu with more remote towns as well as a more rapidly growing population, their estimated response time could be longer. Also, each of the receiving stations must complete at least one community outreach initiative regarding traffic safety.

Countermeasures Strategies and Planned Activities

EMS countermeasures are not addressed in the NHTSA's Countermeasures That Work. Therefore, we utilized the Haddon Matrix which applies basic principles of public health to motor vehicle-related injuries. The matrix looks at the factors in the pre-crash, crash, and post-crash phases to see how the driver, vehicle, and environment affect the outcome. Specifically, it identifies the factors that impact the prevention, severity, and survivability of crashes

Haddon Matrix for EMS			
	Human	**Vehicle**	**Environment**
Pre-event	Impairment; mental distraction; drowsy; no restraint use; roadway user knowledge; age of roadway user; other roadway users on roadways.	Vehicle condition, size and type	Road and weather conditions; lack of lighting and/or signage ; evening; speed limit
Event	Speeding; distracted; improper roadway usage	No or nonfunctional airbags; flat tire; functioning of restrain system; energy absorption of car body/car construction	Type/size of object struck; roadside features
Post-event	Type and severity of injuries	Ease of victim extraction	Distance/ response time of emergency response team; improper/aging equipment; distance to trauma center

For EMS, major factors are response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training. 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	Intended subrecipients:	HFD, MFD
	Estimated funding amount:	$122,320.28
	Equipment purchases:	2 Genesis kits; 1 eDraulic cutter kit
	Funding source:	FAST 402 EM

Planned Activities in Countermeasure Strategies

Planned Activity #1: Extrication equipment	
Intended subrecipients:	HFD; MFD
Estimated funding amount:	$122,320.28
Equipment purchases:	3 cordless extrication sets
Funding source:	FAST 402 EM
Planned activity description:	
To purchase a minimum of three cordless extrication equipment sets, two for Honolulu County Fire Department and one 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

Planned activity description:

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.

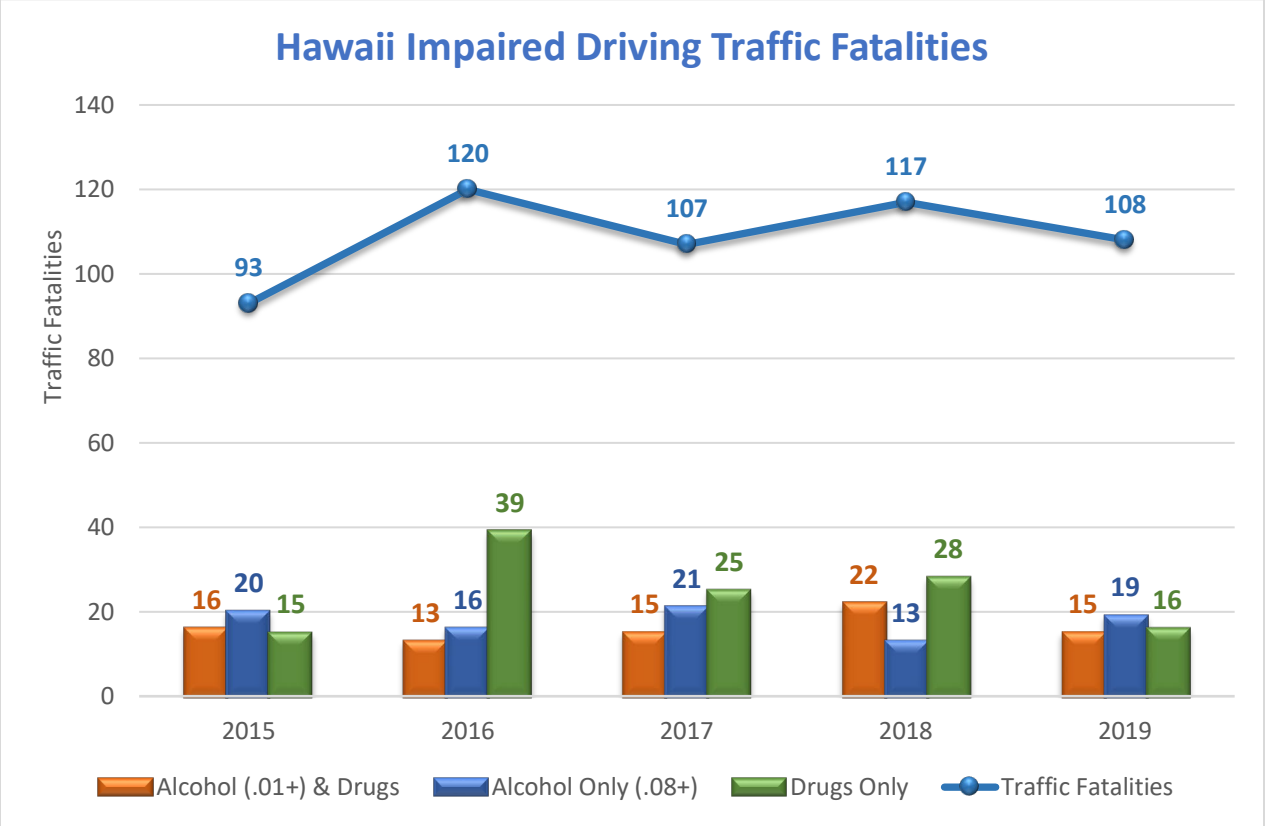
As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

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; and
Cover any EMS related training and travel to further the goals and strategies ofthe HSP and Hawaii SHSP.

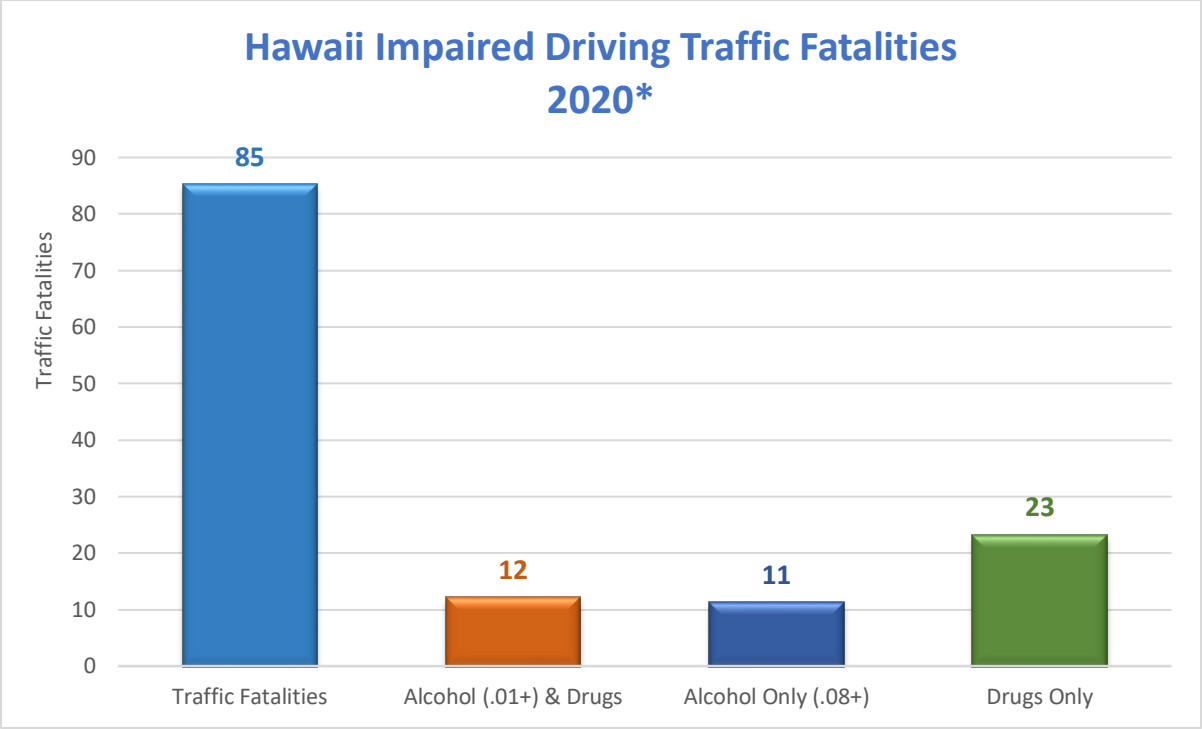
Program Area: Impaired Driving (Alcohol and Drugs)

Description of Highway Safety Problems

Driving under the influence of drugs and alcohol (.08+ BAC) is illegal, but people continue to die in crashes involving impaired drivers on our roadways. According to FARS, 53.7 percent of Hawaii's traffic fatalities from 2015-2019 involved drivers who tested positive for having alcohol and/or drugs in their systems. In recent years, drug-only traffic fatalities outpaced alcohol-only traffic fatalities, as detailed in the chart below.

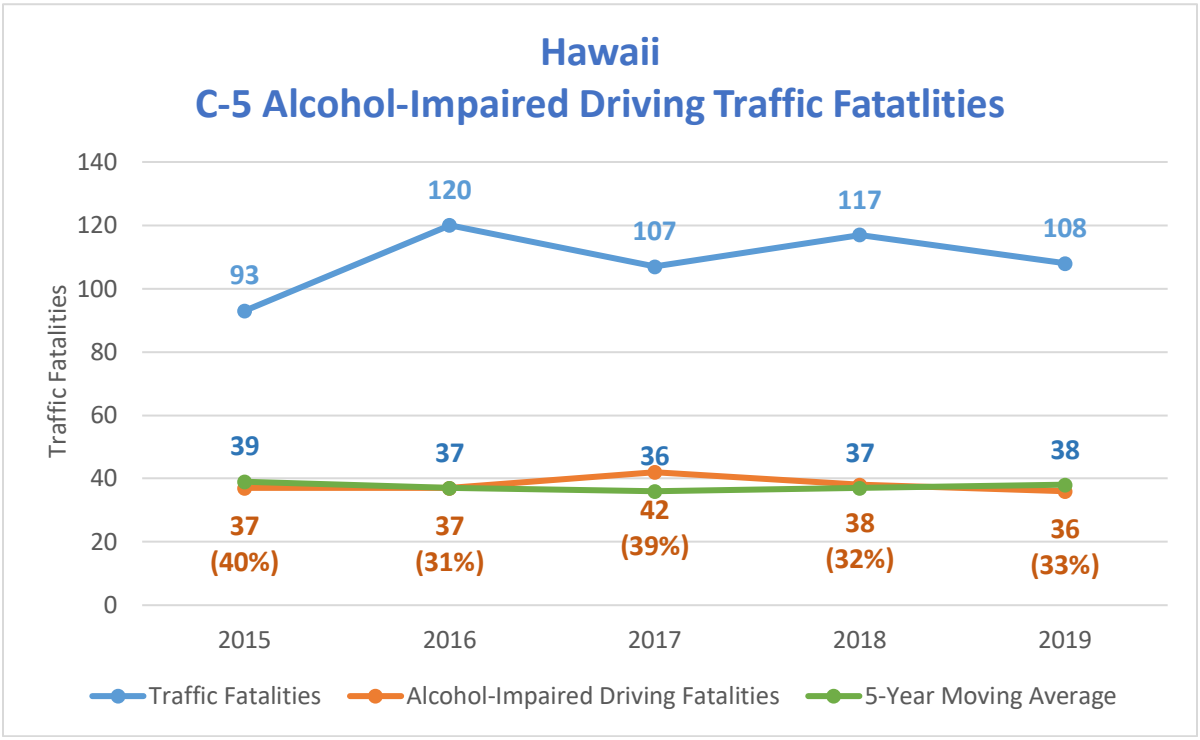


In addition, preliminary 2020 state data shows that 12 (or 14.1 percent) of our traffic fatalities involved drivers who tested positive for having alcohol (.01+ BAC) and/or drugs in their systems; 11 (or 13.9 percent) involved drivers who tested positive (.08+ BAC); and 23 (or 27.1 percent) involved drivers who tested positive for drugs.



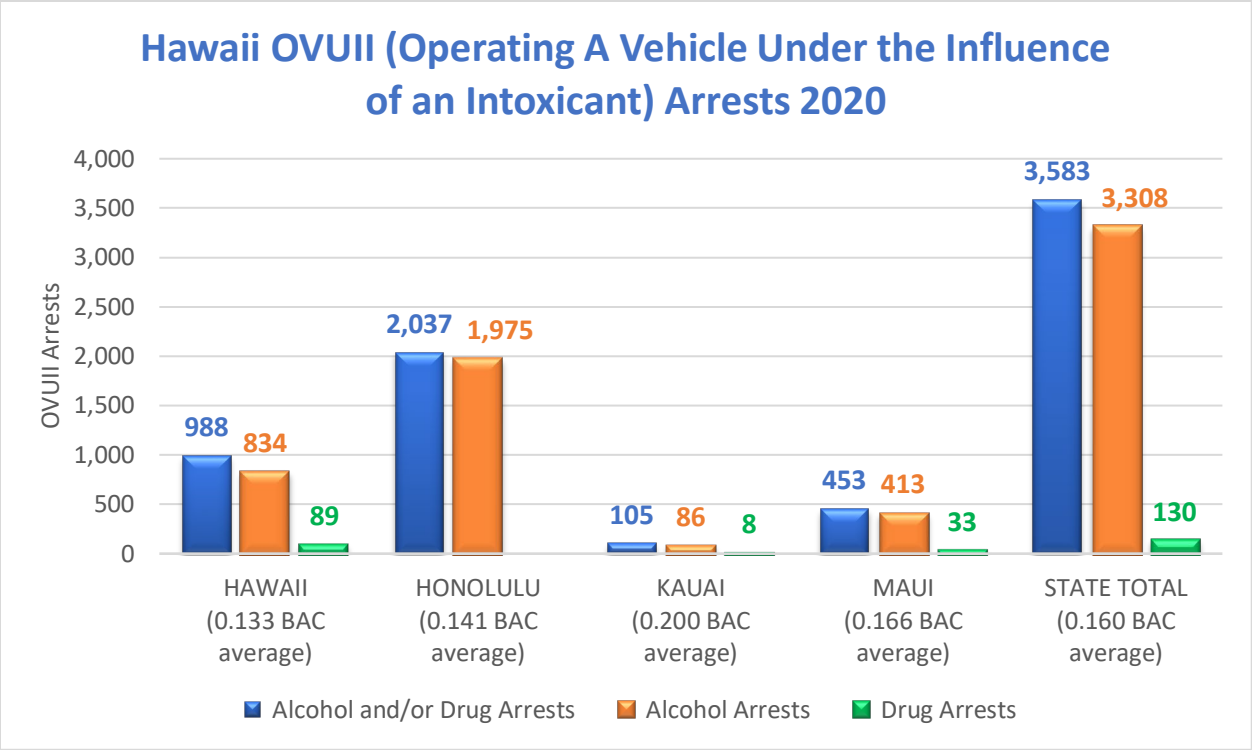
** Preliminary state data*

Although preliminary data also shows a misleading decrease in the number of alcohol-impaired driving fatalities due to the COVID-19 pandemic, the 2015-2019 five-year moving average provides a better interim assessment of Hawaii's alcohol-impaired driving problem.

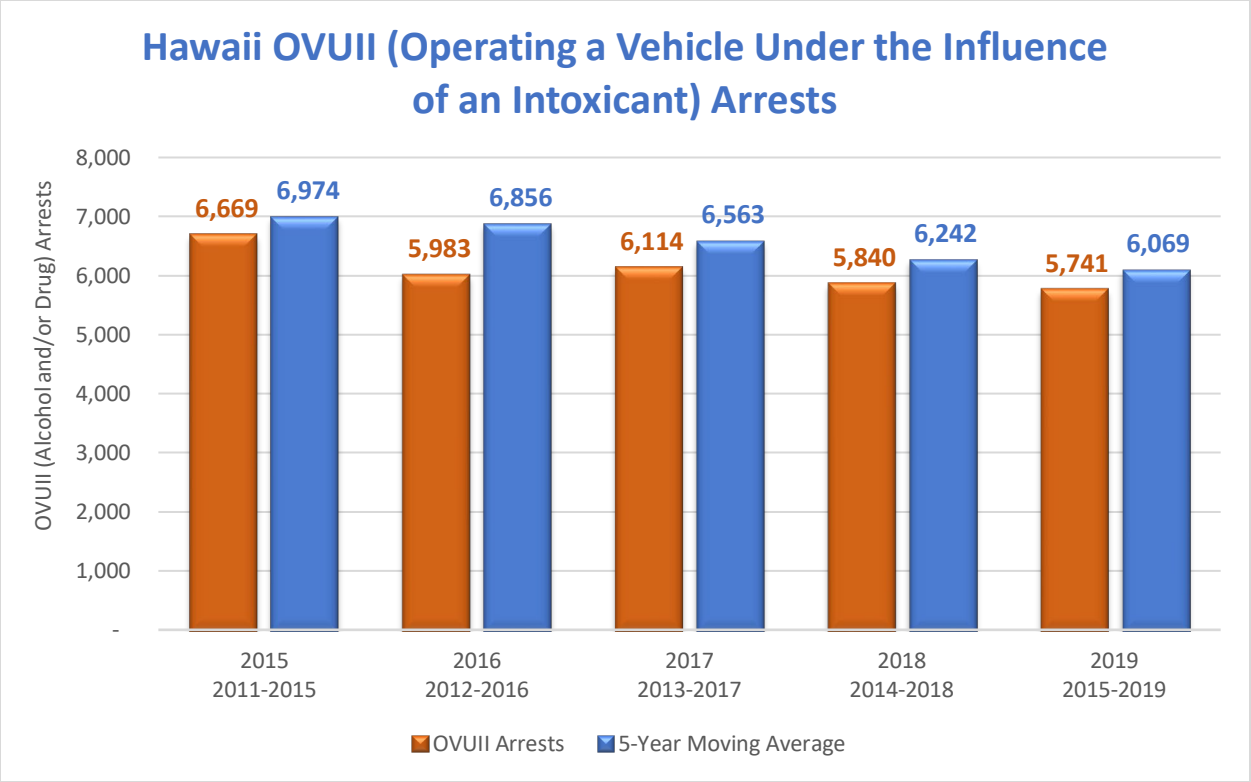


Impaired Driving Enforcement

Utilizing law enforcement data, such as the OVUII arrests, provides an enforcement perspective on our alcohol- and drug-impaired driving problem. The 2020 breakdown of OVUII arrests by county (of the grant- and county-funded arrests) and yearly average BACs shown below offer a glimpse into their respective impaired driving problem.



Additionally, although the number of OVUII arrests have gradually decreased during the last couple years, the 2015-2019 five-year moving average show the number of OVUII arrests are still high.



Attitudinal & Behavioral Surveys

Incorporating attitudinal and behavioral survey results in our data analysis process, we can gain a better understanding of our impaired driving problem, as well as guidance for strategizing. According to the 2018 Behavioral Risk Factor Surveillance System (BRFSS), 2.1 percent of adults surveyed in Hawaii reported driving after drinking too much (in the past 30 days) in comparison to the national 1.7 percent.

The BRFSS, coordinated by the Centers for Disease Control and Prevention, is the world's largest ongoing telephone survey of adults. Hawaii has participated in the BRFSS since 1986, and the number of people surveyed each year has grown to over 6,000.

Additionally, HDOT contracted with Anthology Marketing Group to conduct an attitudinal and behavioral survey to measure the public's views, perceptions, and behaviors regarding various traffic safety concerns and issues, including distracted driving. Based on the 2018 quantitative study, we learned respondents had the following attitudes concerning impaired driving:

- *In the past 30-60 days, how many times, if any, have you driven a motor vehicle two hours after drinking beverages?*
    - Males (21 percent) were more likely than females (10 percent) to have driven within a two-hour window after consuming alcohol in the last 60 days.
    - Less affluent segments of the community continue to be the least likely to admit to drinking and driving under this scenario.

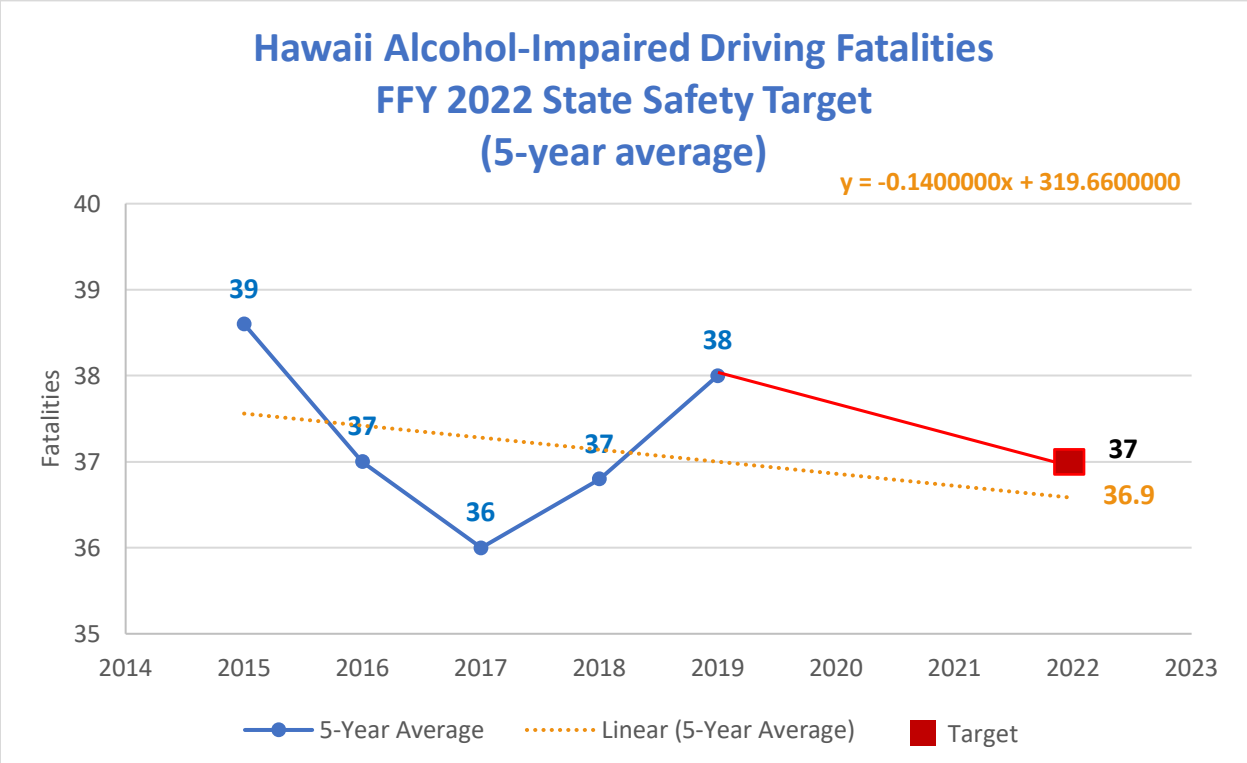
- *Have you heard of the drunk driving "Drive Sober or Get Pulled Over" campaign?*
    - 16 percent of those who were exposed to the "Drive Sober or Get Pulled Over" campaign, drove at least once within the past two months within two hours of consuming alcohol.
    - Those who were exposed to the "Drive Sober or Get Pulled Over" campaign were more likely to believe they would get caught if they drove under the influence than were those who were not exposed to the campaign.

- *What do you think are the chances of someone getting arrested if they drive after drinking?*
    - Neighbor Island residents (30 percent always caught) were likely to feel as though they would always be caught if they drove under the influence than were their Oahu (19 percent always caught) counterparts.
    - More affluent segments of the community were less likely to feel as though they would be caught for driving under the influence.
    - 38 percent of those under the age of 35 believe they will always get caught if they drove under the influence.

- *Did you know that driving while impaired on prescription medication is illegal and may lead to a DUI?*
    - 79 percent of those polled were aware that driving while impaired on prescription medication is illegal and could lead to a DUI.
    - Females (75 percent) were less likely to be aware of this fact than were the males (84 percent) taking part in the study.
    - Locals, born and raised in Hawaii (75 percent) were also less likely to be aware of this fact than were transplants (85 percent) to the state.

- *How serious of a problem is driving under the influence of drugs, including marijuana, prescription drugs and illegal drugs?*
    - Neighbor Island residents (53 percent very big problem) were more likely to view this as a major concern than their Oahu (46 percent very big problem) counterparts.
    - Female (55 percent very big problem) respondents also show more concern than their male (39 percent very big problem) counterparts.
    - More affluent members of the community are the least likely to show great concern.

Associated Performance Measure Target



Hawaii's FFY 2022 performance target for alcohol-impaired driving fatalities is 37. This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including the 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 NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*, the Highway Safety Section proposes strategies associated with the following Alcohol- and Drug-Impaired Driving countermeasures:

- Enforcement;
- Prosecution and Adjudication;
- Prevention, Intervention, Communications and Outreach;
- Underage Drinking and Driving and Driving; and
- Drug-Impaired Driving

to address Hawaii's impaired driving problem.

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: Estimated funding amount: Equipment purchases: Funding sources:	HCPD, HPD, KPD, MPD $1,479,418.51 None 1154AL, 164AL, FAST 405d M5X
Youth Deterrence	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	HPD, KPD, MPD, UH's Office of Public Health Studies $405,057.22 None 154AL, 164AL, FAST 405d M5X

Planned Activities in Countermeasure Strategy

Planned Activity #1: High Visibility Enforcement	
Intended subrecipients:	HCPD, HPD, KPD, MPD
Estimated funding amount:	$1,479,418.51
Equipment purchases:	None
Funding source:	154AL, 164AL, FAST 405d M5X

Planned activity description:

HDOT will utilize HVE of Hawaii's OVUII laws as a planned activity to enhance statewide impaired driving enforcement efforts, in order 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.

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

- Conduct sobriety checkpoints 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. HCPD, HPD and their respective counties' 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.). MPD began piloting their program during the past FFY. 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);
- Purchase items to enhance impaired driving enforcement efforts (e.g., preliminary alcohol screening devices, nitrogen gas cylinders, traffic cones, power flares, generator, extension cords, traffic wands/lights, DUI warning signs); and
- Produce PSAs

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

- Issue press releases about sobriety checkpoints and saturation patrols;
- 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:	$405,057.22
Equipment purchases:	None
Funding source:	154AL, 164AL, FAST 405d M5X

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 may 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;
- Conduct statewide compliance checks on off-premise alcohol retailers, which involves plain clothed officers and underage decoys; 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: $903,893.73 Equipment purchases: None Funding sources: 1154AL, 164AL, FAST 405d M5X
State Laboratory	Intended subrecipients: DOH Estimated funding amount: $2,069,656.20 (includes equipment purchases) Equipment purchases: $1,439,000.00 Funding sources: 154AL, 164AL, FAST 405d M5X

Planned Activity #1: Impaired Driving Enforcement Conferences, Trainings and Meetings	
Intended subrecipients:	HCPD, HPD, KPD, MPD, HDOT, DOH
Estimated funding amount:	$903,893.73
Equipment purchases:	None
Funding source:	154AL, 164AL, FAST 405d M5X

Planned activity description:

As part of the Impaired Driving Enforcement Conferences, Trainings and Meetings planned activity, agencies and subrecipients may use grant funds to attend the following national and local Impaired Driving-related conferences, trainings and meetings:

- Traveling to national conferences (i.e., Lifesavers Conference; CMI User Group; 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:	$2,069,656.20 (includes equipment purchases)
Equipment purchases:	LC-MS-3-Quad, GC-FID with headspace, biosafety cabinet, LIMS tracking system, analytical balance, nitrogen generator
Funding source:	154AL, 164AL, FAST 405d M5X

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 may 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 2021 Legislative Session, a bill to establish a special fund for the lab and direct fines from repeat and habitual OVUII offenses passed and is expected to become law effective July 1, 2021. Unfortunately, specific language to grant spending authority and transfer of funds to DOH were not added, so DOH is not able to access those funds yet. HDOT had also pledged state funding to assist with start-up costs, but legislative authority to transfer those funds were not included in the bill. HDOT plans to introduce those changes during the next legislative session.
- Hawaii will attempt to use state funds to purchase the LC-MS-3-Quad; however, if NHTSA funding is used, HDOT will ensure that the equipment complies with the Buy America Act.

Countermeasure #3: Prosecution and Adjudication

Planned Activities		
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:	$308,738.38
	Equipment purchases:	None
	Funding sources:	154AL, 164AL, FAST 405d M5X
Judicial Initiatives	Intended subrecipients:	The Judiciary (statewide and Honolulu First Circuit), HDOT
	Estimated funding amount:	$410,987.08
	Equipment purchases:	None
	Funding sources:	154AL, 164AL, FAST 405d M5X

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:	$308,738.38
Equipment purchases:	None
Funding source:	154AL, 164AL, FAST 405d M5X

Planned activity description:

As part of the Prosecutorial Initiatives planned activity, county prosecutor offices may use grant funds for the following:

- 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:
    - 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.
- Continue the electronic search warrant process with Judiciary using Docusign.

Planned Activity #2: Judicial Initiatives	
Intended subrecipients:	The Judiciary (statewide and Honolulu First Circuit), HDOT
Estimated funding amount:	$138,379.00
Equipment purchases:	None
Funding source:	154AL, 164AL, FAST 405d M5X

Planned activity description:

As part of the Judicial Initiatives planned activity, subrecipients may use grant funds for the following initiatives:

- Conduct statewide judicial training on Oahu for district court judges;
- 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;
- Attend the National Association of Drug Court Professional's Annual Training Conference and the NHTSA/National Center for DWI Courts Foundational Training; purchase drug and alcohol testing kits, 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: Estimated funding amount: Equipment purchases: Funding sources:	HDOT $500,000.00 None 154PM, 164PM, FAST 405d M5PEM
HDOT Alcohol-Impaired Driving Media Contractor	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	Contractor to be awarded $100,000.00 None 154PM, 164PM, FAST 405d M5PEM
HDOT Drug-Impaired Driving Media Campaign	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	HDOT $300,000.00 None 154PM, 164PM, FAST 405d M5PEM
HDOT Drug-Impaired Driving Media Contractor	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	Contractor to be awarded $100,000.00 None 154PM, 164PM, FAST 405d M5PEM

Planned Activities in Countermeasure Strategy

Planned Activity #1: HDOT Alcohol-Impaired Driving Media Campaign	
Intended subrecipients:	HDOT
Estimated funding amount:	$500,000.00
Equipment purchases:	None
Funding source:	154PM, 164PM, FAST 405d M5PEM

Planned activity description:

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.

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

- Conduct a statewide media and educational campaign (using paid, owned and earned media), especially during NHTSA's "Drive Sober or Get Pulled Over" national

enforcement mobilizations. The campaign will inform the public about the dangers of driving under the influence of alcohol, as well as to remind drivers that police are enforcing Hawaii's OVUII laws 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:	None
Funding source:	154PM, 164PM, FAST 405d M5PEM

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 may 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:	$300,000.00
Equipment purchases:	None
Funding source:	154PM, 164PM, FAST 405d M5PEM

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 may 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:	None
Funding source:	154PM, 164PM, FAST 405d M5PEM

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 may 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: $150,000.00 Equipment purchases: None Funding sources: 154PA, 164PA, FAST 405d M5X
HDOT Attitudinal & Behavioral Survey	Intended subrecipients: HDOT Estimated funding amount: $100,000.00 Equipment purchases: None Funding sources: FAST 405d M5X

Planned Activities in Countermeasure Strategy

Planned Activity #1: Impaired Driving Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	$150,000.00
Equipment purchases:	None
Funding source:	154PA, 164PA, FAST 405d M5X

Planned activity description:

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.

As part of this planned activity, the HDOT's Highway Safety Section may use funds to:

- 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 M5X

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.

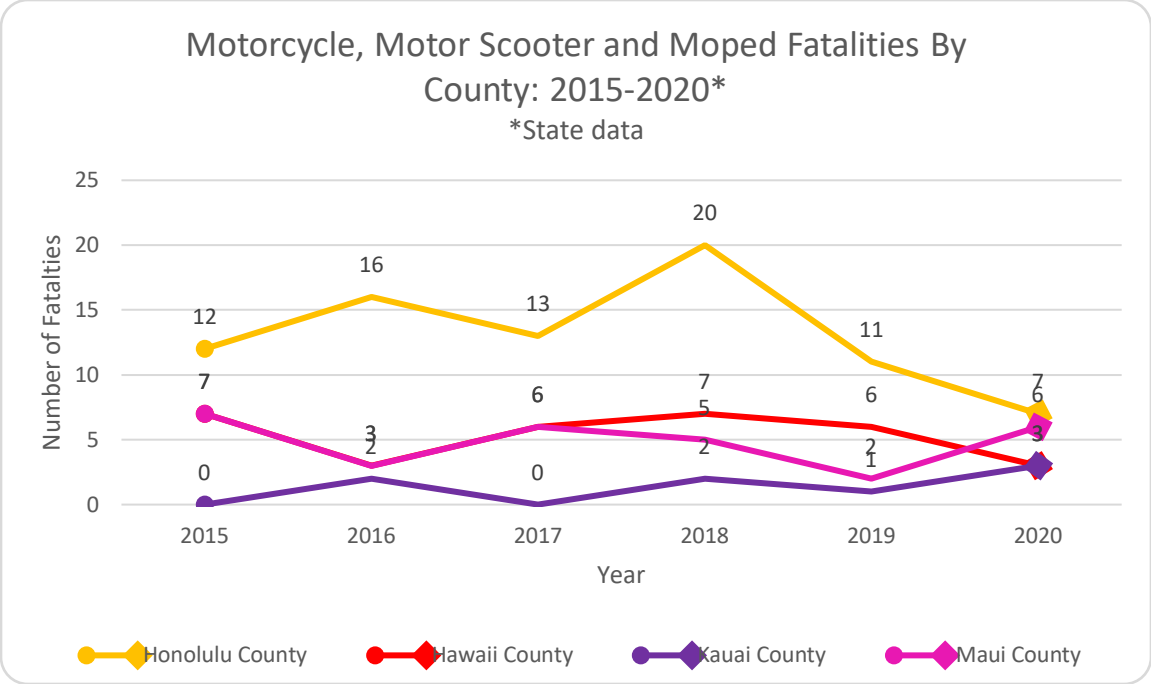
As part of this planned activity, HDOT may use grant funds to hire a consultant to conduct statewide traffic safety attitudinal/behavioral surveys to gauge the communities' perception of alcohol- and drug-impaired driving and other program areas, as well as related communication campaigns.

Program Area: Motorcycle Safety

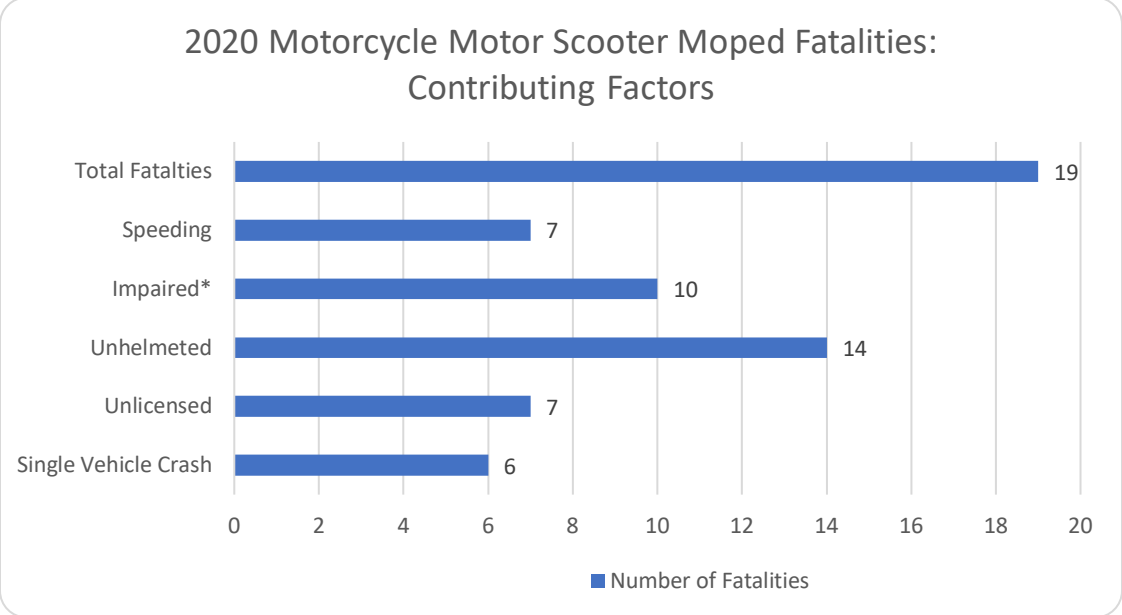
Description of Highway Safety Problems

In Hawaii, fatalities for those that operate motorcycles, motor scooters and mopeds (MC, MS, and MP) continue to be a problem on our roadways. According to the FARS data and the 2018 vehicle registration numbers from DBEDT. They represent 22 percent of all the roadway fatalities for 2020, yet, they represent approximately only 3 percent of registered vehicles in the state of Hawaii.

In 2020, there was a five-year record low at 19 motorcyclist, motor scooter, and moped deaths in Hawaii. The lockdowns and stay at home orders during the COVID pandemic helped to lower the motorcycle, moped and motor scooter fatalities. With the COVID restrictions lifting and more people are on the roadways, creating a rising in gas prices to meet the rise in demand. Historically, higher gas prices mean that more people will be resorting back to motorcycles, motor scooters and mopeds since they are more gas efficient. However, many of them have not operated one of these vehicles in a long time thus their riding skills will not be as sharp or for some, it is a financial breaking point and will purchase a motorcycle, motor scooter or moped with no skills nor proper licensing. The years 2009 and 2012 had the highest gas prices around $4.00 a gallon and higher. Those years also had the highest fatalities for these modes of transportation, 35 and 42 fatalities respectively. As the 2021 gas prices move closer to that cost benchmark, the possibilities that the fatalities for motorcyclists, motor scooter and moped operators will also increase. Rising car prices due to shortages of chips and other parts may also cause the numbers to be higher than in previous years.



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



* Number may be higher since not all lab results have come back

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 true on Oahu where population density is high. Thus, HVE is not always a deterrent.

During every legislative season, at least one bill addressed helmet use. Due to the challenges of social distance, this year, many bills were not recycled, including the universal helmet law. The only bill addressing helmet use was 'Lexi's Law' which requires tourists with no motorcycle designation have to wear helmets if they rent mopeds. Unfortunately, it does not address the primary issue that all riders should wear helmets.

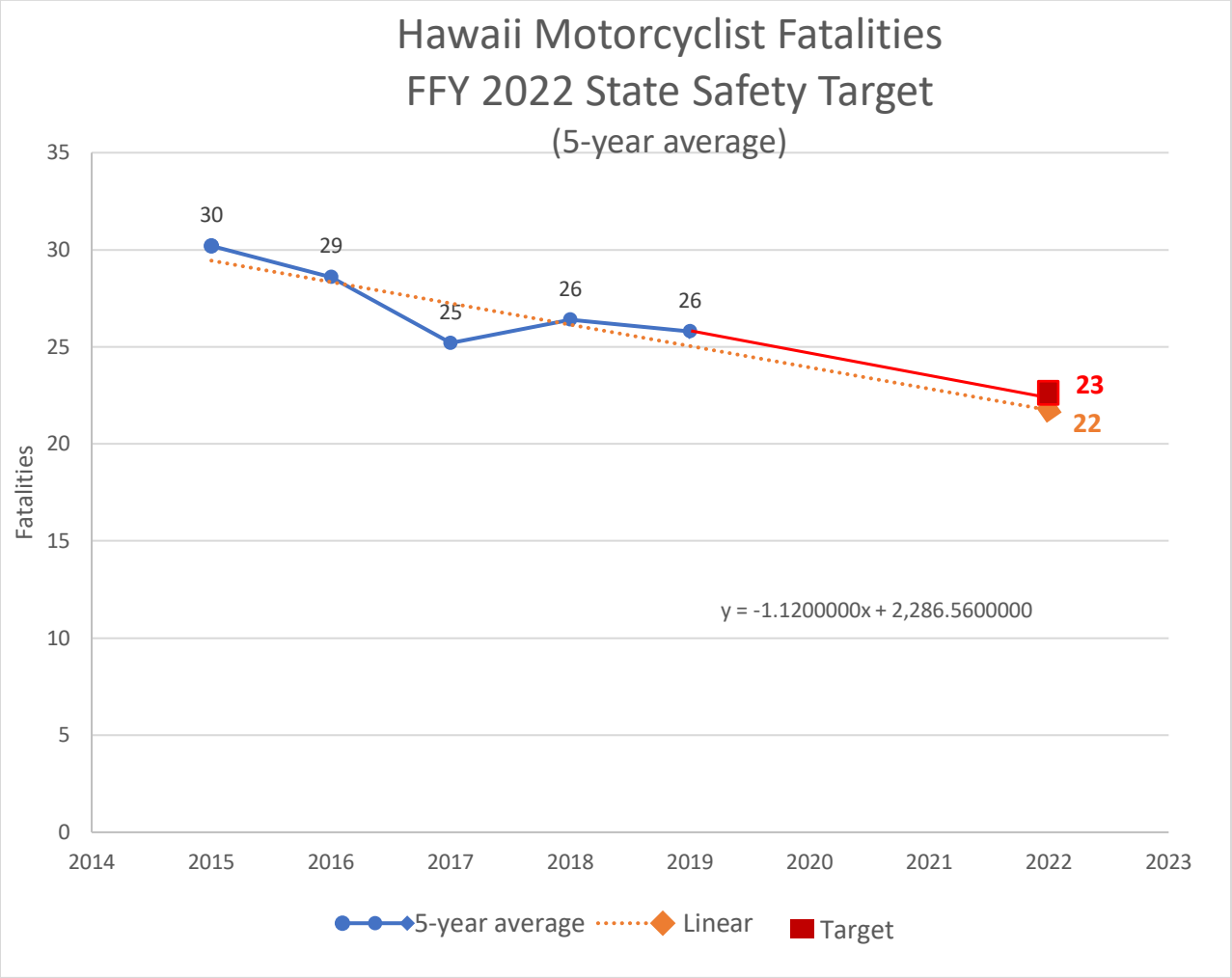
Helmets are still the best way to save lives and prevent head injuries. Hawaii only has a partial helmet law which only requires helmets for those under the age of 18 years old. In 2020, of the 19 fatalities we had, 7 of them were not wearing helmets.

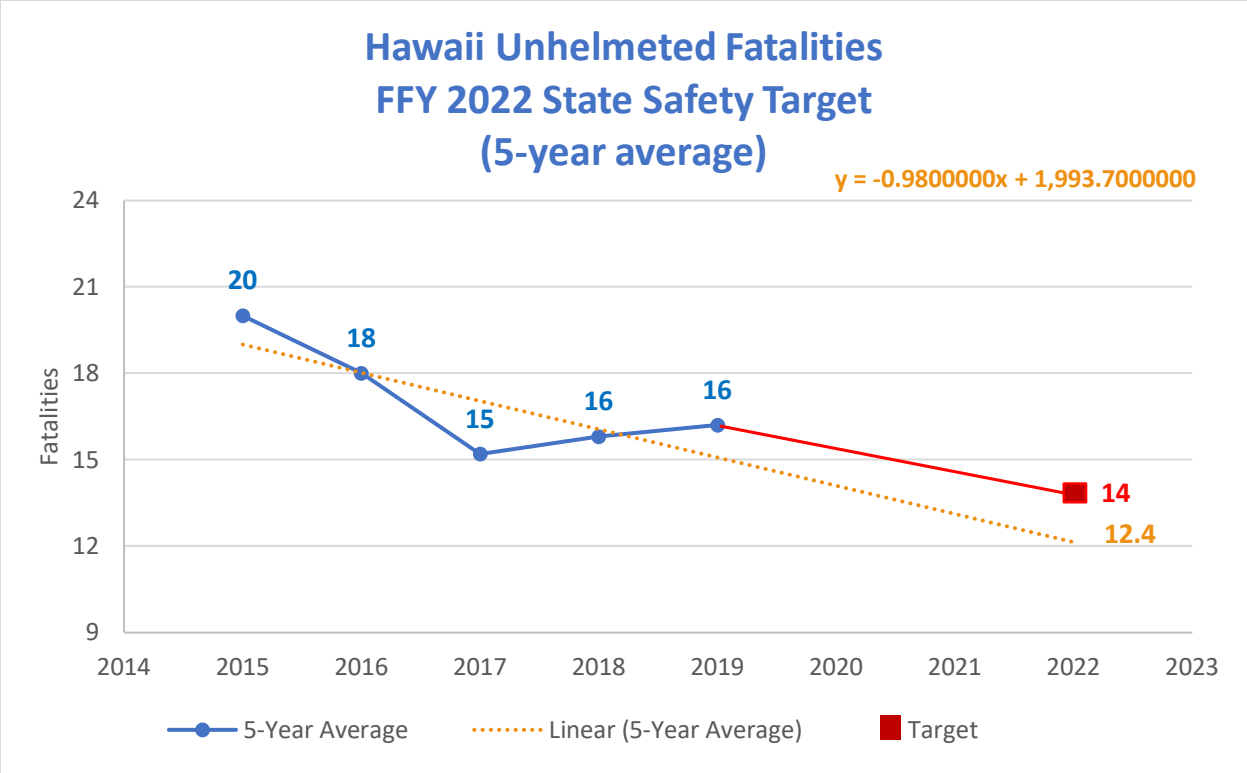
Licensing and motorcycle safety training help to increase the rider's skills on the road. Not having the proper riding skills can also be a deadly mistake. Ensuring that each person gets trained to ride will help them maintain control in many roadway incidents such as negotiating a turn which can cause 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, and the Hawaii Community College (HCC) in Hawaii County are the two locations for motorcycle safety education. Kauai County had to close its range in December of 2018 due to the lack of interest. Maui Community College in Maui County has suspended operations partially in 2020 and 2021 until they can find new instructors.

2020	State Total		Oahu			Hawaii Island			Maui		
Population	1415872		974563		69%	201513		14%	167503		12%
MC registration*	39936		26927		67%	5600		14%	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
	85	943	75	879	93%	7	47	5%	3	17	2%

*MC registration as of 2018. 2019 & 2020 vehicle registration numbers not available as of 6.7.2021

Associated Performance Measure Targets





Hawaii's FFY 2022 performance target for motorcycle, scooter and moped fatalities is 23 and the number of un-helmeted fatalities is 14. This performance target was determined by using a linear trend line based on the 2014-2020 five-year moving 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 on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*, HDOT proposes strategies associated with the following:

- Motorcycle Rise Licensing and Training
- Communications and Outreach

to address Hawaii's motorcycle, motor scooter and moped fatalities.

Countermeasure Strategies	
Countermeasure #1:	Education
Countermeasure #2**:**	Program Management

Countermeasure #1: Education

Planned Activities		
Education	Intended subrecipients:	HCC
	Estimated funding amount:	$20,880.26
	Equipment purchase:	None
	Funding source:	FAST 405f M9MT, FAST 402 MC

Planned Activities in Countermeasure Strategies

Planned Activity #1: Education	
Intended subrecipients:	HCC
Estimated funding amount:	$20,880.26
Equipment purchases:	None
Funding source:	FAST 405f M9MT, FAST 402 MC
Planned activity description:	
HCC will use grant funds to support their motorcycle rider training program. Funds will also be used to cover travel expenses for three Hawaii Island motorcycle safety instructors to attend a professional development workshop in Honolulu.	

Countermeasure #3: Program Management

Planned Activities		
Motorcycle Safety Program Management	Intended subrecipients:	HDOT
	Estimated funding amount:	$20,000.00
	Equipment purchase:	None
	Funding source:	FAST 405f M9MT, FAST 402 MC

Planned activities in countermeasure strategy

Planned Activity #1: Motorcycle Safety Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	$20,000.00
Equipment purchases:	None
Funding source:	FAST 405f M9MT, FAST 402 MC

Planned activity description:

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.

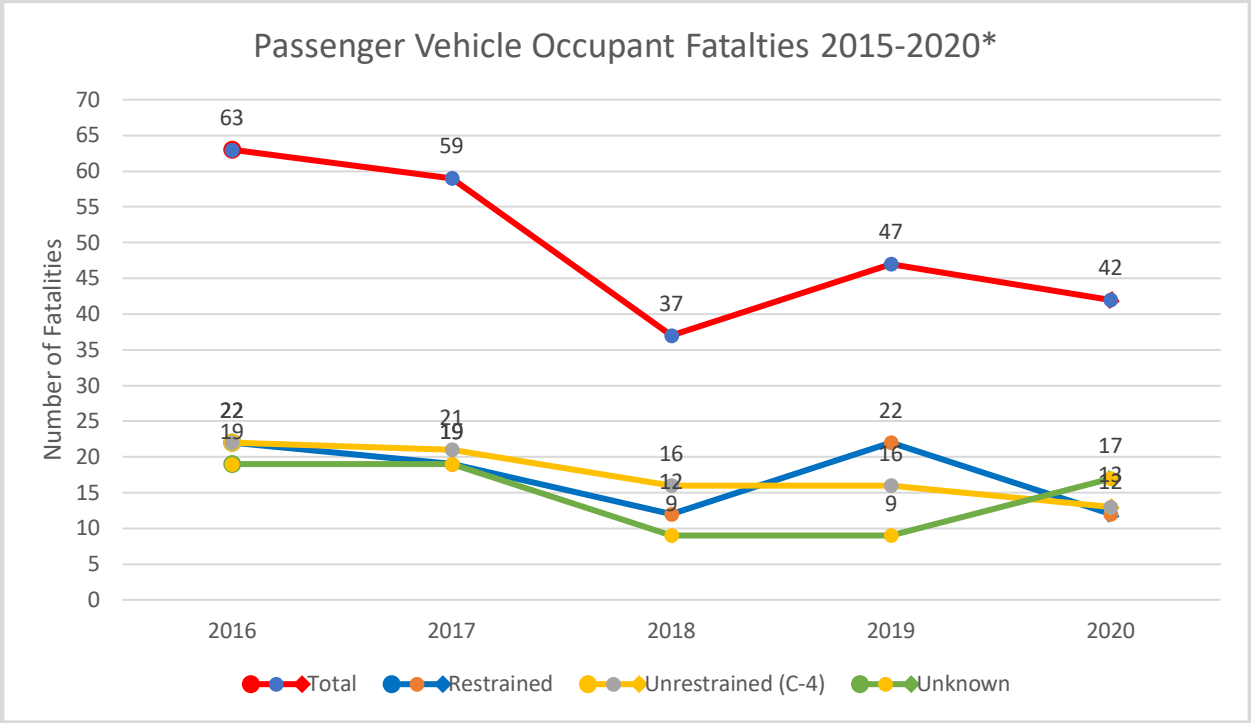
As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

- 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)

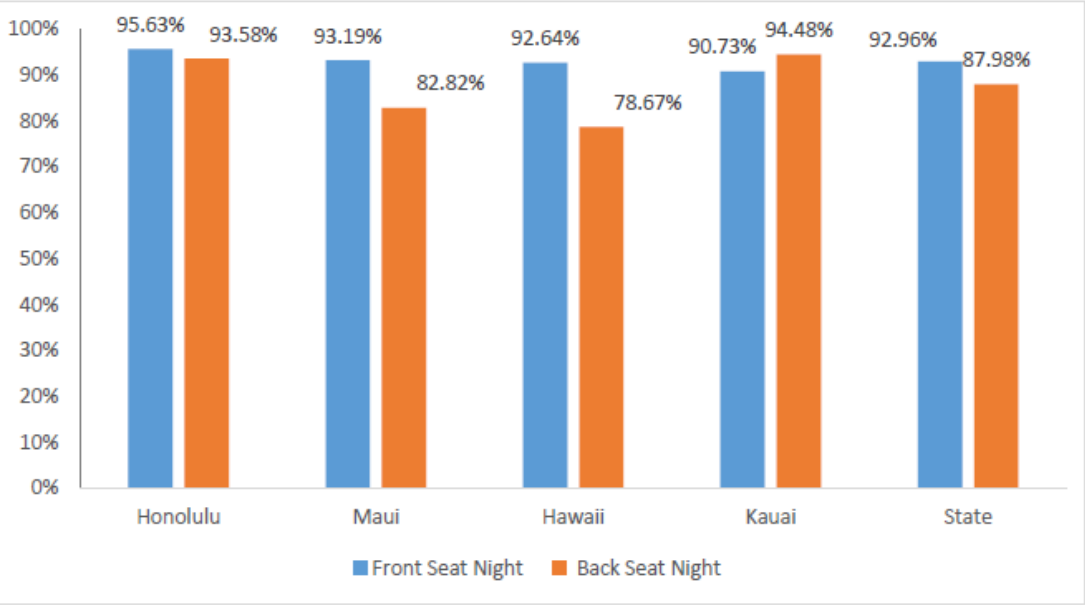
Description of Highway Safety Problems

Hawaii has one of the highest seat belt usage rates in the nation and has had a usage rate of more that 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 42 passenger vehicle fatalities in 2020, 13 were unrestrained. Nighttime usage is also lower.

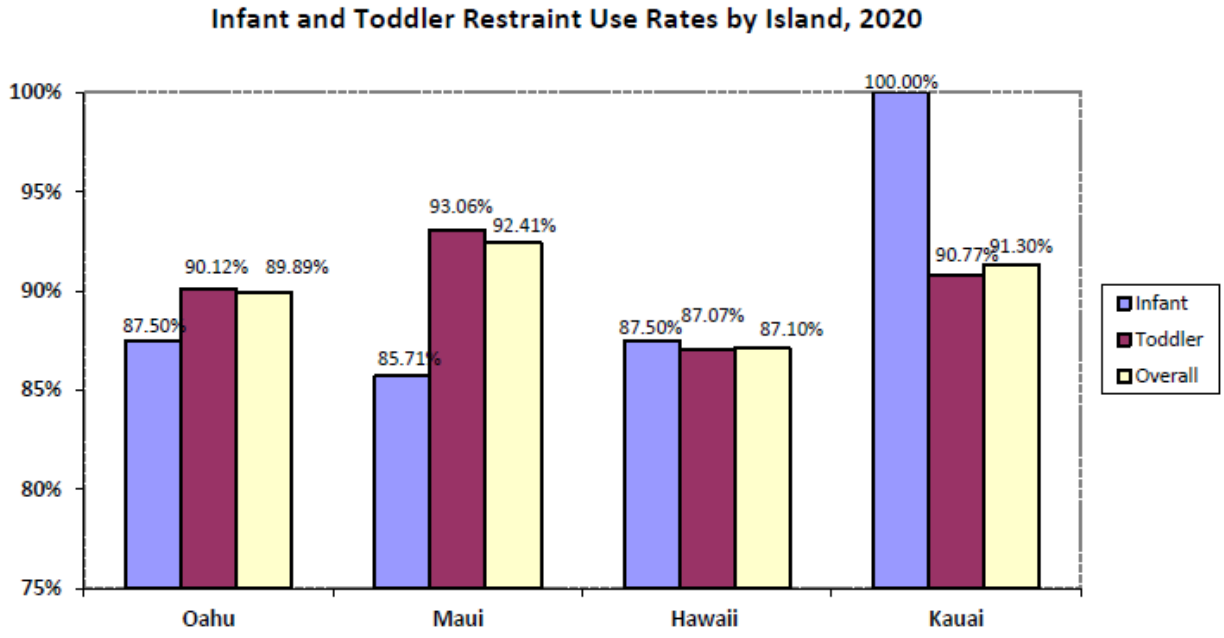


*State Data

6. 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.



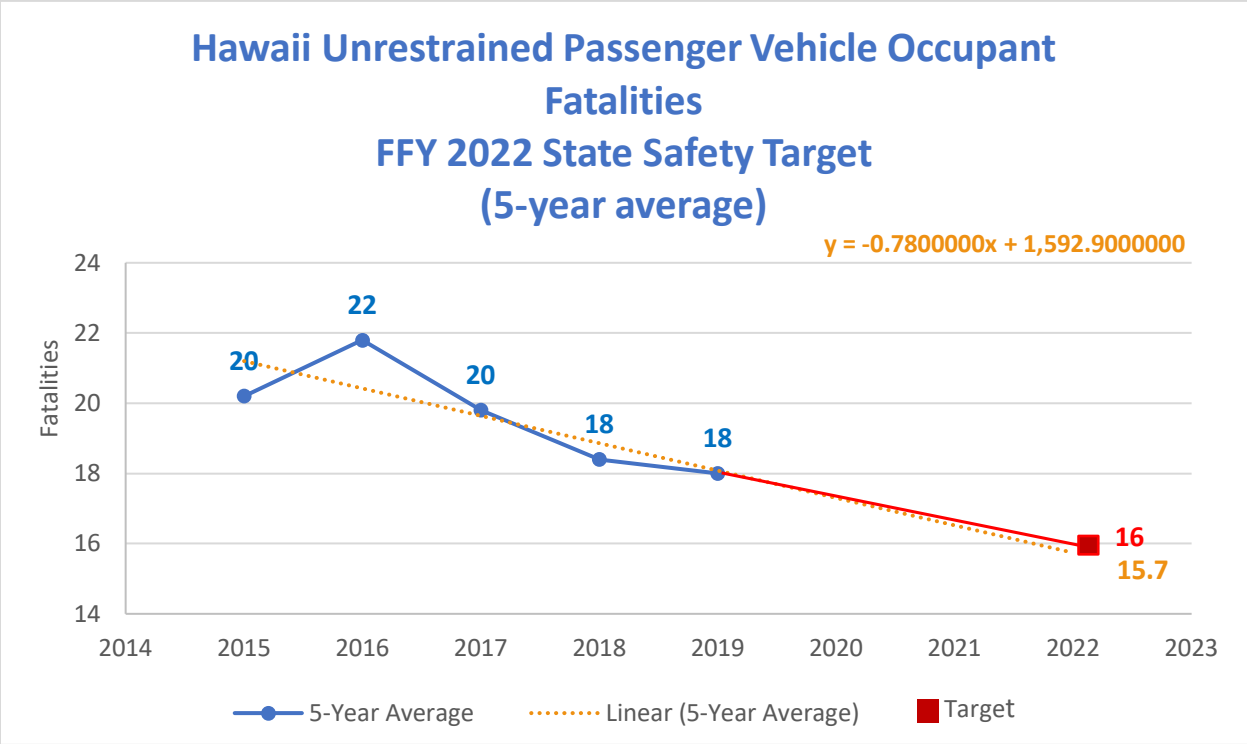
During FFY 2020, the four county police departments, were unable to conducted year-round enforcement utilizing all the NHTSA Occupant Protection grant funds to enforce Hawaii's seatbelt and child safety seat laws. Because of the COVID pandemic, the CARES waiver allowed the CIOT mobilizations and the summer seat belt survey to be suspended. Therefore, there is was nothing done for this time. However, where possible, they did do some enforcement during the first few weeks before the stay-at-home orders and throughout the year as needed. Media Contractor, TLCPR, as well as the other CPS subgrantees were unable to utilize some of the funding for general Child Passenger Safety Outreach during this time but were able to do outreach before the COVID stay at home orders then after, a limited outreach to media to remind parents about child safety seat importance. Virtual car seat check evolved to assist those who needed instructions on how to safely secure their children, especially newborns during this time. Because the survey was not ready in time for this HSP, the following information is from the previous survey. The four county police departments, child safety seat subgrantees, and the UH Survey have slowly resumed normal operations for FFY21 (as COVID restrictions lift and vaccinations increase) with the goal to increase all enforcement, child passenger safety activities and community outreach and media to at least 25% above FFY20 activities.

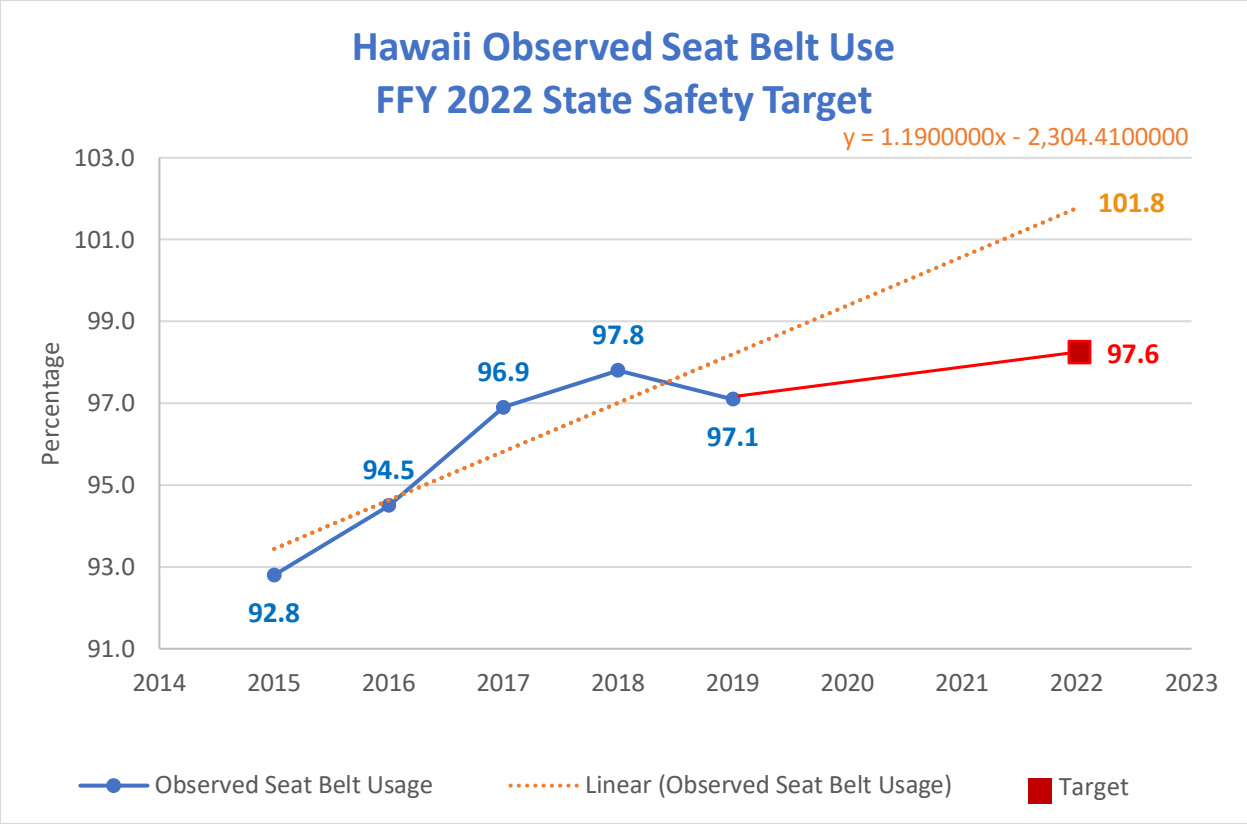
FFY 2020 Occupant Protection Enforcement Report (October 1, 2019-September 30, 2020)					
	Oahu	**Hawaii**	**Maui**	**Kauai**	**Statewide**
# of grant-funded seat belt citations	541	626	416	20	1,603
# of county-funded seat belt citations	1,186	2,689	929	356	5,160
# of grant-funded child restraint citations	6	63	26	1	96
# of county-funded child restraint citations	312	315	0	24	651
TOTAL	2,045	3,693	1,371	401	7,510

FFY 2020 Child Passenger Safety Activities					
	Honolulu	**Hawaii**	**Maui**	**Kauai**	**Statewide**
3-Day Classes	1	0	0	0	1
Trained	22	0	0	0	22
Types of Participants (EMS, Police, etc.)	Hospital, Community, Health Center, Military, Judiciary	Hospital, Community, Health Center, Military, Judiciary	Hospital, Community, Health Center, Military, Judiciary	Hospital, Community, Health Center, Military, Judiciary	
Inspection Stations	392	0	3	0	395
# checked at inspection stations	479	0	20	0	499
# of community car seat checks	392	5	3	10	410
# of seats checked at community events	134	61	17	0	212
# of seats checked total	605	94	20	0	719
# of car seats issued	90	8	0	0	98
# of car seats checked virtually*	74	15	3	0	92

Public Relations, Media and Community Outreach	
Child Passenger Safety Week Campaign 2020	
# of news releases	1
# of stories generated (TV, radio, print, etc.)	19 (15 television, 4 online stories)
# of views	621,513 viewers/readers
Calculated publicity value	$37,376
# of CPS Week events	8
Total reach of CPS Week events	1,159 parents with infants
# of virtual car seat checks	1 (20 expecting parents)
General Child Passenger Safety Outreach Events FFY 2020	
# of booster seat education events	6
Total reach of booster seat education events	2,883 parents with infants and booster-age children

Associated Performance Measure Targets





Hawaii's FFY 2022 performance target for unrestrained passenger vehicle occupant fatalities is 16 and for observed seat belt use is 97.6 percent. The performance targets were determined by using a linear trend line based on the 2015-2019 five-year moving average data for unrestrained passenger vehicle occupant fatalities, and annual percentages for observed seat belt use. In addition, an analysis of external factors, including the 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 planned countermeasure strategies based on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*:

- Seat belt law enforcement
- Communications and outreach
- Child/youth occupant restraint enforcement :

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: Estimated funding amount: Equipment: Funding Source:	KIPC; East Hawaii Kiwanis $183,034.08 None FAST 405b M1CPS, FAST 402 OP

Planned activities in countermeasure strategy

Planned Activity #1: Child Restraint Programs	
Intended subrecipients:	KIPC; East Hawaii Kiwanis
Estimated funding amount:	$183,034.08
Equipment purchases:	None
Funding source:	FAST 405b M1CPS, FAST 402 OP
Planned activity description:	
As part of the Child Restraint Program under the Occupant Protection program area, the intended sub-recipients will be able to:	

- Continue to conduct virtual and in person 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. Continued 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.
- 20 New instructors will be trained and certified as well as recertify 114 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: Estimated funding amount: Equipment: Funding Source:	HDOT $85,000.00 None FAST 405b M1PE, FAST 402 OP
Occupant Protection/CPS Media Contractor	Intended subrecipients: Estimated funding amount: Equipment: Funding Source:	Contractor to be awarded $110,000.00 None FAST 405b M1PE, FAST 402 OP

Planned activities in countermeasure strategy

Planned Activity #1: HDOT CIOT and CPS Media Campaigns	
Intended subrecipients:	HDOT
Estimated funding amount	$85,000.00
Equipment purchases:	None
Funding source:	FAST 405b M1PE, FAST 402 OP

Planned activity description:

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.

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

- Conduct a statewide media and educational campaign, including during the National CIOT mobilization May 16 through June 5, 2022 and Child Passenger Safety Week during the week of September 18 through September 24, 2022 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:	$110,000.00
Equipment purchases:	None
Funding source:	FAST 405b M1PE, 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 minor equipment purchases.

Countermeasure #3: Enforcement

Planned Activities		
Occupant Protection Enforcement	Intended subrecipients:	HCPD, HPD, KPD, MPD
	Estimated funding amount:	$605,247.95
	Equipment purchases:	None
	Funding sources:	FAST 405b M1HVE, FAST 402 OP

Planned Activities in Countermeasure Strategy

Planned Activity #1: Occupant Protection Enforcement	
Intended subrecipients:	HPD, HCPD, MPD, KPD
Estimated funding amount:	$605,247.95
Equipment purchases:	None
Funding source:	FAST 405b M1HVE, FAST 402 OP

Planned activity description:

As part of the Occupant Protection Enforcement countermeasure strategy, HDOT will incorporate a 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.

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.

As Maui and Hawaii counties have the lowest nighttime seat belt usage, MPD plans to conduct at least one nighttime enforcement activity, pending Hawaii's COVID-19 situation and personnel availability. The HCPD will be encouraged to do the same.

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:

- 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: Estimated funding amount: Equipment purchases: Funding sources:	HDOT; UH $25,000.00 None FAST 405b M1X, FAST 402 OP
UH Observational Survey	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	UH $105,000.00 None FAST 405b M1X, 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 M1X, FAST 402 OP

Planned activity description:

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.

As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

- 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 Observational Survey	
Intended subrecipients:	UH
Estimated funding amount:	$105,000.00
Equipment purchases:	None
Funding source:	FAST 405b M1X, FAST 402 OP

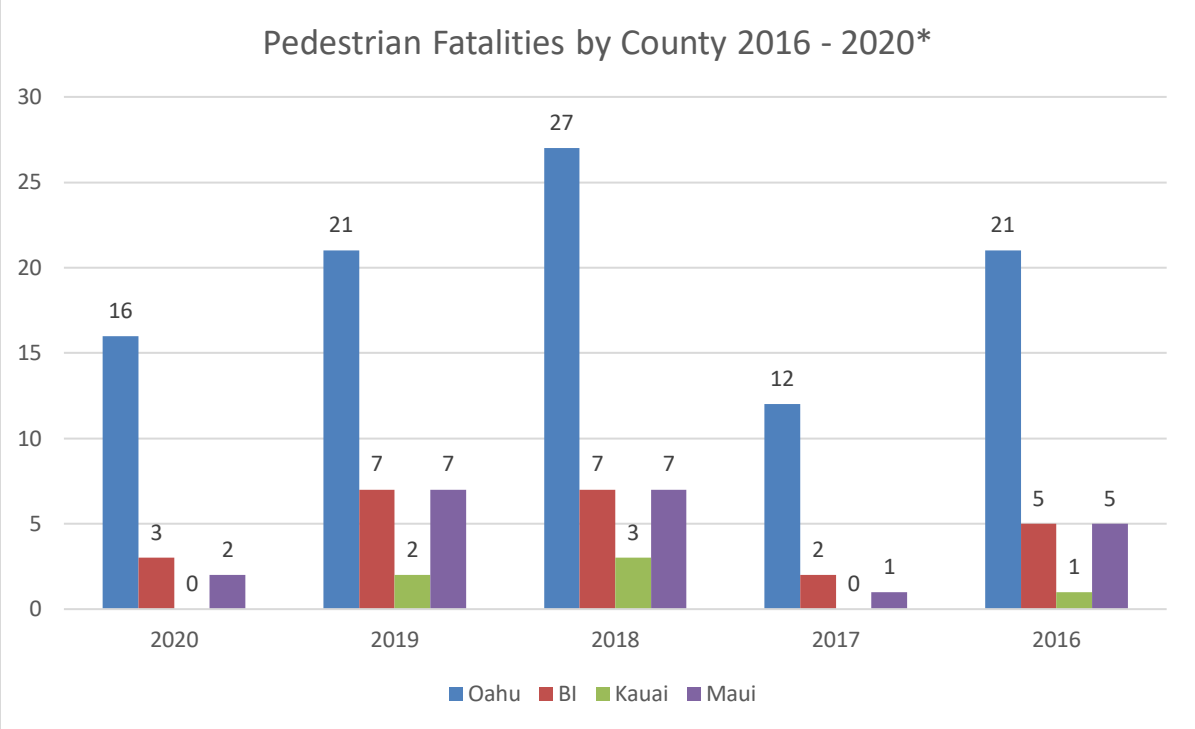
Planned activity description:

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 2021. Six reports will be prepared for the observational component of the proposed research. They will also be conducting the seat belt site reselection as required for this upcoming grant period.

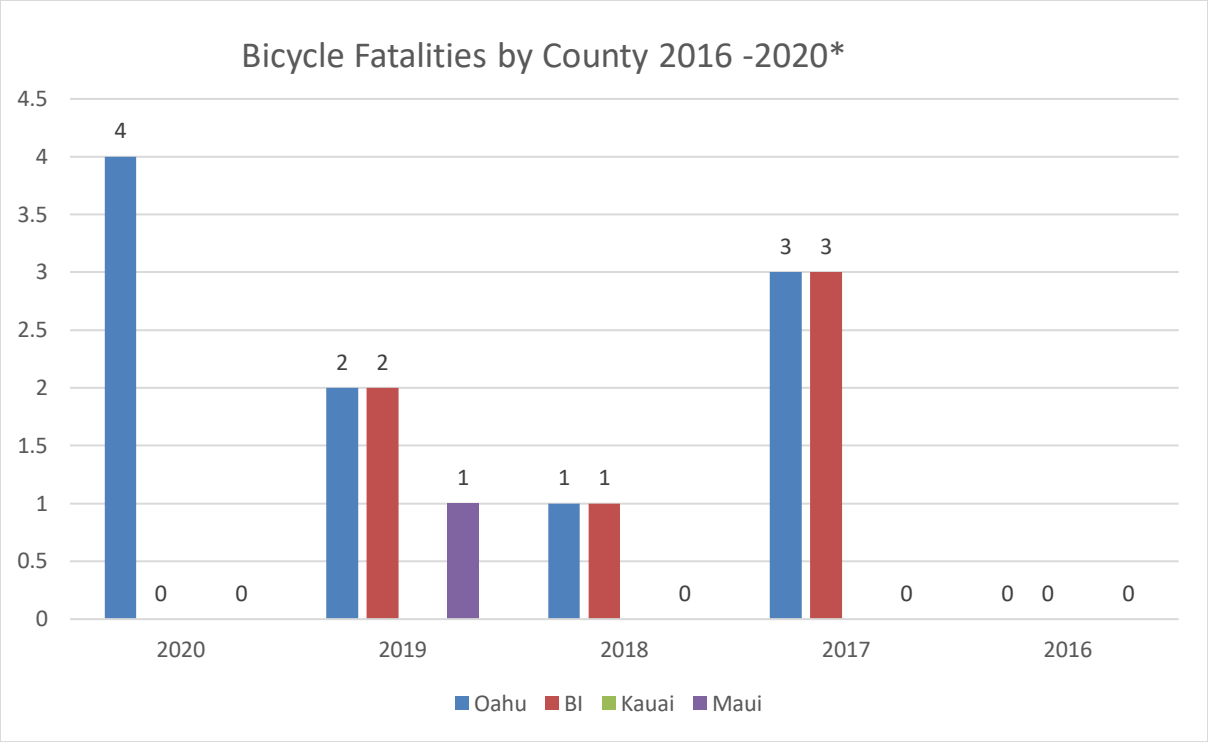
Program Area: Non-motorized (Pedestrians and Bicyclists)

Description of Highway Safety Problems

As our most vulnerable roadway users, pedestrian and bicycle fatalities are always a major traffic concern for Hawaii. Hawaii is not subject to inclement weather like harsh winters and extreme heat. This means that Hawaii's normal exposure rate is higher. According to state data, in 2020 during the COVID pandemic, there were 21 pedestrian fatalities, with pedestrian fatalities down 43 percent from 2019's 37 fatalities. Even with the governor's emergency proclamations restricting movements, pedestrian deaths still represented 24 percent of the 86 roadway fatalities for 2020.



*State Data



*State Data

Of the 21 pedestrian fatalities, 13 were male and 8 were female. The oldest was 87 years old and the youngest was 21 years old. The average age was 53.7 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 safety awareness behaviors and can be positive pedestrian and bike safety influencers for their parents and grandparents.

Those pedestrians that 65 years and older represented 29 percent or 6 of the 21. 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 pedestrian awareness behaviors so that they can exercise caution around motor vehicle drivers who may not be as engaged as they should be.

The dusk to dawn hours (6pm-6am) have shown to be the deadliest half of the day. All but 2 of the 21 pedestrian fatalities or 90% 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. While looking beyond whether they were or were not in a crosswalk is important. Although of the 21 fatalities, 9 were crossing the street, five were walking on the side of the road due to poor sidewalk conditions or lack of sidewalks to walk on or tending to their disabled vehicle. This can increase their chance of injuries and death, by inattentive

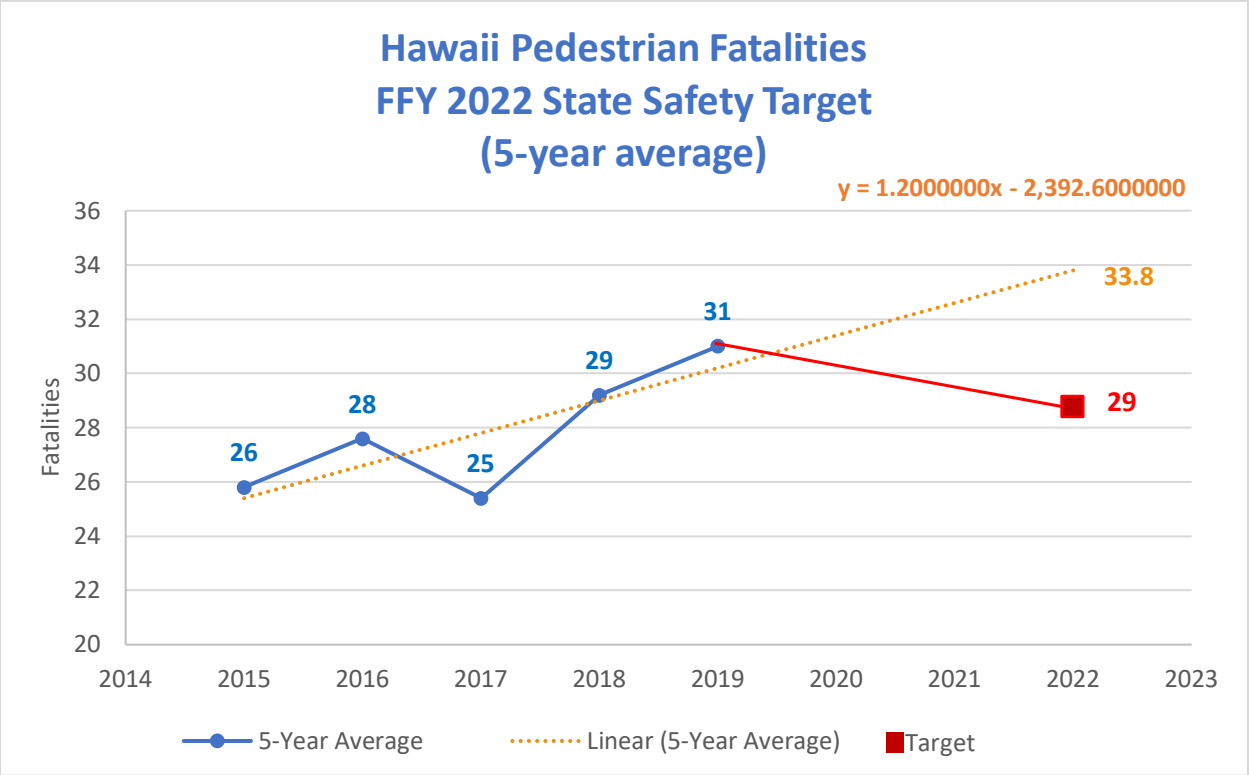
and/or impaired drivers especially if there is poor visibility. Because of the large number of these types of incidents, it became imperative that we emphasized visibility and remind pedestrians to take extra precautions while on the roadway as well as educating drivers to stay vigilant for pedestrian activity.

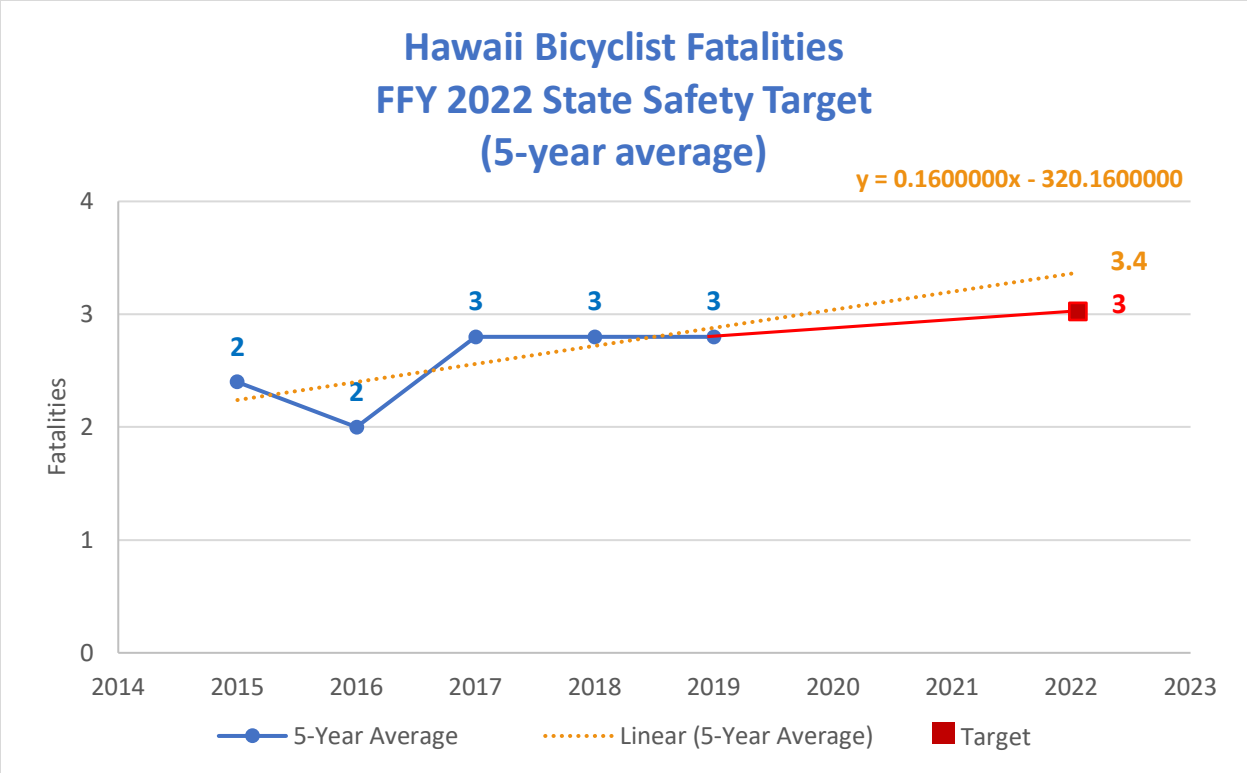
The four county police departments, the media Contractor, TLCPR, as well as DTS were unable to utilize some of the funding for general pedestrian safety for our WWH program and driver awareness of pedestrians during the last two quarters of the FFY20. The very limited social distancing events such as the pop-up drive-in theaters at malls and other locations, required the messaging of pedestrian focused and driver focused messaging to combined to maximize outreach messaging.

Walk Wise Hawaii Public Relations, Media and Community Outreach	1st Q	2nd Q	3rd Q	4th Q	Total
Total # of Safety Presentations & Events to Seniors*	4	4	0	0	8
Total # of Seniors Reached*	2600	1276	0	0	3876
Total # of Safety Presentations & Events to Children*	6	0	0	0	6
Total # of Children Reached*	2840	0	0	0	2840
Total # of Driver-Focused Safety Presentations & Events*	6	3	0	25	34
Total Reach of Driver-Focused Safety Presentations/Events*	43,000	4,889	0	3,309	51198
Total # of Pedestrian-Focused Safety Presentations & Events*	10	1	0	25	36
Total Reach of Pedestrian-Focused Safety Presentations/Events*	3990	1369	0	3,309	8668

As the State begins to resume normal activities, people become more eager to engage in public activities. This means that pedestrian and bicycle exposures to motor vehicles will resume to pre-COVID levels. It is imperative that the fatalities do not increase. Driver awareness of pedestrians and bicyclists on roadways will need to be a stronger focus due to so many motor vehicles returning to the roadways. In the public's excitement to return to normalcy, vulnerable user awareness may not be a priority.

Associated Performance Measure Targets





Hawaii's FFY 2022 performance target for pedestrian fatalities is 29 and for bicyclist fatalities is 3. This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving 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 based on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*, HDOT proposes strategies associated with the following strategies and planned activities:

- Elementary -age Child Pedestrian Training
- Safe Routes to School
- All Pedestrians
    - Enforcement Strategies
    - Conspicuity Enhancement
    - University Educational Campaign

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:	$42,000.00
	Equipment purchase:	None
	Funding source:	FAST 405h FHX, 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:	$42,000.00
Equipment purchases:	None
Funding source:	FAST 405h FHX, FAST 402 PS

Planned activity description:

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 (in alignment with the national Pedestrian Safety Month), 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. They will be purchasing a new interlocking foam crosswalk presentation unit, purchasing more visibility safety devices and printing more Drive Wise and Walk Wise brochures.

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: Estimated funding amount: Equipment purchases: Funding sources:	HDOT $80,000.00 None FAST 405h FHPE, 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 FHPE, FAST 402 PS

Planned activity description:

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.

Planned Activity #2: Pedestrian Safety Education and Media Contractor	
Intended subrecipients:	HDOT
Estimated funding amount:	$110,000.00
Equipment purchases:	None
Funding source:	FAST 405h FHPE, FAST 402 PS

Planned activity description:

In addition to implementing a paid Pedestrian Safety Media Campaign, HDOT will procure a Pedestrian Safety Media Contractor as a planned activity to conduct our statewide Walk Wise and Drive Wise 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.

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		
Non-Motorized Enforcement	Intended subrecipients: Estimated funding amount: Equipment purchase: Funding source:	HPD $281,520.60 None FAST 405h FHLE, FAST 402 PS

Planned activities in countermeasure strategy

Planned Activity #1: Pedestrian and Bicycle Enforcement	
Intended subrecipients:	HPD
Estimated funding amount:	$281,520.60
Equipment purchases:	None
Funding source:	FAST 405h FHLE, FAST 402 PS

Planned activity description:

To increase compliance and roadway safety, the pedestrian grant will expend 2,000 hours of grant-funded overtime and initiate 4,000 pedestrian-related projects to pedestrians and motorists as well as increase pedestrian safety awareness by participating in community talks and traffic safety activities.

Also, the grant will expend 1,000 hours of grant-funded overtime and initiate 3,000 bicycle-related projects to bicyclists and motorists to increase bicycle safety awareness by participating in community talks and traffic safety activities.

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

Planned activity description:

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.

As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

- 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. In addition, the Program and Administration amount is at or below the allowable limit.

Countermeasure Strategies	
Countermeasure #1:	Program and Administration

Countermeasure #1: Program & Administration

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

Planned Activities in Countermeasure Strategy

Planned Activity #1: Program Administration	
Intended subrecipients:	HDOT
Estimated funding amount:	$135,000.00
Equipment purchases:	None
Funding source:	FAST 402 PA

Planned activity description:

HDOT's Highway Safety Section will oversee the NHTSA grant program and other traffic safety related initiatives in Hawaii.

As part of this planned activity, HDOT may use funds for the following operating costs:

- 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 may use funds to hire a Fiscal Coordinator for the following:

- Process 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 federal and state regulations and 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 as well as updated technology.

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 related planned activities based on NHTSA's Highway Safety Program Guideline No. 15 Traffic Enforcement Services, and the National Law Enforcement Liaison Program created by NHTSA and GHSA.

Countermeasure Strategies	
Countermeasure #1:	Police Traffic Services
Countermeasure #2:	Law Enforcement Liaison
Countermeasure #3:	HDOT Traffic Branch
Countermeasure #4:	Program Management

Countermeasure #1: Police Traffic Services

Planned Activities		
Police Training	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	HCPD, HPD, KPD, MPD $652,803.00 (including equipment purchases) 134,600.00 FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned Activities in Countermeasure Strategy

Planned Activity #1: Police Training	
Intended subrecipients:	HCPD, HPD, KPD, MPD
Estimated funding amount:	$652,803.00 (including equipment purchases)
Equipment purchases:	10 speed message boards, Leica GS18 T Tilt Rover & UHF PerformanceSmart Antenna, Leica GS16 Base and Leica CS20 LTE Field Controller (Misc Hardware)
Funding source:	FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned activity description:

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.

Police must also be equipped with the tools and resources necessary to properly investigate crashes and enforce traffic laws.

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

- 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 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.
- Purchase 10 Message boards that were not purchased during FFY21 due to interdepartmental issues.

Countermeasure #2: Liaison

Planned Activities		
Liaison	Intended subrecipients: Estimated funding amount: Equipment: Funding Source:	Law Enforcement Contractor to be awarded 78,567.00 None FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned Activities in Countermeasure Strategy

Planned Activity #1: Liaison	
Intended subrecipients:	**Law Enforcement** Contractor to be awarded
Estimated funding amount:	$78,567.00
Equipment purchases:	None
Funding source:	FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned activity description:

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.

Countermeasure #3: HDOT Traffic Branch

Planned Activities		
State Traffic Safety Meetings and Lifesavers	Intended subrecipients: Estimated funding amount: Equipment purchases: Funding sources:	HDOT Traffic Branch $39,336.00 None FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned Activities in Countermeasure Strategy

Planned Activity #1: State Traffic Safety Meetings and Lifesavers	
Intended subrecipients:	HDOT Traffic Branch
Estimated funding amount:	$39,336.00
Equipment purchases:	None
Funding source:	FAST 402 PT, 154AL, 164AL, FAST 405d M5X

Planned activity description:

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.

- 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 2022 Lifesavers Conference and fund approved travel expenses for the conference.

Countermeasure #4: Program Management

Planned Activities		
Traffic Services Program Management	Intended recipients: Estimated funding amount: Equipment purchase: Funding source:	HDOT $25,000.00 None FAST 402 PT

Planned activities in countermeasure strategy

Planned Activity #1: Traffic Services Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	$25,000.00
Equipment purchases:	None
Funding source:	FAST 402 PT

Planned activity description:

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.

As part of this planned activity, the HDOT's Highway Safety Section may use funds to:

- 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

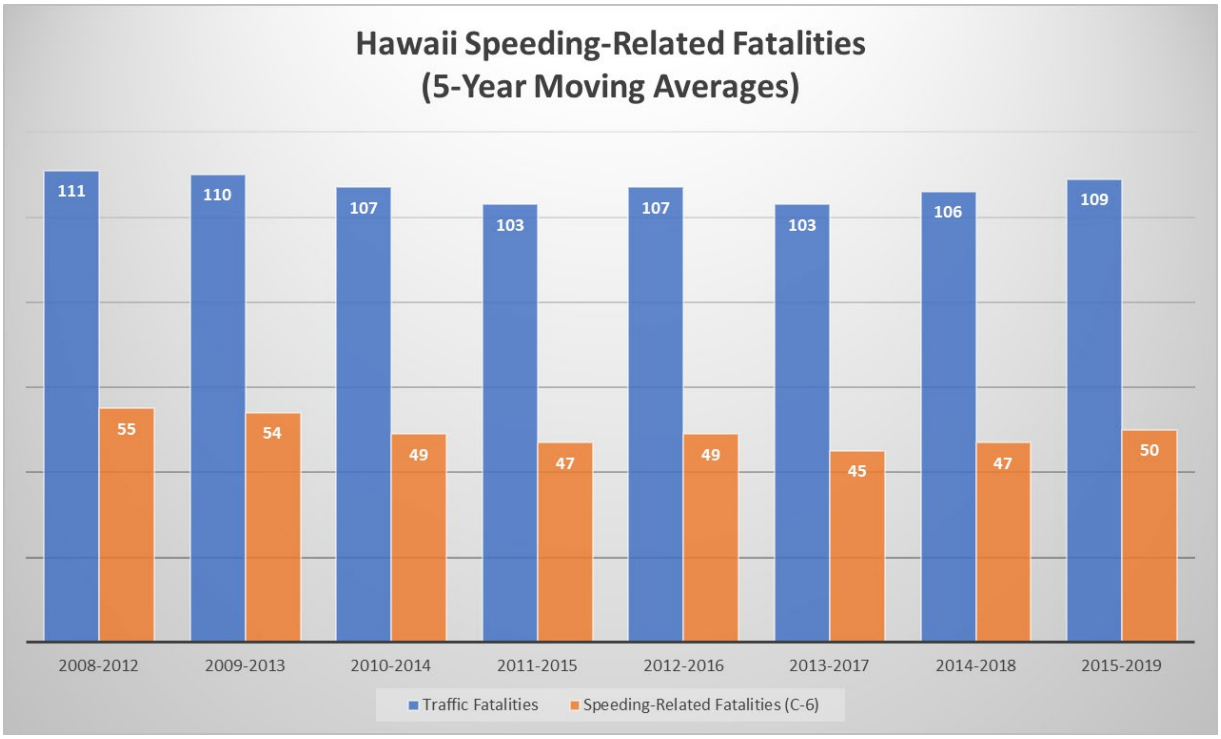
Speeding has been a constant issue on Hawaii's roadways for years, with speed-related fatalities consistently ranging between 44 percent and 50 percent of total traffic fatalities (based on a five-year average). Even with the COVID-19 pandemic and Hawaii's state and counties shelter-in-place orders in 2020, speeding continued to be a persistent problem on our roadways. Speeding violations – especially excessive speeding – rose dramatically. Compared to FFY 2019 counts, the number of grant-funded speeding citations issued in FFY 2020 increased 120 percent, from 7,699 to 16,967, respectively. This was in addition to the 3,654 warnings that were given. Excessive speeding citations jumped 156 percent, from 357 issued during FFY 2019 to 915 issued during FFY 2020.

STATEWIDE
Speed Enforcement Activity
(grant-funded, unless otherwise specified)

	Honolulu	Hawaii	Maui	Kauai	FFY 2020 Totals	FFY 2019 Totals
# of speed enforcement operations	1,057	548	0	56	1,661	454
# of speed enforcement operations (county-funded)	0	35	3	82	120	28
Speeding-Related Contacts						
# of vehicle stops or contacts	13,834	3,346	1,470	511	19,161	5,710
# of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	11,566	2,725	2,276	400	16,967	7,699
# of speeding citations issued (county-funded)	27,380	9,426	1,880	1,047	39,733	41,520
# of warnings issued	2,320	0	1,278	56	3,654	44
# of excessive speeding citations issued	393	431	87	4	915	357
# of speeding in a construction/school zone citations issued	0	38	15	0	53	82
# of citations for other violations	540	1,105	286	55	1,986	872
# of OVUII arrests	2	25	0	2	29	13
# of arrests for other violations	14	48	7	3	72	31
# of traffic safety presentations conducted (grant- and county-funded)	41	4	3	4	52	81
# of violation letters with educational materials to registered vehicle owners		97			97	227

Unfortunately, these speed incidences have sometimes led to tragic consequences. According to state data for calendar year 2020, 37 out of 86 traffic fatalities (or 43 percent) involved speeding.

Prior years' data shows that speeding has consistently been an issue:



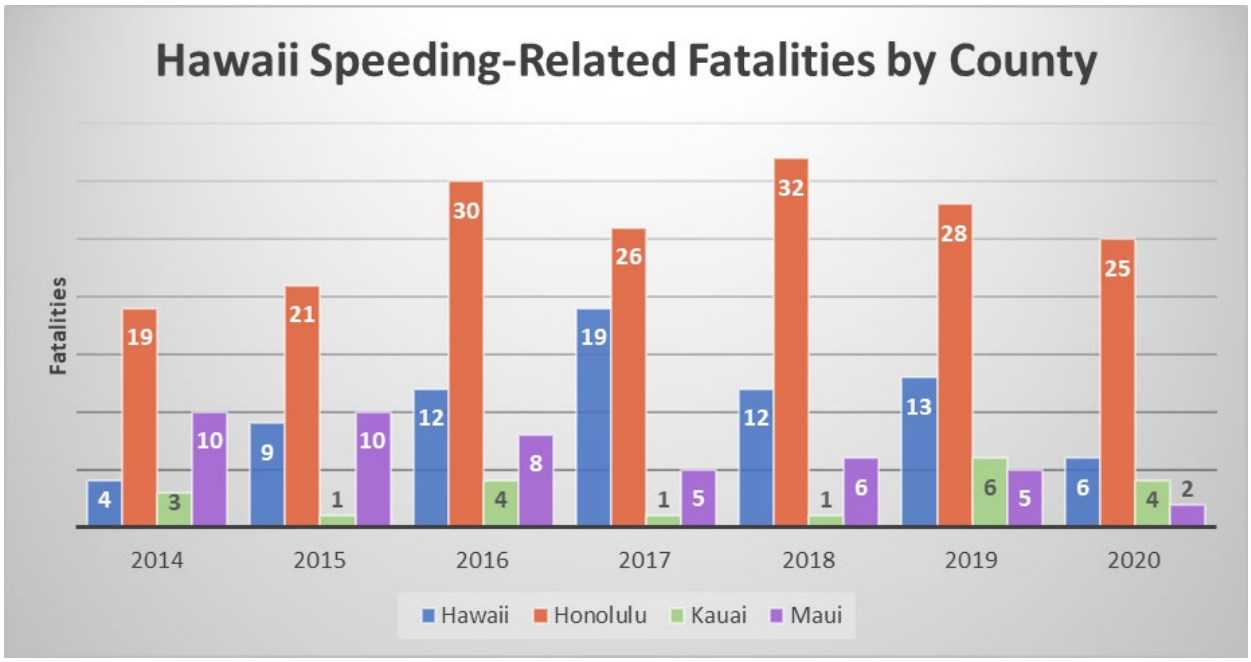
What we've learned from 2020 is that speeding is a persistent problem that didn't decrease or disappear when most people were sheltering in place. We've also discovered that we have a lot to learn when it comes to this problem.

NHTSA's Countermeasures that Work rates HVE two stars and overall findings regarding its effectiveness are inconclusive. In the past, Hawaii has relied heavily on strict enforcement of speeding laws to combat speeding on our roadways because we felt that strict enforcement paired with other highly visible efforts was the most effective tool available to us. We now believe that it will take a more holistic and comprehensive approach that involves high visibility engagement, education, engineering and adjudication. Law enforcement are also looking to engage more within the communities – conducting outreach, educating community members and "thinking outside the box."

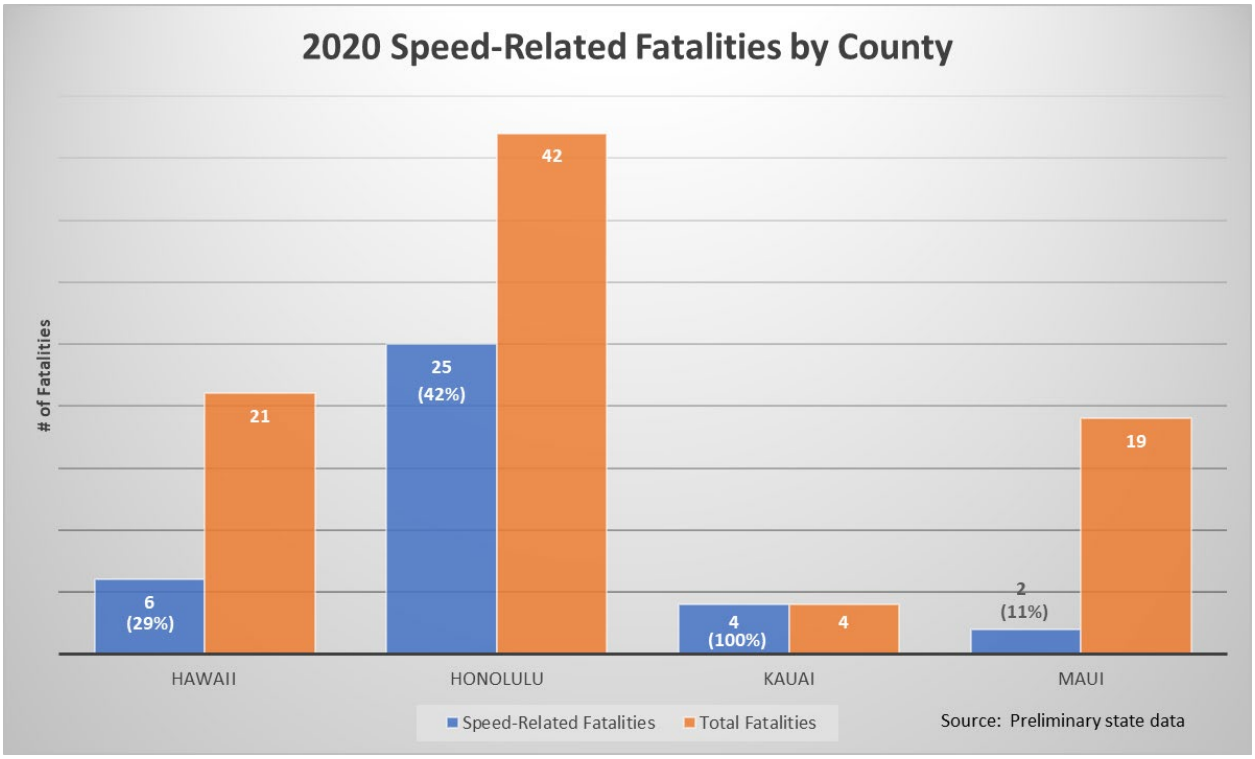
A look at the different factors in Hawaii's speed-related fatalities and fatal crashes assists in determining where speed enforcement/engagement should be conducted, as well as who our messaging campaigns should be targeted towards. An evaluation of traffic safety infrastructure will also be included in Hawaii's speed management efforts.

Speed Enforcement and Engagement

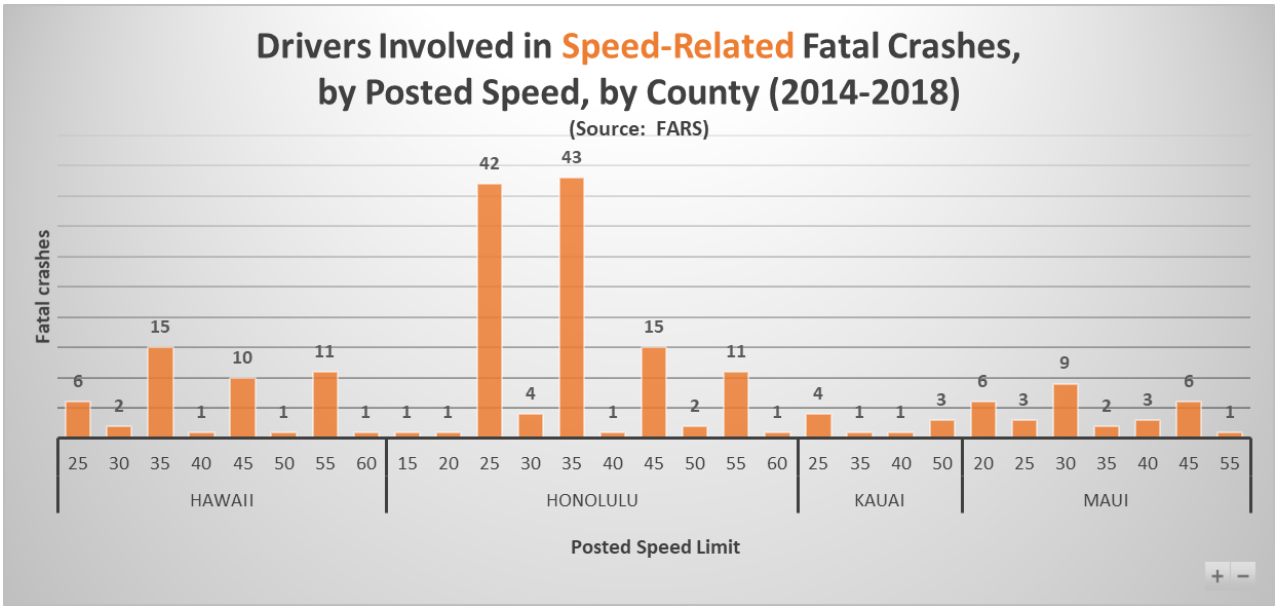
The chart below breaks down 2014-2020 speed-related fatalities by county. The high numbers for the City and County of Honolulu are to be expected since most of the state's population resides in that county, but this does not mean that speed management is less of a priority in the other counties.



In looking at each county's data, speeding was a contributing factor in 42 percent of fatalities on Oahu (Honolulu) and 100 percent of the fatalities on Kauai in 2020.



During prior FFYs, speed enforcement was conducted primarily on major highways with high speed limits. However, the data below shows that in each of the counties, most of the speed-related crashes occur in areas with lower speed limits.



In addition, speed-related crashes are primarily happening during night-time hours with drivers impaired on drugs and/or alcohol:

- In 2017, 28 of the 43 (or 65.1 percent) speed-related crashes occurred between 6:00 p.m. and 5:59 a.m. Of the 28 crashes, 20 of the speeding drivers tested positive for having drugs only, poly drug/alcohol and/or alcohol (BAC .08+) in their system.
- In 2018, 27 of the 47 (or 57.4 percent) speed-related crashes occurred between 6:00 p.m. and 5:59 a.m. Of the 27 crashes, 14 of the speeding drivers tested positive for having drugs only, poly drug/alcohol and/or alcohol (BAC .08+) in their system.
- In 2019, 31 of the 48 (or 64.6 percent) speed-related crashes occurred between 6:00 p.m. and 5:59 a.m. Of the 31 crashes, 19 of the speeding drivers tested positive for having drugs only, poly drug/alcohol and/or alcohol (BAC .08+) in their system.
- In 2020, 23 of the 33 (or 69.7 percent) speed-related crashes occurred between 6:00 p.m. and 5:59 a.m. (preliminary state data). Of the 23 crashes, 12 of the speeding drivers tested positive for having drugs only, poly drug/alcohol and/or alcohol (BAC .08+) in their system.

As such, using the aforementioned data, along with data the police departments collect via speed data recorders and crash data, provides traffic safety partners with more guidance on where the state and counties should be focusing their speed management efforts.

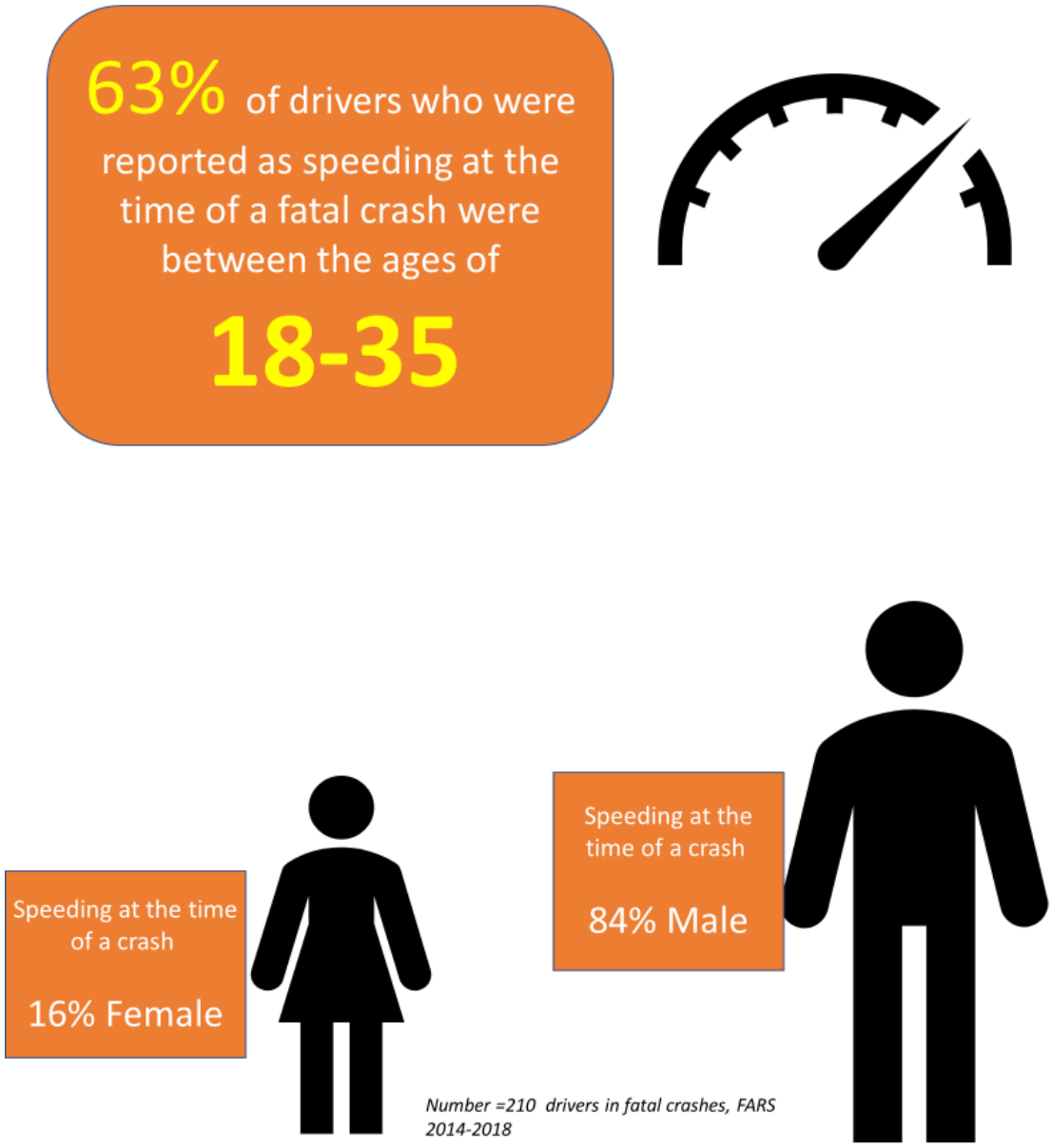
Community Education

A November 2018 quantitative study contracted by 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.

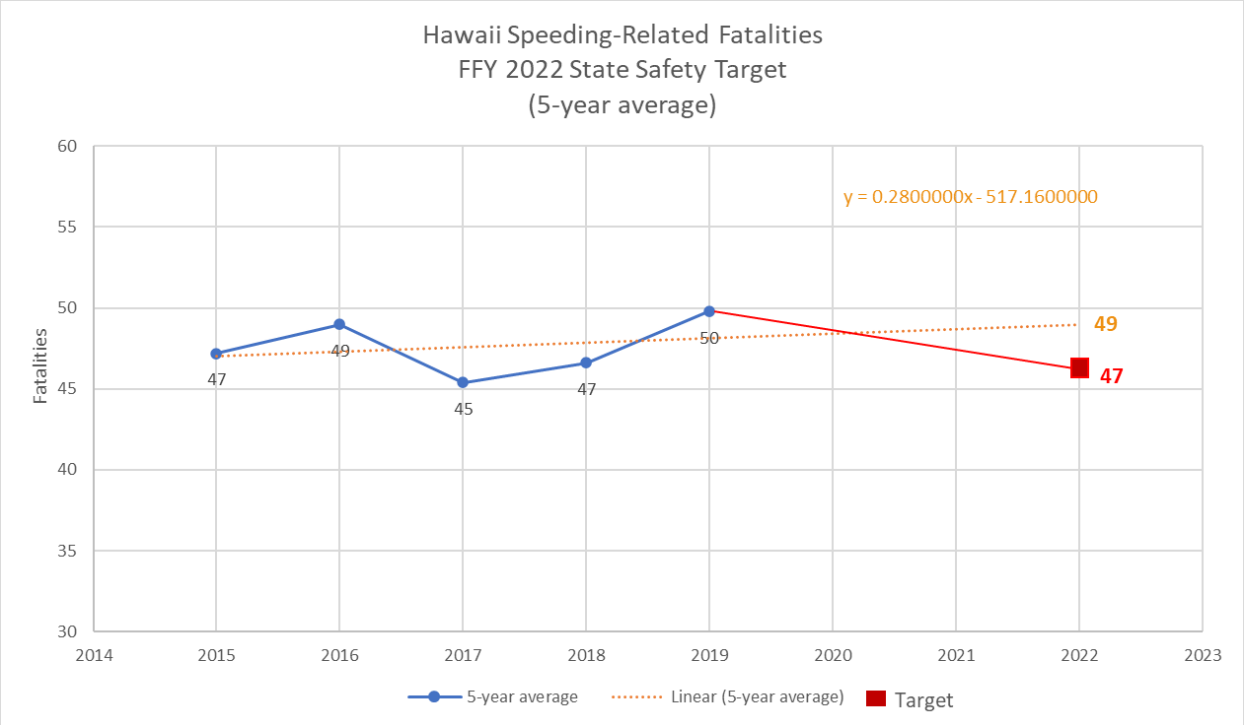
Using the information gleaned from the attitudinal survey and the following speed-related fatal crash data, media campaigns and messaging should be crafted to fit the targeted demographics.



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



Hawaii's FFY 2022 performance target for speeding-related fatalities is 47. This performance target was determined by using a linear trend line based on the 2015-2019 five-year moving average data and an analysis of external factors, including the recently updated Hawaii SHSP; recent trends in excessive speeding; Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; statewide speed management efforts; 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: Estimated funding amount: Equipment purchase: Funding source:	HPD, MPD, HCPD, KPD $941,420.99 None FAST 402 SC
Speed-Related Training	Intended subrecipients: Estimated funding amount: Equipment purchase: Funding source:	HCPD $24,400.00 None FAST 402 SC

Planned activities in countermeasure strategy

Planned Activity #1: High Visibility Enforcement	
Intended subrecipients:	HPD, MPD, HCPD, KPD
Estimated funding amount:	$941,420.99
Equipment purchases:	None
Funding source:	FAST 402 SC

Planned activity description:

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 management operations in areas where speeding is a problem and speed-related crashes are known to occur.

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 may use funds to:

- Conduct speeding operations that include enforcement of speeding laws and educating the communities on the dangers of speeding;
- Purchase radars, lasers and related items (batteries, etc.) for distribution to traffic enforcement units and patrol districts; and

Planned Activity #2: Speed-Related Training	
Intended subrecipients:	HCPD
Estimated funding amount:	$24,400.00
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 may use funds to:

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

Countermeasure #2: Speed Communications Campaign

Planned Activities		
HCPD Speed Education	Intended subrecipients: Estimated funding amount: Equipment purchase: Funding source:	HCPD $940.00 None FAST 402 SC
HDOT Speed Media Campaign	Intended subrecipients: Estimated funding amount: Equipment purchase: Funding source:	HDOT $200,000.00 None FAST 402 SC

Planned activities in countermeasure strategy

Planned Activity #1: HCPD Speed Education	
Intended subrecipients:	HCPD
Estimated funding amount:	$940.00
Equipment purchases:	None
Funding source:	FAST 402 SC

Planned activity description:

HCPD will participate in educational activities such as sign wavings and speaking events to remind drivers to slow down and obey the speed limit.

As part of this planned activity, HCPD may use funds to:

- Participate in at least two sign waving events; and
- Purchase speed-related signs.

Planned Activity #2: HDOT Speed Media Campaign	
Intended subrecipients:	HDOT
Estimated funding amount:	$200,000.00
Equipment purchases:	None
Funding source:	FAST 402 SC

Planned activity description:

As was learned from HDOT's November 2018 attitudinal survey, 50 percent of respondents felt that the fear of getting into a crash and injuring someone had the greatest impact on them as a deterrent. Yet 44 percent felt it is safe to drive 5 miles per hour over the posted speed limit and 51 percent believe it is safe to drive up to 10 miles per hour over the posted speed limit. To rectify this, HDOT will conduct a statewide media and educational campaign to educate the public on the dangers of speeding and remind drivers to slow down. Campaigns will primarily target the demographics that are represented in speed-related crash data with appropriate messaging and media platforms.

A wide-reaching media campaign, along with year-round enforcement, will hopefully deter speeding and change behaviors, leading to a reduction in traffic-related fatalities, particularly speeding-related fatalities.

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

- Conduct a statewide, year-round media and educational campaign to inform the public of the dangers of speeding as well as remind drivers to slow down; and
- Purchase paid media in traditional and non-traditional (social media, etc.) platforms.

Countermeasure #3: Program Management

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

Planned activity description:

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.

As part of this planned activity, the HDOT's Highway Safety Section may use funds to:

- Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Speed Management grants;
- Coordinate statewide speed management meetings;
- 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:

<u>Implementation of the Revised MVAR/Electronic MVAR</u>

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.

In addition, HDOT is working with the county police departments on developing interfaces for and implementing the Hawaii Incident Geo-Locating System (HIGLS), a map-based incident location system that will assist law enforcement officers in easily identifying crash locations and will improve upon accuracy in location of crashes.

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 Measure Target

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, 2020 through April 30, 2021, 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, 2020-April 30, 2021) will serve as the baseline for the FFY 2022 performance target. Our FFY 2022 performance target will be an average of 75 days from crash occurrence to entry into the crash reporting database:

Baseline (5/1/20-4/30/21)	FFY 2022 Performance Target (5/1/21-4/30/22)
86.25 avg number of days from crash to database	75 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 2022, including continued development of SHACA; completion of MPD's interface with SHACA; building an interface between HPD's new RMS 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		
eCitations	Intended subrecipients:	MPD, HPD, Maui County Department of the Prosecuting Attorney, City and County of Honolulu Department of the Prosecuting Attorney, Judiciary
	Estimated funding amount:	$562,175.00
	Equipment purchase:	None
	Funding source:	FAST 405c M3DA, FAST 402 TR
Upgrade of Crash Reporting System/ Electronic Transfer of Crash Records	Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD
	Estimated funding amount:	$357,904.00 (including equipment purchase)
	Equipment purchase:	$7,400.00
	Funding source:	FAST 405c M3DA, FAST 402 TR
HTRCC Meetings	Intended subrecipients:	MPD, HCPD, KPD, Judiciary, Maui County Department of the Prosecuting Attorney
	Estimated funding amount:	$16,402.00
	Equipment purchase:	None
	Funding source:	FAST 405c M3DA, FAST 402 TR
FARS Analyst	Intended subrecipients:	HDOT/FARS Analyst
	Estimated funding amount:	$40,000.00
	Equipment purchase:	None
	Funding source:	FAST 405c M3DA, FAST 402 TR

Traffic Records Forum	Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD, Maui County Department of the Prosecuting Attorney
	Estimated funding amount:	$60,368.00
	Equipment purchase:	None
	Funding source:	FAST 405c M3DA, FAST 402 TR

Planned activities in countermeasure strategy

Planned Activity #1: eCitations	
Intended subrecipients:	MPD, HPD, Maui County Department of the Prosecuting Attorney, City and County of Honolulu Department of the Prosecuting Attorney, Judiciary
Estimated funding amount:	$562,175.00
Equipment purchases:	None
Funding source:	FAST 405c M3DA, 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 eCitation pilot project, the police officers will be able to autopopulate eCitations with data from vehicle registrations and driver's licenses and issue the eCitations to violators.

Furthermore, the Judiciary, prosecutors' offices and police departments on Maui and Oahu all have interfaces with the eCitation cloud-based database, giving each agency direct access to the eCitations and any supporting evidence (photos of driver's licenses and license plates, etc.) anytime after the eCitations 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. Prior phases of the program included expansion to rural areas, incorporating analytics, connecting the eCitation system to the police departments' RMS, and contracting with the University of Hawaii to evaluate the pilot. During FFY 2022, the eCitation Subcommittee will work on refining legislation to establish a state-funded, statewide eCitation program; HPD will implement a web-based version of the eCitation software on Oahu; and Maui County and the City & County of Honolulu will continue with issuing eCitations and addressing any problems that arise. In addition, 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 apply those lessons learned to a permanent eCitation system within the state.

As part of this planned activity, agencies and subrecipients may 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 eCitation system;
- Subcontract and continue working with the vendor to develop software for the eCitation 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 eCitations; and
- Continue to evaluate and make adjustments to the eCitation pilot projects on Maui and Oahu.

Planned Activity #2: Upgrade of Crash Reporting System/Electronic Transfer of Crash Records	
Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD
Estimated funding amount:	$357,904.00 (including equipment purchase)
Equipment purchases:	1 data diagramming software
Funding source:	FAST 405c M3DA, 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.

In addition, HDOT is working with the county police departments on developing interfaces for and implementing HIGLS, a map-based incident location system that will assist law enforcement officers in easily identifying crash locations and will improve upon accuracy in location of crashes.

As part of this planned activity, agencies and subrecipients may 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/HIGLS development and issues;
- Work together to create interfaces between the police departments and SHACA;
- Subcontract with HCPD, KPD, MPD and HPD's RMS vendors to incorporate and implement HIGLS;
- Purchase an upgrade to HCPD's crash data diagramming software; and
- Work with traffic safety partners to identify data analysis needs.

Planned Activity #3: HTRCC Meetings	
Intended subrecipients:	MPD, HCPD, KPD, Judiciary, Maui Dept. of the Prosecuting Attorney
Estimated funding amount:	$16,402.00
Equipment purchases:	None
Funding source:	FAST 405c M3DA, 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 eCitation Subcommittee that includes agencies that are directly involved with the eCitation 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 may use funds to:

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

Planned Activity #4: FARS Analyst	
Intended subrecipients:	HDOT/FARS Analyst
Estimated funding amount:	$40,000.00
Equipment purchases:	None
Funding source:	FAST 405c M3DA, 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 may use funds to:

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

Planned Activity #5: Traffic Records Forum	
Intended subrecipients:	HDOT, HPD, MPD, HCPD, KPD, Maui County Department of the Prosecuting Attorney
Estimated funding amount:	$60,368.00
Equipment purchases:	None
Funding source:	FAST 405c M3DA, 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 may use funds to:

- Cover travel-related costs to attend the International Forum on Traffic Records and Highway Information Systems on the mainland; and
- In the event that the conference is offered virtually, cover the registration costs to "attend" and access the International Forum on Traffic Records and Highway Information Systems.

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:	$50,000.00
	Funding source:	FAST 405c M3DA, FAST 402 TR

Planned activities in countermeasure strategy

Planned Activity #1: Traffic Records Program Management	
Intended subrecipients:	HDOT
Estimated funding amount:	$50,000.00
Equipment purchases:	None
Funding source:	FAST 405c M3DA, FAST 402 TR

Planned activity description:

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.

In addition, program management will ensure that all traffic records activities work cohesively to achieve maximum impact and effectiveness.

As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

- Coordinate HTRCC and eCitation 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.

Traffic Safety Enforcement Program (TSEP)

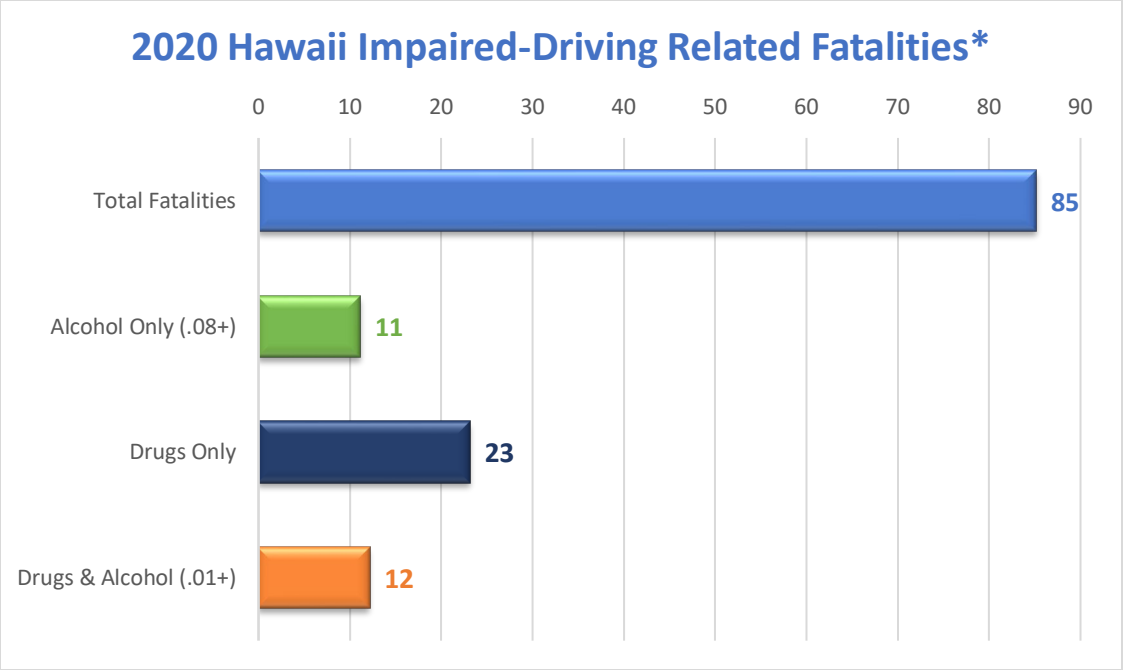
Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Planned Activities		
Distracted Driving Enforcement	Intended subrecipients: Estimated funding amount:	HPD, HCPD, MPD, KPD $485,344.20
Impaired Driving Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD $1,479,978.51
Occupant Protection/CPS Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD $605,247.95
Pedestrian Safety Enforcement	Intended subrecipients: Estimated funding amount:	HPD $187,680.40
Speed High Visibility Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD $817,964.99

Analysis of crash fatalities in areas of highest risk

Hawaii 2020 Traffic Fatalities*								
Unrestrained vehicle occupants	Alcohol-impaired driving fatalities	Impaired driving fatalities (alcohol & drugs)	Speeding -related fatalities	Motorcyclist fatalities	Drivers age 20 or younger fatal crashes	Pedestrian fatalities	Bicyclist fatalities	Distracted Driving
13	11	12	**37**	**19**	8	**21**	4	**19**

** Preliminary state data*



** Preliminary State data*

In looking at Hawaii's 2020 preliminary state data, fatalities related to speeding, drug-impaired driving, pedestrians, motorcyclists and distracted driving 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 engagement, as well as 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, preliminary breath test instruments, 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 #2:	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: Estimated funding amount:	HPD, HCPD, MPD, KPD $485,344.20
Distracted Driving Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded $100,000.00
HDOT Distracted Driving Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT $100,000.00
Impaired Driving High Visibility Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD $1,479,418.51
HDOT Alcohol-Impaired Driving Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded $100,000.00

HDOT Alcohol-Impaired Driving Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT $500,000.00
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 $60,5247.95
Occupant Protection/CPS Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT $50,000.00
Occupant Protection/CPS Media Contractor	Intended subrecipients: Estimated funding amount:	Contractor to be awarded $110,000.00
Pedestrian Safety Enforcement	Intended subrecipients: Estimated funding amount:	HPD $187,680.40
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 $110,000.00
Speed High Visibility Enforcement	Intended subrecipients: Estimated funding amount:	HPD, MPD, KPD, HCPD $817,964.99
HDOT Speed Media Campaign	Intended subrecipients: Estimated funding amount:	HDOT $100,000.00
HCPD Speed Education	Intended subrecipients: Estimated funding amount:	HCPD $940.00

FFY 2022 Projects List

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Program Administration					
PA22-S-01	Program Administration	Hawaii Department of Transportation	HDOT may use the funds for staff salaries, travel and general expenses.	$135,000.00	FAST 402 PA
PA22-S-02	HDOT Fiscal Coordinator	To be determined	HDOT may use grant funds for a Fiscal Coordinator to support the Highway Safety Section with processing reimbursements for subrecipients and HDOT, assisting with administrative duties, and ensuring compliance with federal and state regulations and procedures.	$68,000.00	FAST 402 PA
			SUBTOTAL	**$203,000.00**	
Distracted Driving					
DD22-O-01	HPD Distracted Driving High Visibility Enforcement	Honolulu Police Department	HPD may use grant funds to conduct overtime High Visibility Enforcement (HVE) of Hawaii's MED law.	$234,600.50	FAST 402 DD

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
DD22-H-02	HCPD Distracted Driving High Visibility Enforcement	Hawaii County Police Department	HCPD may use grant funds to conduct overtime High Visibility Enforcement (HVE) of Hawaii's MED law; and to produce and air a PSA.	$171,880.80	FAST 402 DD
DD22-M-03	MPD Distracted Driving High Visibility Enforcement	Maui Police Department	MPD may use grant funds to conduct overtime HVE of Hawaii's MED law, and to rent vehicles (e.g., Jeeps and SUVs) for use during enforcement activities.	$63,202.68	FAST 402 DD
DD22-K-04	KPD Distracted Driving High Visibility Enforcement	Kauai Police Department	KPD may use grant funds to conduct overtime HVE of Hawaii's MED law.	$15,660.22	FAST 402 DD
DD22-S-05	HDOT Distracted Driving Awareness Media Campaign	Hawaii Department of Transportation	HDOT may 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
DD22-S-06	HDOT Distracted Driving Media Contractor	Hawaii Department of Transportation	HDOT may use grant funds to hire a media consultant to implement a statewide Distracted Driving educational awareness campaign.	$100,000.00	FAST 402 DD
DD22-S-07 PM	Program Management	Hawaii Department of Transportation	HDOT may use grant funds for staff salaries and program-related costs.	$40,000.00	FAST 402 DD
			SUBTOTAL	**$725,344.20**	

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
EMS					
EM22-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.	$65,892.00	FAST 402 EM
EM22-M-02	MFD Extrication Eqpt.	Maui Fire Department	MFD will purchase one (1) full complement of extrication tools made up of a cutter, spreader, telescopic ram, combi tool, and necessary accessories. The updated version of these tools no longer require a power unit and hydraulic hoses	$56,428.28	FAST 402 EM
EM22-S-03 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$5,000.00	FAST 402 EM
			SUBTOTAL	**$127,320.28**	
Impaired Driving					
AL22-O-01	HPD Impaired Driving	Honolulu Police Department	HPD may use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE-related activities. Funds may also be used to implement an electronic search warrant pilot program; produce a PSA; host statewide	$1,137,350.82	154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			Traffic Commanders meetings; to attend relevant national meetings, trainings and conferences; and equipment-related purchases.		
AL22-O-02	HPD Alcohol Off-Premise Compliance Checks	Honolulu Police Department	HPD may use grant funds to conduct compliance checks on off-premise alcohol retailers on Oahu.	$68,281.37	154AL 164AL
AL22-O-03	HPD Impaired Driving Intoxilyzer	Honolulu Police Department	HPD may use grant funds for two Intoxilyzer supervisors to attend CMI's Intoxilyzer Users Group conference.	$7,230.00	154AL 164AL
AL22-H-04	HCPD Impaired Driving	Hawaii County Police Department	HCPD may use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE-related activities. Funds may also be used to attend relevant local and national meetings, trainings and conferences; and equipment-related purchases.	$424,917.10	154AL 164AL FAST 405d M5X
AL22-K-05	KPD Impaired Driving and Youth Deterrence	Kauai Police Department	KPD may use grant funds to conduct overtime enforcement of Hawaii's impaired driving and underage drinking laws, and for DRE-related activities. Funds may also be used to attend relevant local and national meetings, trainings and	$162,684.76	154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			conferences; and equipment-related purchases.		
AL22-M-06	MPD Impaired Driving and Youth Deterrence	Maui Police Department	MPD may use grant funds to conduct overtime enforcement of Hawaii's impaired driving and underage drinking laws, and for DRE-related activities. Funds may also be used to attend relevant local and national meetings, trainings and conferences; and equipment-related purchases.	$419,114.40	154AL 164AL FAST 405d M5X
AL22-S-07	DOH State Laboratory and Intoxilyzer Training	Hawaii State Department of Health	DOH may use grant funds to establish Hawaii's first forensic toxicology state laboratory to test OVUII-alcohol blood samples for Maui, Kauai and Hawaii counties, and OVUII-drug urine and blood samples for all counties. Funds may also be used to conduct statewide Intoxilyzer trainings for law enforcement agencies and county prosecutors.	$2,144,656.20	154AL 164AL FAST 405d M5X
AL22-O-08	OPHS - Alcohol Off-Premise Compliance Checks	UH: Office of Public Health Studies	The University of Hawaii's Office of Public Health Studies may use grant funds to conduct compliance checks on off-premise alcohol retailers on Hawaii, Kauai and Maui.	$328,791.01	154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL22-O-09	Honolulu Prosecutors Impaired Driving	City and County of Honolulu Department of the Prosecuting Attorney	Honolulu's Department of the Prosecuting Attorney may use grant funds to attend the annual DRE conference.	$8,898.75	FAST 405d M5X
AL22-S-10	Hawaii Prosecutors Office -- TSRP Training	Hawaii County Office of the Prosecuting Attorney	Hawaii County's Office of the Prosecuting Attorney may use grant funds to conduct a statewide training for prosecutors and police, which is coordinated by their TSRP. Funds may also be used to attend relevant local and national meetings, trainings and conferences.	$152,380.00	154AL 164AL FAST 405d M5X
AL22-S-11	Kauai Prosecutors Office -- Traffic Safety Resource Prosecutor	Kauai County Office of the Prosecuting Attorney	Kauai County's Office of the Prosecuting Attorney may use grant funds for TSRP-related activities. Funds may also be used to attend relevant local and national meetings, trainings and conferences.	$114,094.63	154AL 164AL FAST 405d M5X
AL22-M-12	Maui Prosecutors Office -- Impaired Driving	Maui County Department of the Prosecuting Attorney	Maui County's Department of the Prosecuting Attorney may use grant funds to attend relevant local and national meetings, trainings and conferences.	$33,365.00	154AL 164AL FAST 405d M5X
AL22-S-13	Judiciary -- Judicial Training	Judiciary	The Judiciary may use grant funds to hold a statewide judicial training on Oahu and	$46,830.00	154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			send judges to a national conference focused on impaired driving and highway safety issues.		
AL22-O-14	Judiciary -- DWI Court	Judiciary	The Judiciary may use grant funds to attend NADCP Annual Training Conference and NHTSA/NCDC Foundational Training; for monitoring participants; purchasing drug and alcohol testing kits; and other related costs.	$91,549.00	154AL 164AL FAST 405d M5X
AL22-S-15	Alcohol-Impaired Driving Media Contractor	Hawaii Department of Transportation	The Hawaii Department of Transportation (HDOT) may 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
AL22-S-16	HDOT Attitudinal/Behavioral Survey	Hawaii Department of Transportation	HDOT may 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	154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL22-S-17	HDOT Impaired Driving Task Force/Working Group	Hawaii Department of Transportation	HDOT may 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.	$75,000.00	154AL 164AL FAST 405d M5X
AL22-S-18	HDOT Impaired Driving Court Monitoring	Hawaii Department of Transportation	HDOT may use grant funds to conduct court monitoring on Oahu to identify deficiencies and issues, and make recommendations for improvement, if needed. Funds may also be used for a victim services component.	$100,000.00	154AL 164AL FAST 405d M5X
AL22-S-19	HDOT Alcohol-Impaired Driving Media Campaign	Hawaii Department of Transportation	HDOT may use grant funds to implement an alcohol-impaired driving paid media campaign to support NHTSA's Impaired National Enforcement Mobilizations.	$500,000.00	154PM 164PM
AL22-S-20	HDOT DRE In-Service Training	Hawaii Department of Transportation	HDOT may use grant funds for a statewide in-service training for certified DREs.	$90,000.00	FAST 405d M5X
AL22-S-21	Drug-Impaired Driving Media Contractor	Hawaii Department of Transportation	HDOT may 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

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
AL22-S-22	HDOT Drug-Impaired Driving Media Campaign	Hawaii Department of Transportation	HDOT may use grant funds to implement a drug-impaired driving paid media campaign to support NHTSA's Drug-Impaired Driving National Enforcement Mobilizations.	$300,000.00	FAST 405d M5X
AL22-S-23 PM	HDOT Impaired Driving Program Management	Hawaii Department of Transportation	HDOT may use grant funds for staff salaries and program-related costs.	$150,000.00	154PA 164PA FAST 405d M5X
			SUBTOTAL	**$6,655,143.04**	

Motorcycle Safety					
MC22-H-01	Hawaii Community College	Hawaii Community College	HCC will use grant funds to support their motorcycle rider training program.	$20,880.26	MAP21 405f M9MT FAST 405f M9MT FAST 402 MC
MC22-S-02 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$20,000	FAST 405f M9MT FAST 402 MC
			SUBTOTAL	**$40,880.26**	

Occupant Protection					
OP22-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. No equipment.	$288,320.60	FAST 405b M1HVE FAST 402 OP

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
OP22-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. No equipment.	$126,384.08	FAST 405b M1CPS FAST 402 OP
OP22-H-03	HCPD Seat Belt Enforcement	Hawaii County Police Department	HPD will increase the seatbelt projects by 10% to (122) and (10) night time seat belt enforcement and (10) child restraint focused enforcement projects during FFY 2022. TSS staff will participate in (2) community events and provide educational materials and produce and air (1) PSA focused on child restraint and seat belt safety. No equipment.	$137,459.20	FAST 405b M1HVE FAST 402 OP
OP22-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. No equipment. Update - bring in expert to train new techs for HPD and HCFD	$56,650.00	FAST 405b M1CPS FAST 402 OP
OP22-M-05	MPD Seat Belt Enforcement	Maui Police Department	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat	$83,954.51	FAST 405b M1HVE FAST 402 OP

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			belt and child restraint laws. No equipment.		
OP22-M-06	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.	$55,328.21	FAST 405b M1CPS FAST 402 OP
OP22-K-07	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. No equipment.	$40,185.43	FAST 405b M1CPS FAST 402 OP
OP22-S-08	UH Survey	University of Hawaii at Manoa	UH will conduct two seat belt observational surveys as required by NHTSA as well as work on the seat belt survey site reselection process per NHTSA requirements. No equipment.	$105,000.00	FAST 402 OP
OP22-S-9	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.	$110,000.00	FAST 405b M1PE FAST 402 OP
OP22-S-10	HDOT CIOT Media	Hawaii Department of Transportation	HDOT will use grant funds to conduct a statewide media campaign to support Click It or Ticket. The goal is to reduce motor vehicle fatalities and	$50,000.00	FAST 405b M1PE FAST 402 OP

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			injuries by educating the public about the benefits of using seat belts and child restraints.		
OP22-S-11	HDOT CPS Media	Hawaii Department of Transportation	HDOT will support national Child Passenger Safety 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
OP22-S-12 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$25,000.00	FAST 405b M1X FAST 402 OP
			SUBTOTAL	**$1,113,282.03**	

Pedestrian and Bicycle Safety					
PS22-O-01	HPD Pedestrian Enforcement	Honolulu Police Department	Reduce pedestrian fatalities and injuries by conducting overtime enforcement and education.	$187,680.40	FAST 405h FHLE FAST 402 PS
PS22-O-02	HPD Bicycle Enforcement	Honolulu Police Department	Reduce bicycle fatalities and injuries by conducting overtime enforcement.	$93,840.20	FAST 405h FHLE FAST 402 PS
PS22-O-03	DTS Pedestrian Safety	City & County of Honolulu Department of Transportation Services	Funds will be used to conduct educational presentations to reduce pedestrian fatalities and injuries. They will also be used to print pedestrian safety and driver awareness brochures as well as blinkers and another foam crosswalk demonstration.	$42,000.00	FAST 405h FHX FAST 402 PS

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
PS22-S-04	Pedestrian Safety Media Contractor	Hawaii Department of Transportation	HDOT will hire a media contractor to conduct educational presentations and a media campaign.	$110,000.00	FAST 405h FHPE FAST 402 PS
PS22-S-05	HDOT Pedestrian Media Campaign	Hawaii Department of Transportation	HDOT will use grant funds to purchase radio, movie theater and/or television air time for public service announcements.	$80,000.00	FAST 405h FHPE FAST 402 PS
PS22-S-06 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$50,000.00	FAST 402 PS
			SUBTOTAL	**$563,520.60**	

Police Traffic Services					
PT22-O-01	HPD Traffic Services	Honolulu Police Department	To train traffic crash investigators of the respective county police departments and jurisdictions in Basic Traffic Crash Investigations, Advanced Traffic Crash Investigations, Traffic Crash Reconstruction, and operating and using the Leica ScanStation. Will also send select traffic investigators to attend traffic conferences to expand their knowledge, expertise, and skills needed to better investigate motor vehicle crash scenes, prepare thorough	$209,110.00	FAST 402 PT 154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			investigative reports, and assist them in testifying in court. Equipment - 10 speed msg boards		
PT22-H-02	HCPD Traffic Services	Hawaii County Police Department	Traffic Enforcement Officers will have been trained in "At Scene Traffic Crash/ Traffic Homicide Investigation" and "Advanced Traffic Crash Investigation" by September 30, 2022. HPD will send two officers to an Electronic Data Recorder course to acquire their instructor certification and will send two officers to the IPTM annual symposium by September 30, 2022. (no equipment)	$141,140.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-M-03	MPD Traffic Services	Maui Police Department	To provide ongoing training on current practices and new technology to traffic crash investigators for fatal and near-fatal investigations. It will be conducted through: Train investigators as crash data recorder technicians and analyst; re-certify officers as CDR train the trainers; attend training conferences (ARC-CSI); attend IPTM training courses; attend police	$258,044.00	FAST 402 PT 154AL 164AL FAST 405d M5X

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
			motorcycle instructor training (new program), update and upgrade CDR tool kit. Purchase equipment used to collect crash data as well as equipment updates.		
PT22-K-04	KPD Traffic Services	Kauai Police Department	Traffic Crash Reconstruction training.	$44,509.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-S-05	Law Enforcement Liaison	Bob Lung	Liaison between the four county police departments, oversee the Ignition Interlock program.	$78,567.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-S-06	HDOT Traffic – Lifesavers Conf	Hawaii Department of Transportation	HDOT Traffic Branch will send representatives to the annual Lifesavers Conference. Funds will be used to coordinate statewide traffic safety meetings.	$39,336.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-S-07 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$25,000	FAST 402 PT
			SUBTOTAL	**$795,706.00**	

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Speed Management					
SC22-O-01	HPD Speed Enforcement	Honolulu Police Department	Conduct speed operations and purchase 20 speed detection lasers.	$472,280.90	FAST 402 SC
SC22-H-02	HCPD Speed Enforcement	Hawaii County Police Department	Conduct speed operations; develop and publicize media campaigns; purchase 10 Dual Antennae Radar Units; host radar training and laser training; and purchase 20 speed-related warning signs used for sign-waving events.	$254,020.00	FAST 402 SC
SC22-M-03	MPD Speed Enforcement	Maui Police Department	Conduct speed operations and purchase 4 speed detection lasers.	$154,184.25	FAST 402 SC
SC22-K-04	KPD Speed Enforcement	Kauai Police Department	Conduct speed operations; conduct radar training; and purchase five vehicle-mounted radars and 5 speed detection lasers.	$86,275.84	FAST 402 SC
SC22-S-05	HDOT Speed Media	Hawaii Department of Transportation	Conduct speed media campaign.	$200,000.00	FAST 402 SC
SC22-S-06 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$35,000.00	FAST 402 SC
			SUBTOTAL	**$1,201,760.99**	

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
Traffic Records					
TR22-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; meet with county police departments to develop and implement the Hawaii Incident Geo-Locating System (HIGLS) and send three representatives to the Traffic Records Forum.	$118,107.00	FAST405c M3DA FAST 402 TR
TR22-O-02	HPD Traffic Records	Honolulu Police Department	HPD will continue the eCitation pilot project; build an interface with HDOT's SHACA system and HIGLS; and send three representatives to the International Forum on Traffic Records.	$381,544.00	FAST405c M3DA FAST 402 TR
TR22-H-03	HCPD Traffic Records	Hawaii County Police Department	HCPD will build an interface with HDOT's HIGLS; 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.	$72,280.00	FAST405c M3DA FAST 402 TR

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
TR22-M-04	MPD Traffic Records	Maui Police Department	MPD will continue the eCitation pilot program, including the data analysis component; participate in Hawaii TRCC and eCitation Subcommittee meetings; continue building the interface with HDOT's SHACA database; build an interface with HDOT's HIGLS; and send two representatives to the International Forum on Traffic Records.	$261,618.00	FAST405c M3DA FAST 402 TR
TR22-K-05	KPD Traffic Records	Kauai Police Department	KPD will continue building the interface with HDOT's SHACA database; build an interface with HDOT's HIGLS; participate in Hawaii TRCC meetings; and send two representatives to the International Forum on Traffic Records.	$67,800.00	FAST 405c M3DA FAST 402 TR
TR22-S-06	Judiciary eCitation Traffic Records	Judiciary	The Hawaii State Judiciary will continue to support the eCitation pilot project with purchase of eCitation user licenses, issue tracking software and Kofax services, and participating in Hawaii TRCC and eCitation Subcommittee meetings.	$62,706.00	FAST405c M3DA FAST 402 TR

Project Number	Grant Title	Agency	Use of funds	Estimated Funding Amount	Funding Sources
TR22-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 eCitation pilot project with seven user licenses; attend eCitation Subcommittee meetings; and send two representatives to the International Forum on Traffic Records.	$11,550.00	FAST405c M3DA FAST 402 TR
TR22-O-08	Honolulu Prosecutors eCitations	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 eCitation pilot project with 34 user licenses and attend eCitation Subcommittee meetings.	$21,244.00	FAST405c M3DA FAST 402 TR
TR22-S-09	HDOT FARS Analyst	Hawaii Department of Transportation	Grant funds will be used to supplement FARS funding of the FARS Analyst position.	$40,000.00	FAST405c M3DA FAST 402 TR
TR22-S-10 PM	Program Management	Hawaii Department of Transportation	Staff salaries and related program area costs.	$50,000.00	FAST405c M3DA FAST 402 TR
			SUBTOTAL	**$1,086,849.00**	
			FFY 2022 TOTAL	**$12,512,806.40**	

Equipment List

Project #	Agency	Item	Unit Cost	# of Units	Total Cost	Funding Source
AL22-S-07	Hawaii State Dept. of Health	LC-MS-3-Quad	$500,000.00	1	$500,000.00	154 AL 164 AL FAST 405d M5X
AL22-S-07	Hawaii State Dept. of Health	GC-FID with headspace/MS	$500,000.00	1	$500,000.00	154 AL 164 AL FAST 405d M5X
AL22-S-07	Hawaii State Dept. of Health	Biosafety cabinet	$25,000.00	1	$25,000.00	154 AL 164 AL FAST 405d M5X
AL22-S-07	Hawaii State Dept. of Health	LIMS tracking system	$400,000.00	1	$400,000.00	154 AL 164 AL FAST 405d M5X
AL22-S-07	Hawaii State Dept. of Health	Analytical balance	$6,000.00	1	$6,000.00	154 AL 164 AL FAST 405d M5X
AL22-S-07	Hawaii State Dept. of Health	Nitrogen generator	$8,000.00	1	$8,000.00	154 AL 164 AL FAST 405d M5X
DD22-S-07PM	Hawaii Department of Transportation	Distracted Driving Simulator	$10,000.00	1	$10,00.00	FAST 402 DD
EM22-O-01	Honolulu Fire Dept.	Extrication Equipment	$32,946.00	2	$65,892.00	FAST 402 EM
EM22-M-01	Maui County Fire Dept.	Extrication Equipment	$56,428.28	1	$56,428.28	FAST 402 EM
PT22-O-01	Honolulu Police Dept.	Speed message boards	$5,000.00	10	$50,000.00	FAST 402 PT 154AL 164AL FAST 405d M5X

Project #	Agency	Item	Unit Cost	# of Units	Total Cost	Funding Source
PT22-M-03	Maui Police Dept.	Scanner related equipment	$35,000.00	1	$35,000.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-M-03	Maui Police Dept.	Scanner software & maintenance subscriptions and support, Map 360 and Point Cloud CCP's	$17,500.00	1	$17,500.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-M-03	Maui Police Dept.	Bosh Crash Data Recorder	$6,000.00	1	$6,000.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-M-03	Maui Police Dept.	Paraben Corporation online subscription to analyze cell phone data recovered investigators related to fatal/near fatal crash investigation	$6,000.00	1	$6,000.00	FAST 402 PT 154AL 164AL FAST 405d M5X
PT22-K-04	Kauai Police Dept.	CDR updated software and vehicle connection cables	$16,500.00	1	$16,500.00	FAST 402 PT 154AL 164AL FAST 405d M5X
TR22-H-03	Hawaii County Police Dept.	Data Diagramming Software Upgrade	$5,400.00	1	$5,400.00	FAST 405c M3DA FAST 402 TR

Note: The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.