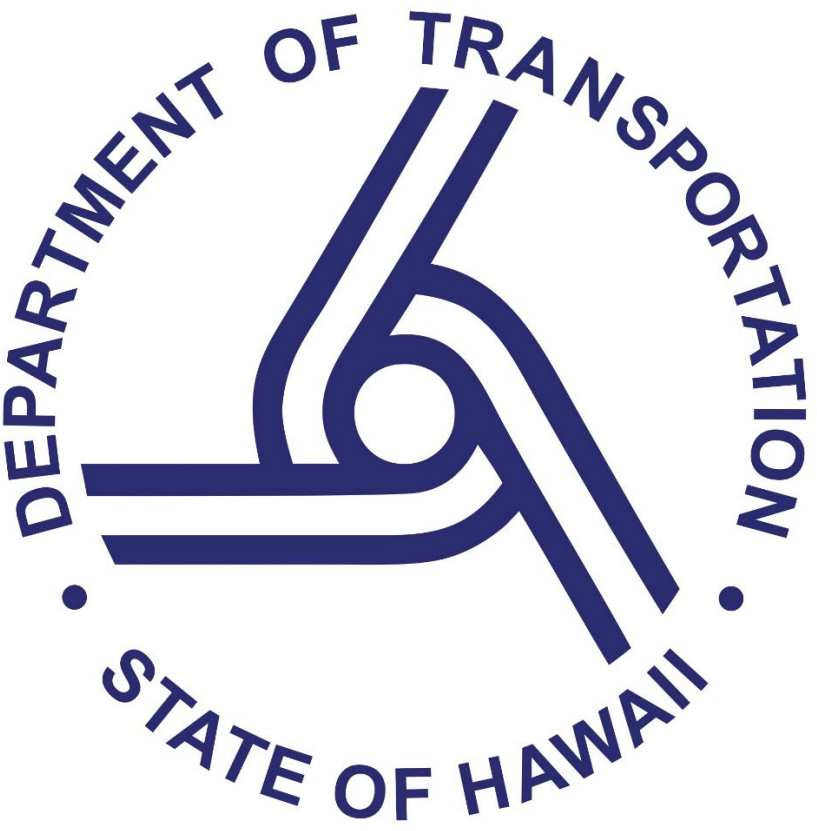


# FFY 2023 Highway Safety Plan

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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* | |
| 405(c) State Date Systems Improvement | **Yes** | **HI_FY23_405c** |
| 405(d) Impaired Driving | **Yes,** *Mid-Range* | **Statewide Impaired Driving Plan Submitted July 2020** |
| 405(d) Ignition Interlock | No | |
| 405(d) 24-7 Sobriety Program | No | |
| 405(e) Distracted Driving | No | |
| 405(f) Motorcyclist Safety | **Yes** | **HI_FY23_405f** |
| 405(g) Graduated Driver Licensing | No | |
| 405(h) Nonmotorized | **Yes** | |
| 1906 Racial Profiling Data Collection | No | |

# 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
GHSA .....Governors Highway Safety Association
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
IID .....Ignition Interlock Device
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
NGA.....National Governors Association
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 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);
- SHSP and its strategies;
- Safe systems approach;
- State and counties' Vision Zero Plans;
- Recently passed legislation: that includes funding an in-state drug lab, enhanced ignition interlock program, enhanced restrictions for child passengers, and increased penalties for drivers violating our hand's free MED law;
- More tolerant, societal view of marijuana;
- Social and political impacts on 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:

- Hawaii Department of Transportation Highways Division Traffic Safety Section and Planning Section;
- 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

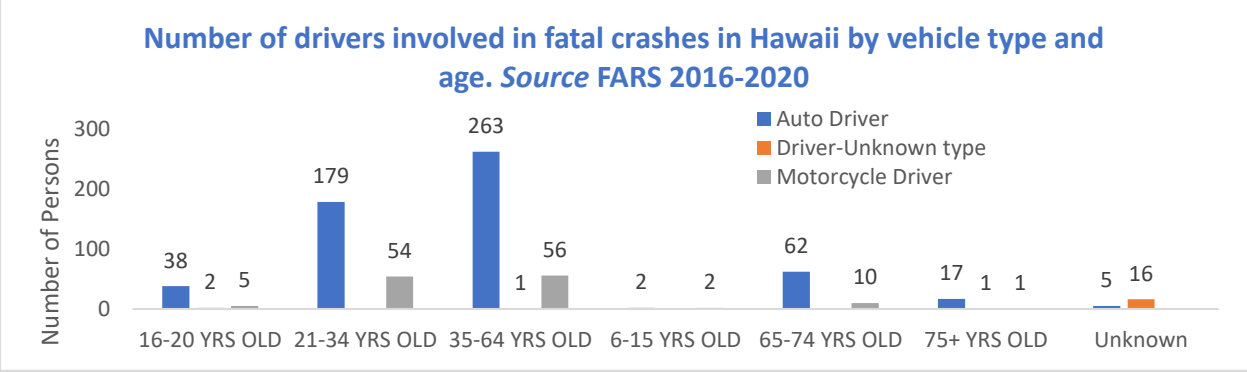
An analysis of Hawaii's traffic-related fatalities, serious injuries and enforcement data reveals the major challenges affecting our roadways.

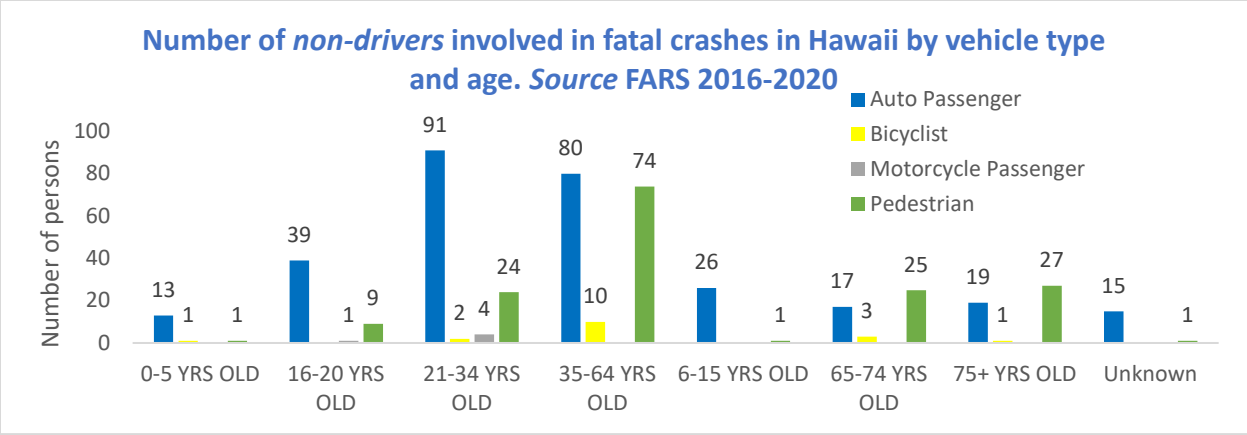
Hawaii's 2021 preliminary state data shows that fatalities related to speeding, drug-impaired driving, pedestrians, motorcyclists and distracted driving are overrepresented in our state's fatal crash and fatalities counts. More detailed problem identification and data analysis of the program areas are provided in their respective sections.

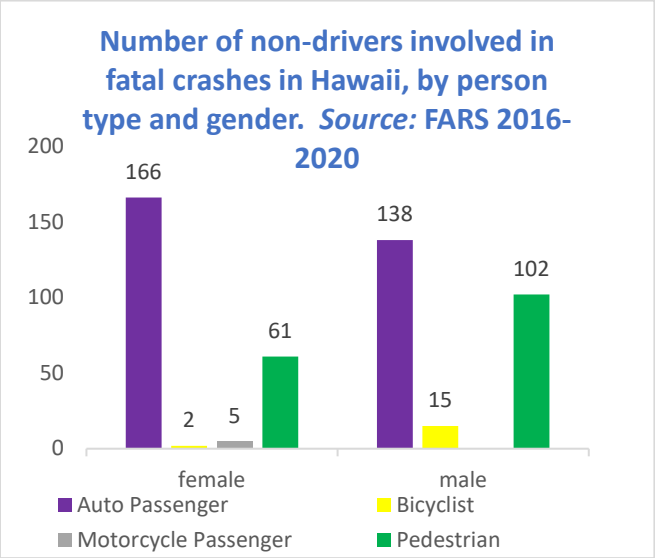
| Hawaii 2021 Traffic Fatalities* | | | | | | | |
|---|---|---|---|---|---|---|---|
| Unrestrained vehicle occupants | Alcohol-impaired driving fatalities | Speeding-related fatalities | Motorcyclist fatalities | Drivers age 20 or younger fatal crashes | Pedestrian fatalities | Bicyclist fatalities | Distracted Driving |
| 19 | 34 | **45** | **33** | 11 | **25** | 4 | **28** |

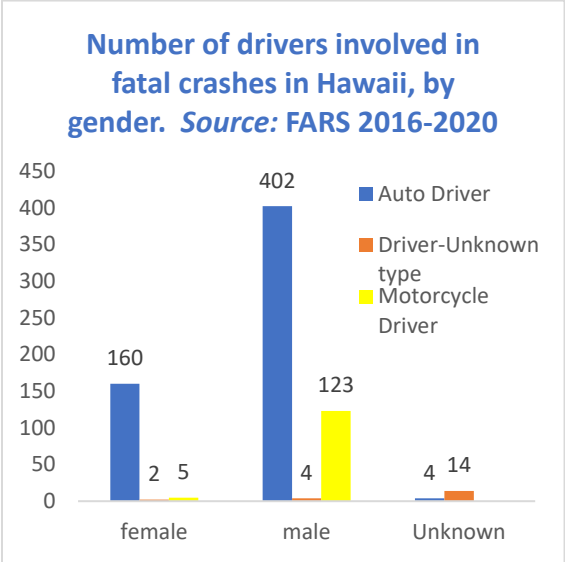
** Preliminary state data*

### Demographics: age, sex, and person type of those involved or impacted by fatal crashes






Program Areas

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

- **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.

- **Selective Traffic Enforcement Programs (includes Distracted Driving, Speed Management, Police Traffic Services)**
    - **Distracted Driving:** To increase awareness and compliance with the existing handheld mobile electronic devices (MED) law (or distracted driving law).
    - **Speed Management:** Through education and enforcement, ensure drivers travel at safe speeds and comply with posted speed limits.
    - **Police Traffic Services:** To improve investigative techniques and reduce the amount of time it takes to investigate a crash scene.
- **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) 2022 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 | |
|---|---|
| February 7, 2022 | HDOT's Highway Safety Section announces FFY 2023 Request for Applications<br>• Posted on the State of Hawaii's Awards & Notices Data System website<br>• Notified existing grant subrecipients and traffic safety partners |
| February 25, 2022 (by 4:30 p.m.) | Deadline to submit FFY 2022 grant applications to Highway Safety Section |
| Mid-February-April 2022 | Review of grant applications |
| June 2022 | Recommendations to Director of Transportation for approval |
| June 2022 | Highway Safety Section notifies subrecipients of grant application status |
| July 1, 2022 | Highway Safety Plan due to NHTSA |
| August/September 2022 | Highway Safety Section to notify subrecipients of final changes to grant application<br><br>Subrecipients to make final changes (if any) and submit revised grant applications with approval signatures |
| September 2022 | Notification of application approval and grant award |
| October 1, 2022 | FFY 2023 begins |
| October/November 2022 | 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
- Address equitable solutions towards communities that are overburdened by traffic crashes

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 2023 HSP.

The Highway Safety Section received a total of 57 applications for FFY 2023. Applications that did not support strategies within Hawaii's SHSP or best practices supported by NHTSA were not considered for funding.

| FFY 2023 Projects | | | | | | |
|---|---|---|---|---|---|---|
| Program Areas | Subrecipient Projects | HDOT Projects | | | Approved FFY 2023 Projects | Disapproved FFY 2023 Projects |
| | | Contractors* | Media Campaigns | Program Management and Internal Projects** | | |
| Program Administration | 1 | 1 | | | 2 | |
| EMS | 2 | | | 1 | 3 | |
| Impaired Driving | 11 | 1 | 1 | 4 | 17 | |
| Motorcycle Safety | | | 1 | 1 | 2 | |
| Occupant Protection | 7 | 1 | 1 | 1 | 9 | |
| Pedestrian & Bicycle | 2 | 1 | 1 | 1 | 4 | 2 |
| Selective Traffic Enforcement Programs (includes Distracted Driving, Speed Management, Police Traffic Services) | 4 | 1 | 1 | 2 | 8 | |
| Traffic Records | 7 | | | 3 | 10 | |
| | | | | **FFY 2023 Projects Total** | **57** | |

** 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 and Economy

Due to impacts related COVID-19 pandemic and economic factors, the Highway Safety Section continues assess and provide the most feasible and viable option for traffic safety groups to meet. Hawaii's counties and state COVID-19 orders are no longer restricting travel, however, increase case numbers, reduced flight availability and increased travel costs are being considered when meetings are scheduled. Virtual options are being used whenever possible.

HDOT will urge subrecipients to continue to 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 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

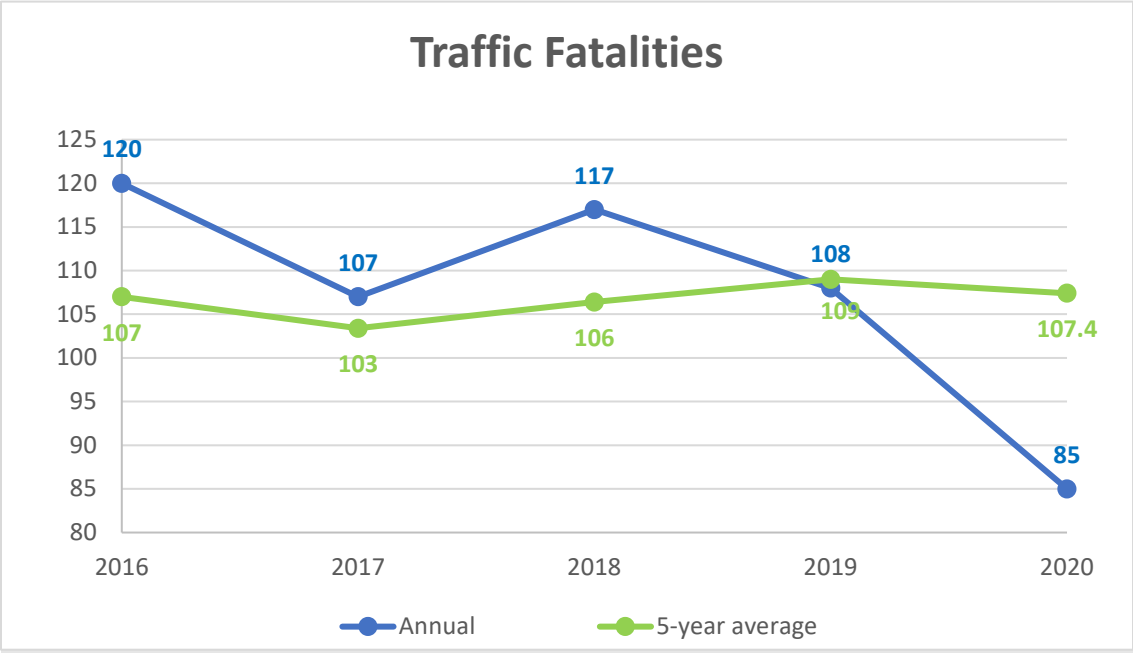
# Performance Report

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

| Performance Measure | Target Period | Target Year(s) | Target Value FY22 HSP | Data Source/ FY22 Progress Results | On Track to Meet FY22 Target (Yes/No /In-Progress) |
|---|---|---|---|---|---|
| C-1) Total Traffic Fatalities | 5 year | 2018-2022 | 103.4 | 2016-2020 FARS 107.4 | No |
| C-2) Serious Injuries in Traffic Crashes | 5 year | 2018-2022 | 4267 | 2016-2020 State 451.4 | No |
| C-3) Fatalities/VMT | 5 year | 2018-2022 | .964 | 2016-2020 FARS 1.032 | No |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | 5 year | 2018-2022 | 16 | 2016-2020 FARS 18 | No |
| C-5) Alcohol-Impaired Driving Fatalities | 5 year | 2018-2022 | 37 | 2016-2020 FARS 36 | Yes |
| C-6) Speeding-Related Fatalities | 5 year | 2018-2022 | 47 | 2016-2020 FARS 49 | No |
| C-7) Motorcyclist Fatalities | 5 year | 2018-2022 | 23 | 2016-2020 FARS 24 | No |
| C-8) Unhelmeted Motorcyclist Fatalities | 5 year | 2018-2022 | 14 | 2016-2020 FARS 16 | No |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes | 5 year | 2018-2022 | 11 | 2016-2020 FARS 10 | Yes |
| C-10) Pedestrian Fatalities | 5 year | 2018-2022 | 29 | 2016-2020 State 30 | No |
| C-11) Bicyclist Fatalities | 5 year | 2018-2022 | 3 | 2016-2020 FARS 3 | Yes |

| Performance Measure | Target Period | Target Year(s) | Target Value FY22 HSP | Data Source/ FY22 Progress Results | On Track to Meet FY22 Target (Yes/No /In-Progress) |
|---|---|---|---|---|---|
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual | 2022 | 97.6% | 2021 State Survey 95.6% | No |
| D-1) Distracted Driving Program Area: Observed Cellular Phone Use While Driving (State Survey) | Annual | 2022 | 2.19% | 2021 State Survey 1.59% | Yes |
| D-2) Traffic Records Program Area: Mean number of days from crash to database during the performance target period | Annual | May 1, 2021-April 30, 2022 | 86.25 mean number of days | 11 mean number of days* | Yes |

## Performance Measure: C-1 Traffic Fatalities

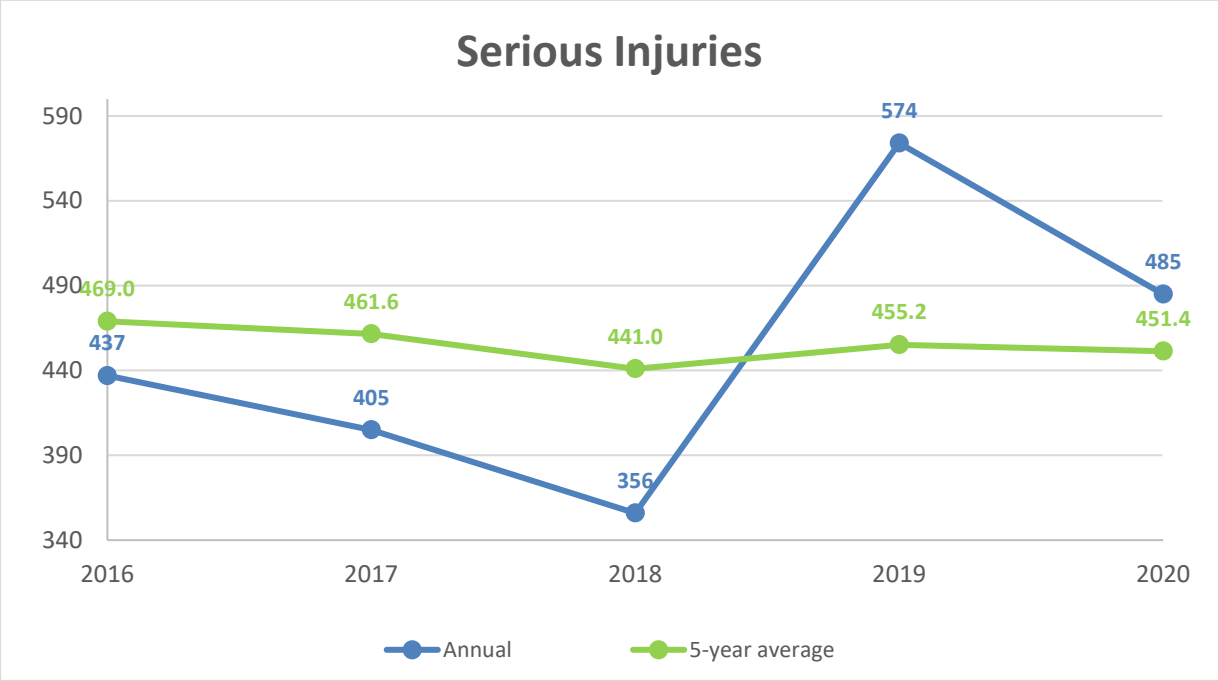



**Performance Measure Target**: The HDOT's Highway Safety Section and Traffic Branch set a 5-year moving average actual target for the Number of Traffic Fatalities at 103 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 is 107.4 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 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

## Performance Measure: C-2 Total Serious Injuries

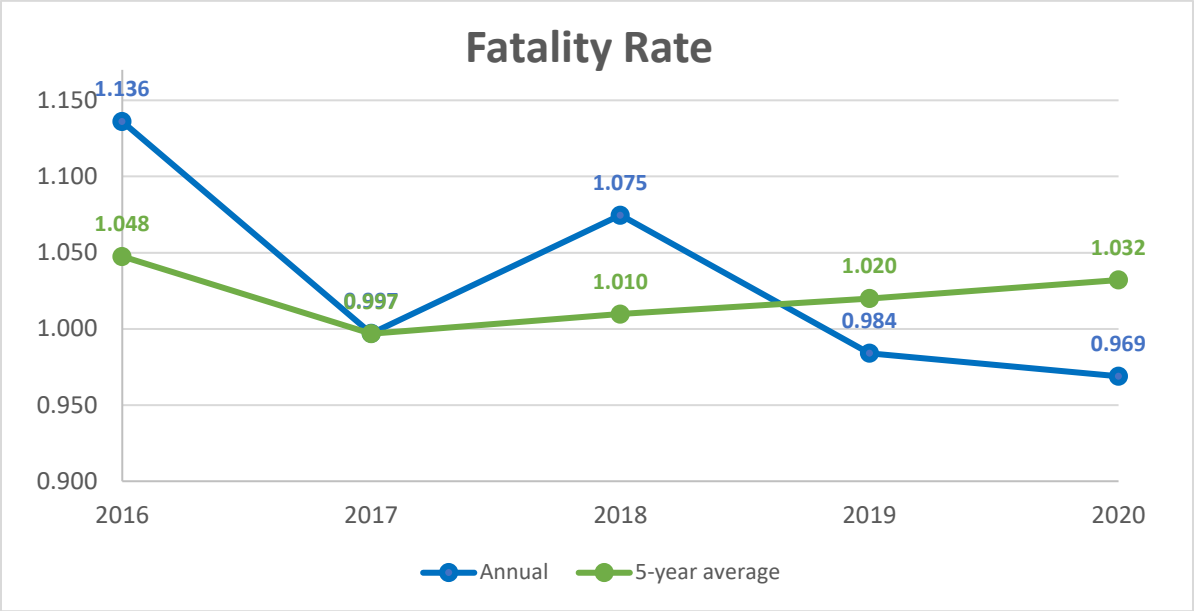



**Performance Measure Target**: HDOT and the Traffic Branch set a 5-year moving average actual target for the Number of Serious Injuries at 506 in our FFY 2022 HSP.

**Result**: Five-year moving average state data for 2016-2020 is 451 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 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

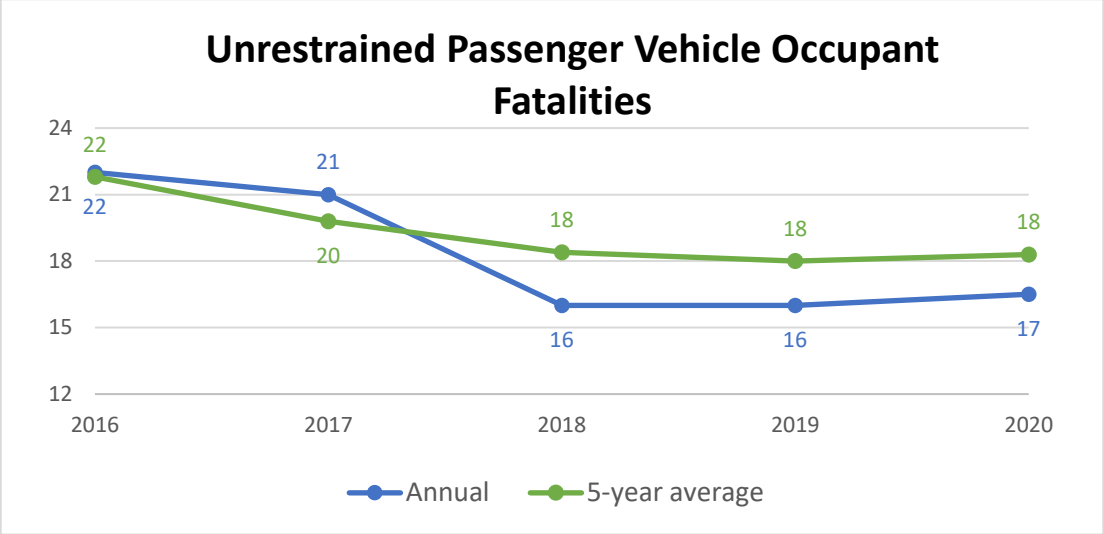
## Performance Measure: C-3 Total Fatalities/Vehicle Miles Traveled (VMT)




**Performance Measure Target**: HDOT and the Traffic Branch set a 5-year moving average actual target for the Number of Traffic Fatalities/VMT at 1.057 in our FFY 2022 HSP.

**Result**: Five-year moving average state data for 2016-2020 is 0.969 for Number of Traffic Fatalities/VMT. Based on this data, Hawaii met the C-3) Number of Traffic Fatalities/VMT target as projected.

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

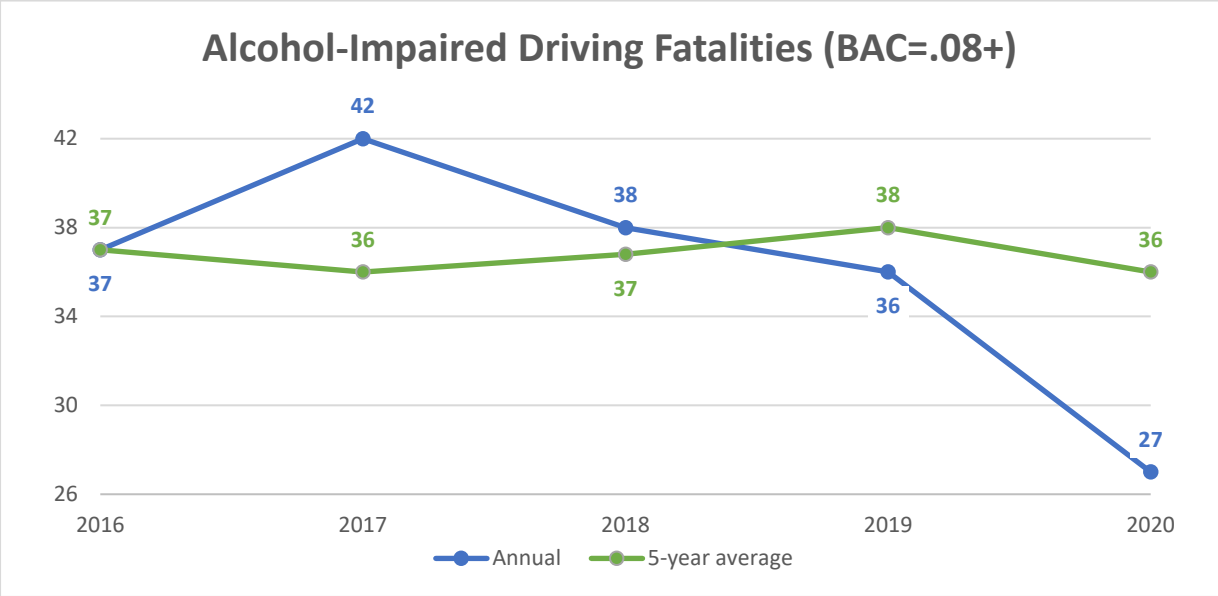



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions at 16 in our FFY2022 HSP.

**Result**: Five-year moving average data for 2016-2020 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 2023 HSP projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, publicizing new child passenger safety law, public education, and program areas. In addition, the HSP will align with Hawaii's SHSP strategies, HSIP projects and new Safe Systems approaches.

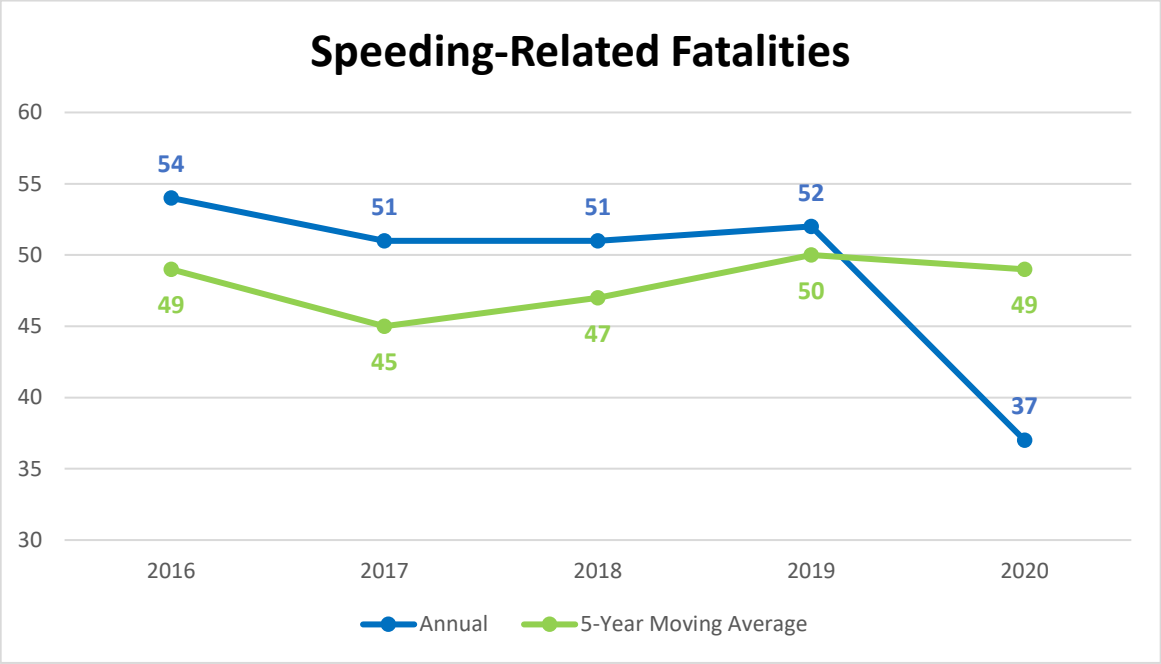
**Performance Measure: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)**




**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Alcohol-Impaired Driving Fatalities at 37 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 is 36 for the Number of Alcohol-Impaired Driving Fatalities. Based on this data, Hawaii met the C-5) Number of Alcohol-Impaired Driving Fatalities target as projected.

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

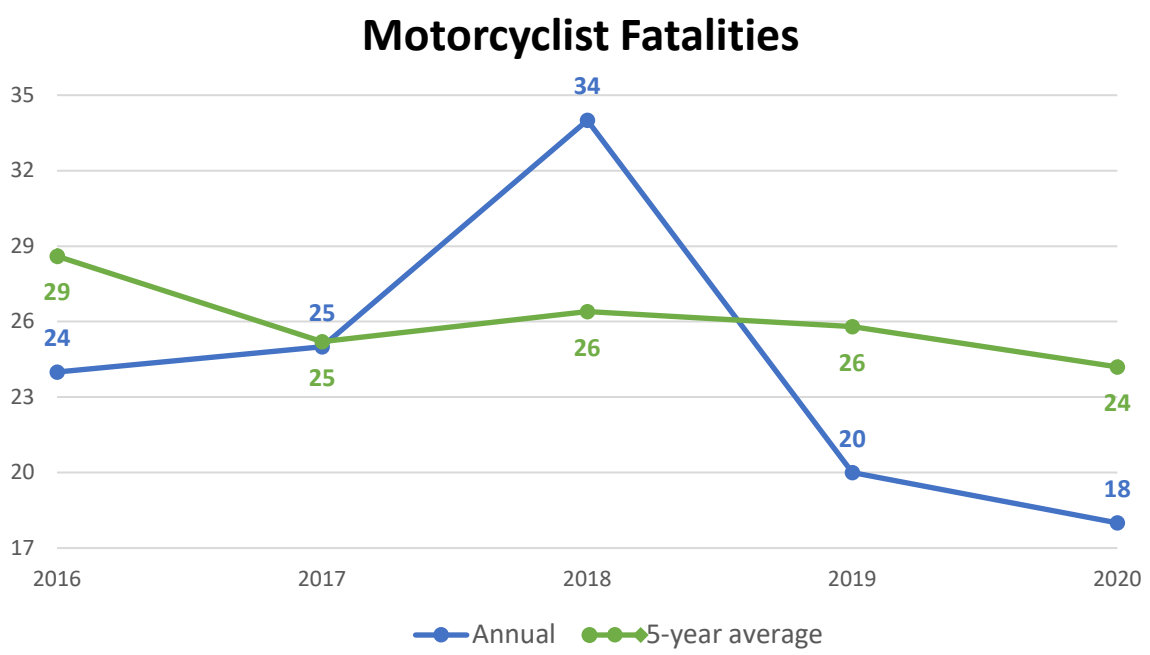



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Speeding-Related Fatalities at 47 in our FFY 2022 HSP.

**Result**: Five-year average data for 2016-2020 is 49 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 2023 HSP projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education, and program areas. HDOT will work closely with the law enforcement and HSIP to ensure that enforcement is conducted in areas shown to have speeding issues. HDOT will also work with its traffic engineers and safety partners to develop a comprehensive approach to speed management.

**Performance Measure: C-7 Motorcyclist Fatalities**

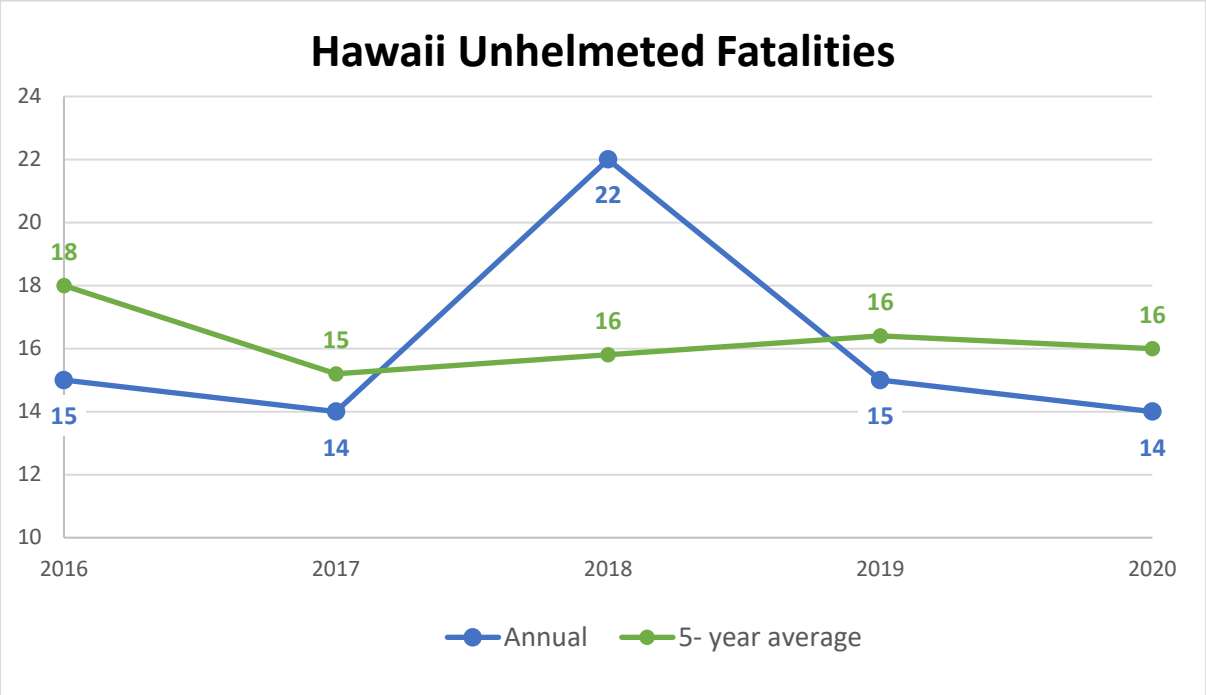



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Motorcyclist Fatalities at 23 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 is 24 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 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

**Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities**

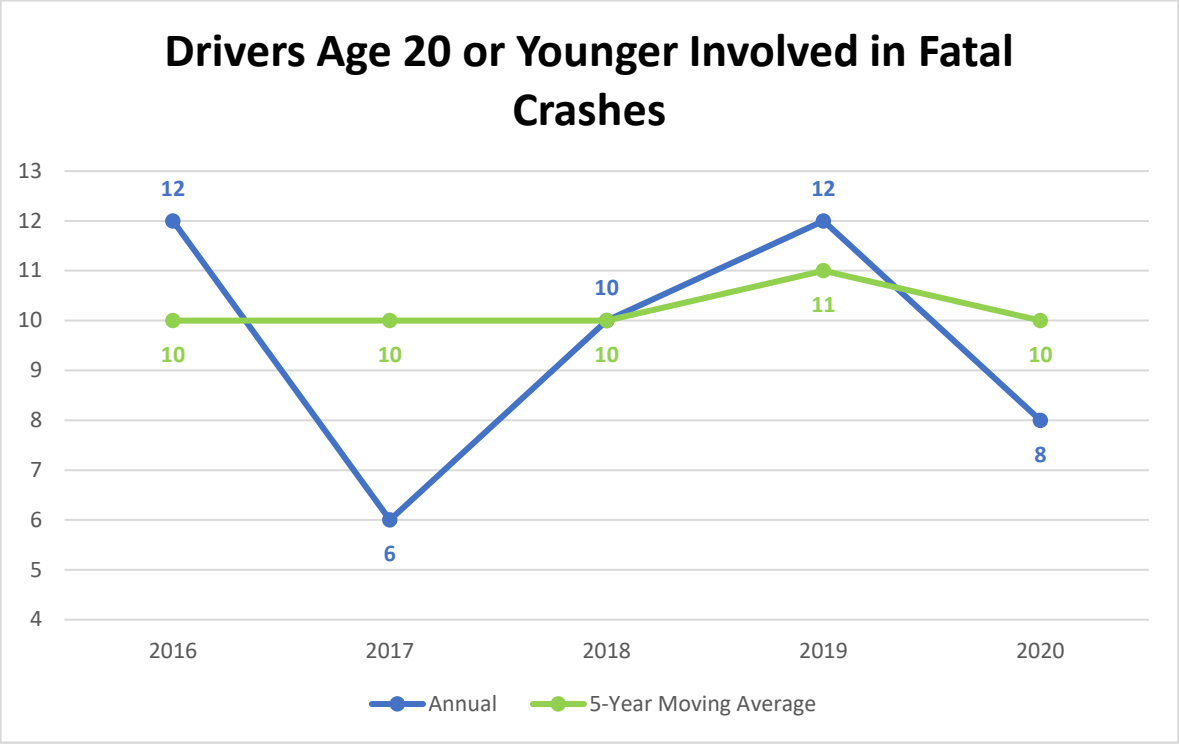



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Unhelmeted Motorcyclist Fatalities at 14 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 is 16 for the Number of Unhelmeted Motorcyclist Fatalities. Based on this data, we believe that Hawaii will not meet the C-8) Number of Unhelmeted Motorcyclist Fatalities target as projected.

**Countermeasure**: To increase helmet usage, HDOT will re-evaluate its existing FFY 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

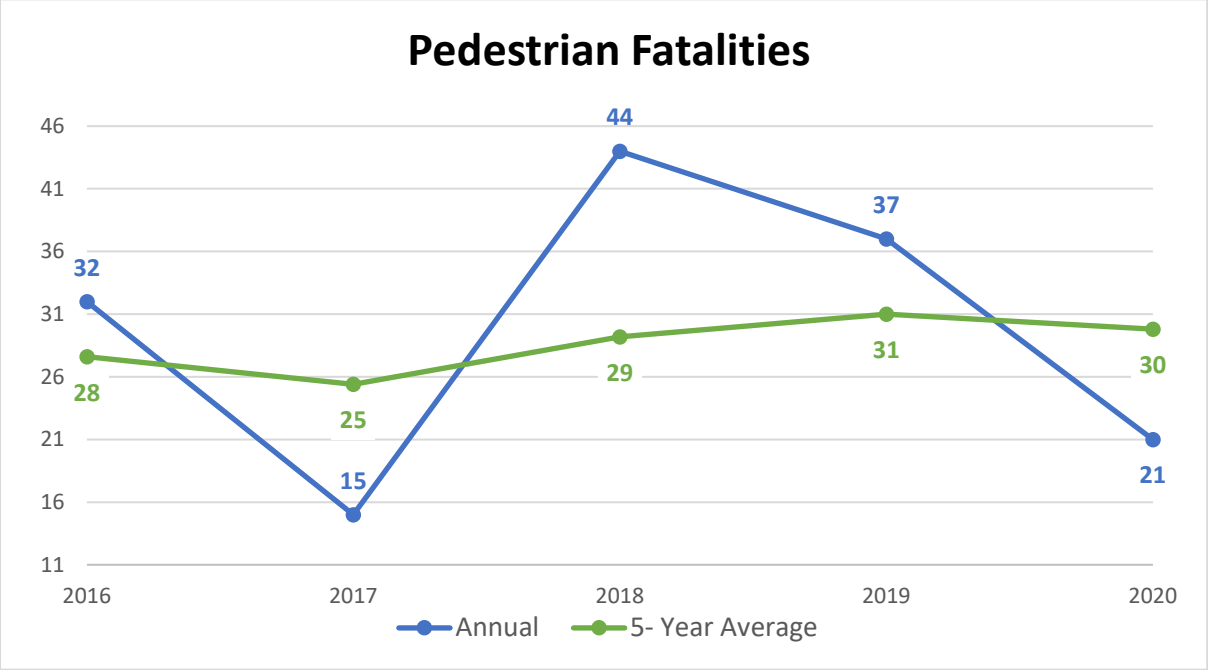
**Performance Measure: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes**




**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 11 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 is 10 for the Number of Drivers Age 20 or Younger Involved in Fatal Crashes. Based on this data, Hawaii met the C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes target as projected.

**Performance Measure: C-10 Pedestrian Fatalities**

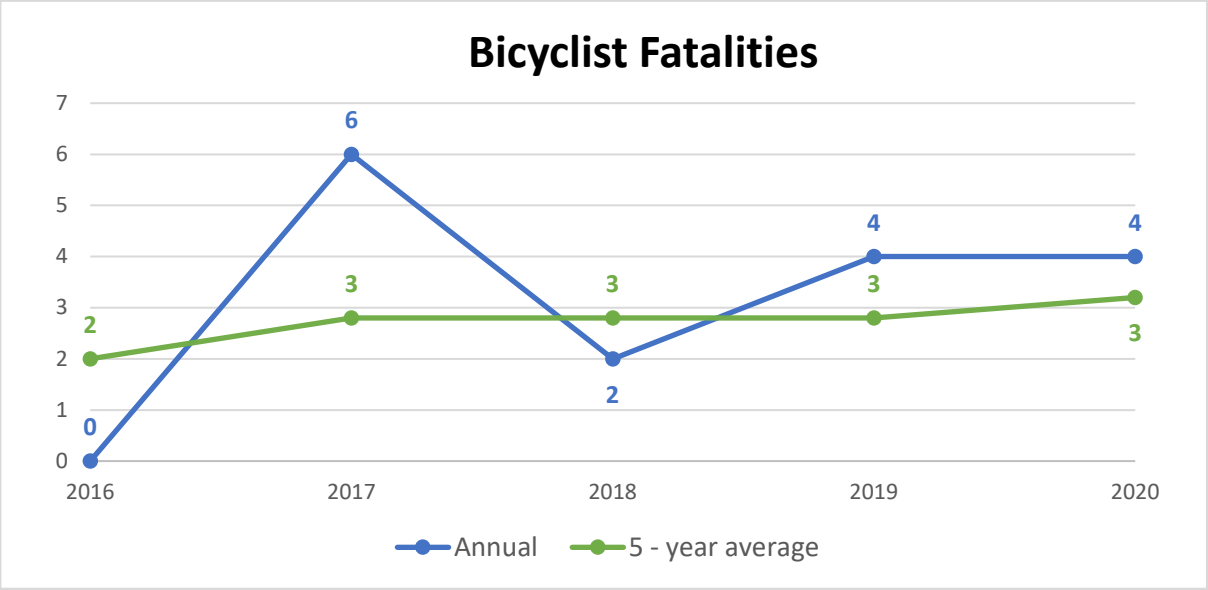



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Pedestrian Fatalities at 29 in our FFY 2022 HSP.

**Result**: Five-year moving average state data for 2016-2020 is 30 for the Number of Pedestrian Fatalities. Based on this data, we believe that Hawaii will not meet the C-10) Number Pedestrian Fatalities target as projected.

Countermeasure: To reduce pedestrian deaths, HDOT will re-evaluate its existing FFY 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

**Performance Measure: C-11 Bicyclist Fatalities**

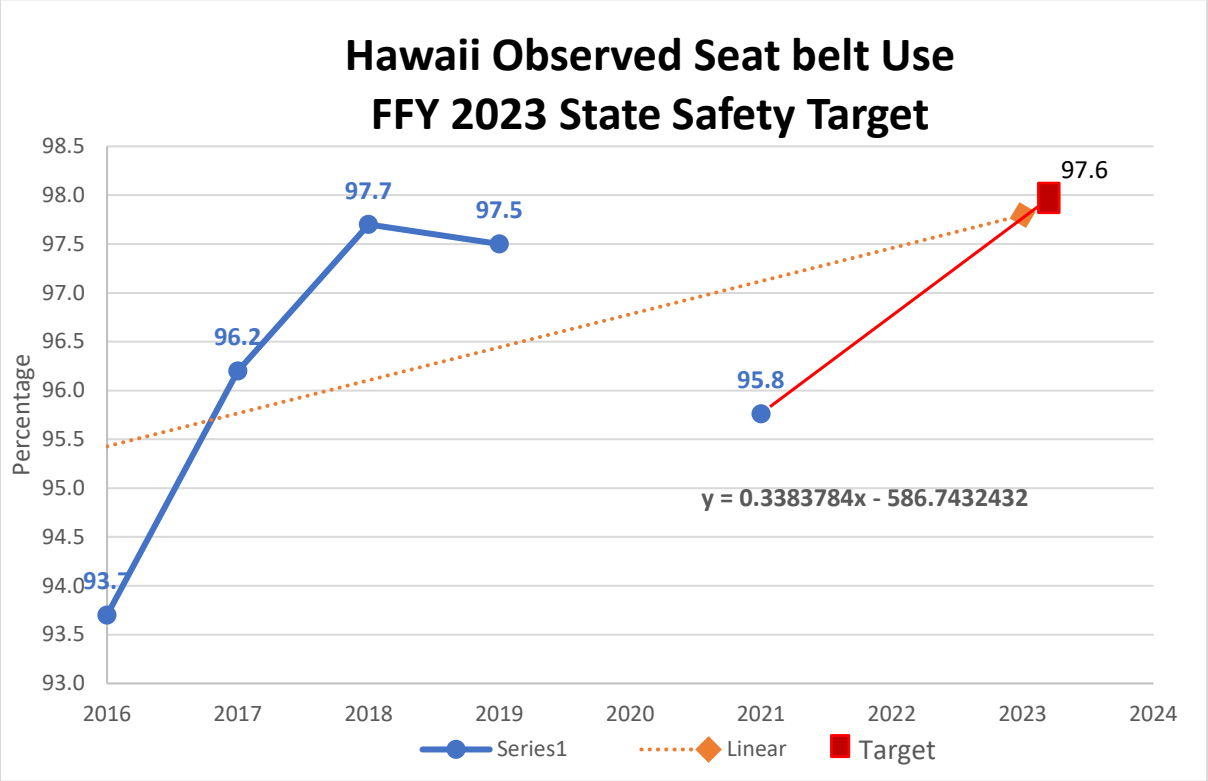



**Performance Measure Target**: HDOT set a 5-year moving average actual target for the Number of Bicyclist Fatalities at 3 in our FFY 2022 HSP.

**Result**: Five-year moving average data for 2016-2020 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 2023 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 SHSP strategies, HSIP projects and new Safe Systems approaches.

**Performance Measure: B-1 Observed Seat Belt Use**

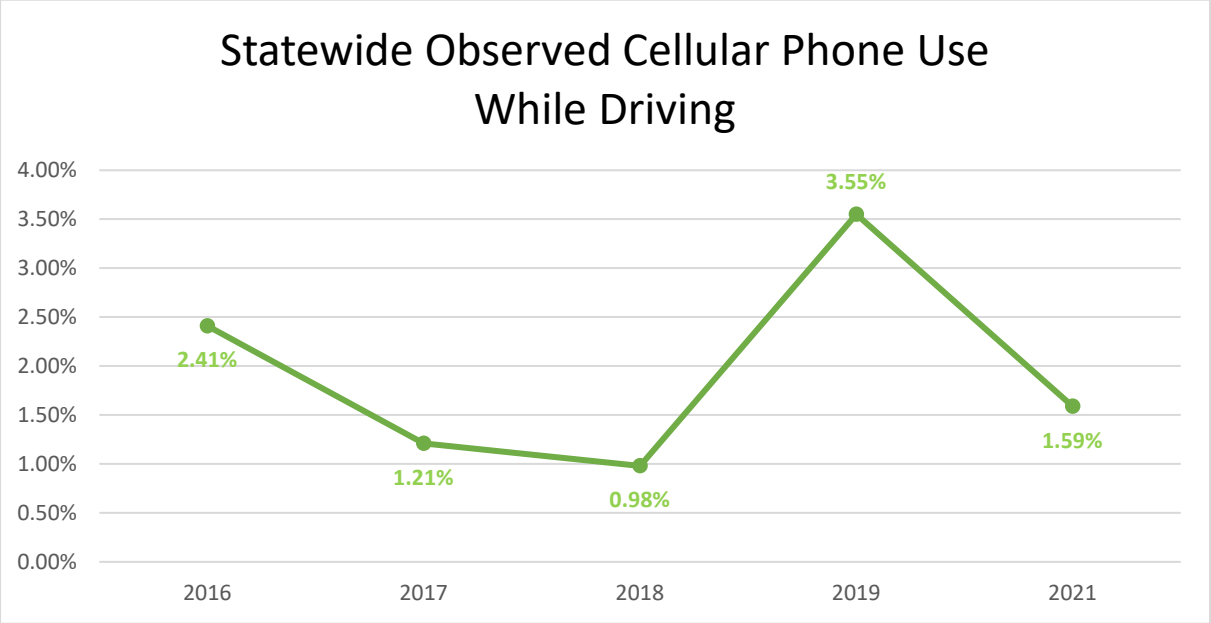



**Performance Measure Target**: HDOT set an actual target for the Observed Seat Belt Use of Front Seat Outboard Occupants of Passenger Vehicles at 97.6 percent in our FFY 2022 HSP.

**Result**: As Hawaii opted for the Coronavirus Aid, Relief and Economic Security Act (CARES Act) waiver in FFY 2020, according to Hawaii's Winter 2021 Seat Belt Use Survey, the statewide observed seat belt use rate is 95.8 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 2023 HSP projects and programs and apply NGA recommendations to address any deficiencies in enforcement, public education, and program areas. In addition, the HSP will align with Hawaii's SHSP strategies, HSIP projects and new Safe Systems approaches. 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.

**Performance Measure: D-1 Distracted Driving**




**Performance Measure Target**: HDOT set an actual target to decrease observed cellular phone usage among drivers to 2.19 percent in our FFY 2022 HSP.

**Result**: As Hawaii opted for the Coronavirus Aid, Relief and Economic Security Act (CARES Act) waiver in FFY 2020, according to Hawaii's Winter 2021 Seat Belt Use Survey, the statewide observed cellular phone usage rate is 1.59 percent. Based on this data, Hawaii meets its Distracted Driving program area Observed Cellular Phone Use While Driving target as projected.

**Countermeasure**: To continue decreasing the observed cellular phone usage among drivers, HDOT will evaluate its existing FFY 2023 HSP projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas, if needed. 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 (5/1/20-4/30/21) | Performance target/ Measurable progress (5/1/21-4/30/22) |
|---|---|---|
| **FFY 2022 HSP** | 86.25 mean number of days from crash to database | Target: 75 mean number of days from crash to database |
| **Updated statistics*** | 59 mean number of days | Measurable progress: 11 mean number of days |

* *The mean number of days from crash to database changed because some crash reports took longer for the police departments to approve and submit to HDOT, which affected the mean 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 all four police departments' direct interfaces with the crash reporting system.*

**Performance Measure Target**: In our FFY 2022 HSP, HDOT set a target to decrease the mean number of days from crash to database to 75 during the performance target period of May 1, 2021-April 30, 2022.

**Result**: Hawaii has met the target set in the FFY 2022 HSP. Updated statistics indicate that from May 1, 2021 through April 30, 2022, Hawaii improved upon timeliness in our "Crash" core data system as measured in terms of a decrease in the mean 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 mean number of days from crash to database.

# 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 | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2016 | 2017 | 2018 | 2019 | 2020 |
| C-1 | **Traffic Fatalities**<br><br>Reduce total fatalities from 107.4 (2016–2020 rolling average) to 103.0 (2019–2023 rolling average) by 2023. | FARS Annual | 120 | 107 | 117 | 108 | 85 |
| | | 5-Year Rolling Avg. | 107.4 | 103.4 | 106.4 | 109 | 107.4 |
| C-2 | **Serious Injuries in Traffic Crashes**<br><br>Slow the increase of Serious Injuries from 431.8 (2016–2020 rolling average) to 506 (2019–2023 rolling average) by 2023. | State Annual | 437 | 405 | 356 | 574 | 485 |
| | | 5-Year Rolling Avg. | 469 | 461.6 | 441 | 455.2 | 451.4 |
| C-3 | **Fatalities/100M VMT**<br><br>Fatalities/100 MVMT slow the increase from 1.032 (2016–2020 rolling average) to 1.057 (2019–2023 rolling average) by 2023. | FARS Annual | 1.13 | 1.00 | 1.08 | 0.98 | 0.97 |
| | | 5-Year Rolling Avg. | 1.048 | 0.997 | 1.006 | 1.016 | 1.032 |
| C-4 | **Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions**<br><br>Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 18 (2016-2020 rolling average) to 17 (2019 – 2023 rolling average) by 2023. | FARS Annual | 22 | 21 | 16 | 16 | 17 |
| | | 5-Year Rolling Avg. | 22 | 20 | 18 | 18 | 17 |

| | | | BASE YEARS | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2016 | 2017 | 2018 | 2019 | 2020 |
| C-5 | **Alcohol-Impaired Driving Fatalities** | FARS Annual | 37 | 42 | 38 | 36 | 27 |
| | Reduce alcohol impaired driving fatalities from 36 (2016–2020 rolling average) to 34 (2019–2023 rolling average) by 2023. | 5-Year Rolling Avg. | 37 | 36 | 37 | 38 | 36 |
| C-6 | **Speeding-Related Fatalities** | FARS Annual | 54 | 51 | 51 | 52 | 37 |
| | Reduce speeding-related fatalities from 49 (2016-2020 rolling average) to 47 (2019-2023 rolling average) by 2023. | 5-Year Rolling Avg. | 49 | 45 | 47 | 50 | 49 |
| C-7 | **Motorcyclist Fatalities** | FARS Annual | 24 | 25 | 34 | 20 | 18 |
| | Slow the increase of motorcyclist fatalities from 24 (2016-2020 rolling average) to 26 (2019-2023 rolling average) by 2023. | 5-Year Rolling Avg. | 29 | 25 | 26 | 26 | 24 |
| C-8 | **Unhelmeted Motorcyclist Fatalities** | FARS Annual | 15 | 14 | 22 | 15 | 14 |
| | Maintain unhelmeted, motorcyclist fatalities from 18 (2016-2020 rolling average) to 18 (2019-2023 rolling average) by 2023. | 5-Year Rolling Avg. | 18 | 15 | 16 | 16 | 16 |

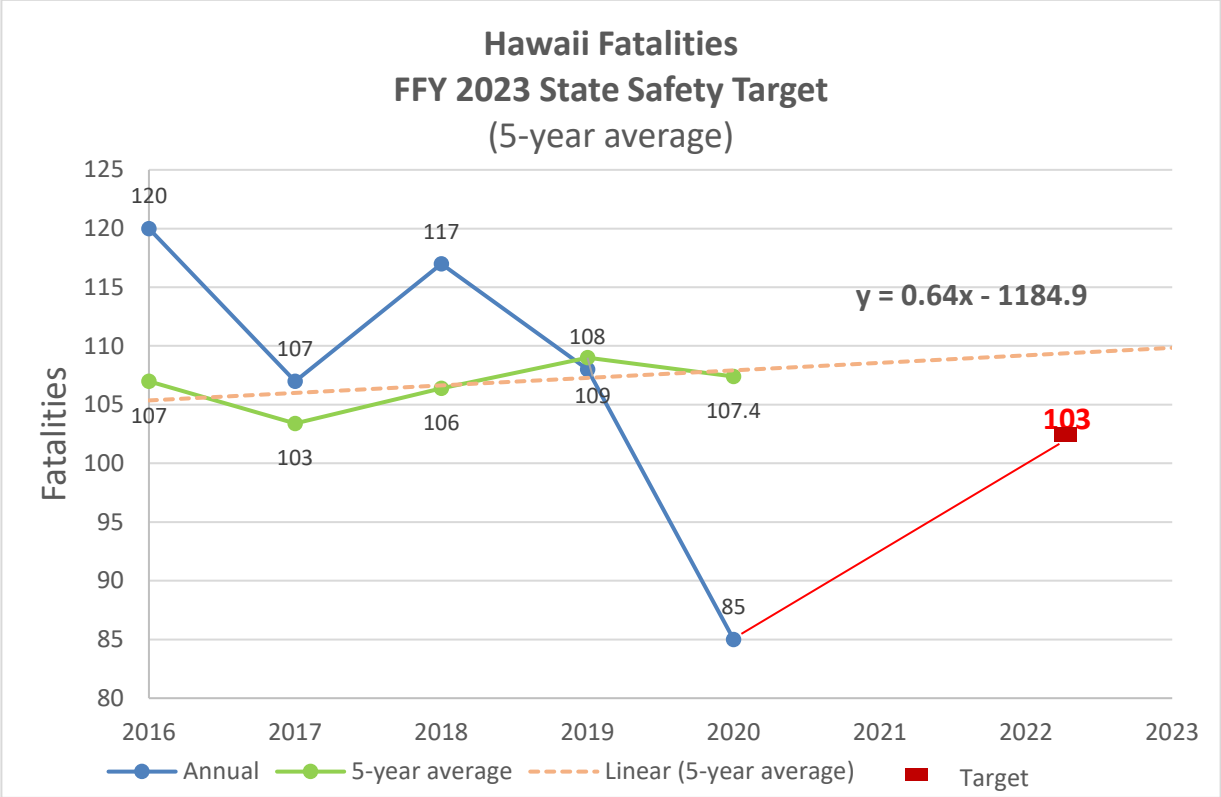
| | | | BASE YEARS | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2016 | 2017 | 2018 | 2019 | 2020 |
| C-9 | **Drivers Age 20 or Younger involved in Fatal Crashes**<br>Reduce drivers age 20 and younger involved in fatal crashes from 10 (2016-2020 rolling average) to 9 (2019-2023 rolling average) by 2023. | FARS Annual | 12 | 6 | 10 | 12 | 8 |
| | | 5-Year Rolling Avg. | 10 | 10 | 10 | 11 | 10 |
| C-10 | **Pedestrian Fatalities**<br>Reduce pedestrian fatalities from 30 (2016-2020 rolling average) to 29 (2019-2023 rolling average) by 2023. | State Annual | 32 | 15 | 44 | 37 | 21 |
| | | 5-Year Rolling Avg. | 28 | 25 | 29 | 31 | 30 |
| C-11 | **Bicyclist Fatalities**<br>Slow the increase of bicyclist fatalities from 3 (2016-2020 rolling average) to 6 (2019-2023 rolling average) by 2023. | FARS Annual | 0 | 6 | 2 | 4 | 4 |
| | | 5-Year Rolling Avg. | 2 | 3 | 3 | 3 | 3 |
| | | | 2016 | 2017 | 2018 | 2019 | 2021 |
| B-1 | **Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)**<br>Increase observed seat belt use for passenger vehicles, front seat outboard occupants from 95.8 percent in 2021 to 97.6 percent by 2023. | State Survey | **93.7%** | **96.2%** | **97.7%** | **97.5%** | **95.8%** |

| | | | BASE YEARS | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2016 | 2017 | 2018 | 2019 | 2021 |
| D-1 | **Distracted Driving: Observed Cellular Phone Use While Driving (State Survey)**<br><br>Decrease observed cell phone use while driving from 2.36 percent in 2019 to 2.05 percent by 2023. | State Survey | **2.41%** | **1.21%** | **0.98%** | **3.55%** | **1.59%** |
| | | | | | | 2021 | 2022 |
| D-2 | **Traffic Records**<br>To decrease the mean number of days from crash to database from 11 to 10 during the performance target period of May 1, 2022-April 30, 2023. | SHACA | | | | 59 mean number of days | 11 mean number of days |
| | | | 2017 | 2018 | 2019 | 2020 | 2021 |
| D-3 | **EMS**<br>Reduce the average extrication time, from the time of arrival at the crash site to transport by 1 minute by 2023. | Napili Response times | 7:52 | 8:06 | 8:17 | 8:03 | 8:20 |

| Activity Measures | | 2020 | 2021 |
|---|---|---|---|
| A-1 | Number of seat belt citations issued during grant funded enforcement activities | 1,603 | 2,467 |
| A-2 | Number of impaired driving arrests made during grant-funded enforcement activities | 1,253 | 829 |
| A-3 | Number of speeding citations issued during grant-funded enforcement activities | 16,967 | 9,996 |

* *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)

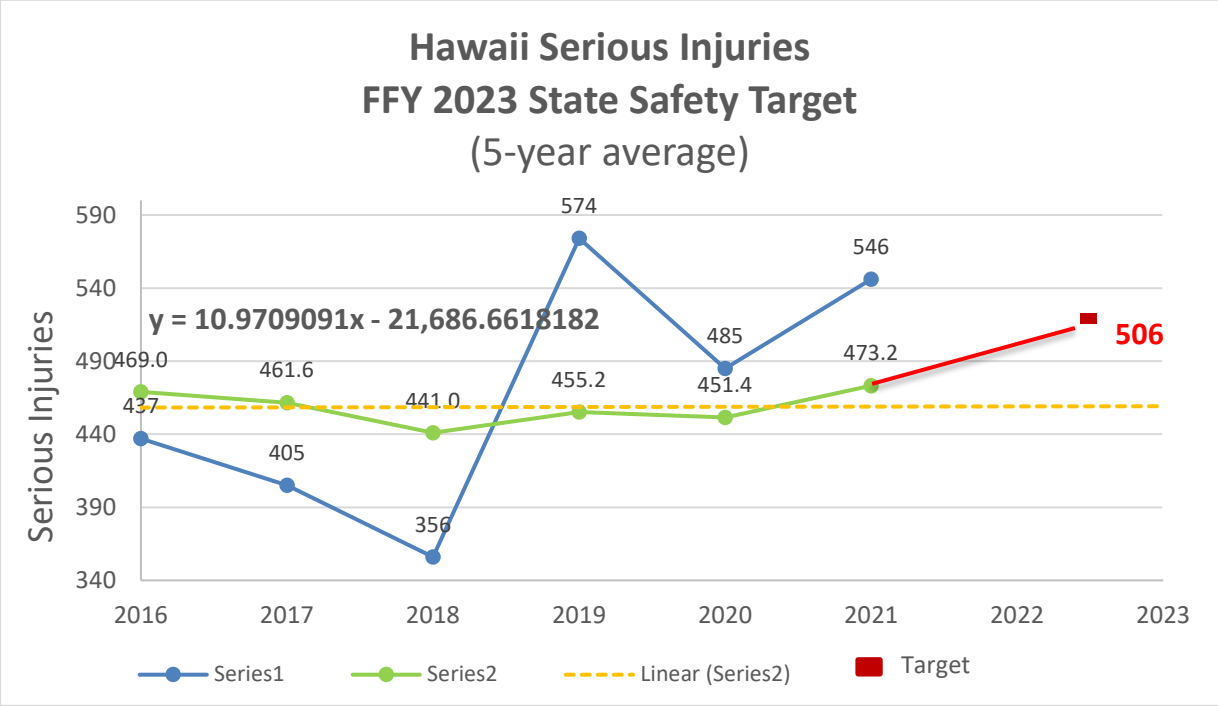



**Target:** Reduce total fatalities from 107.0 (2016–2020 rolling average) to 103.0 (2019–2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including impacts correlative with COVID-19; enforcement impacts; behavioral trends; County and State Vision Zero Action Plans; implemented and planned 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



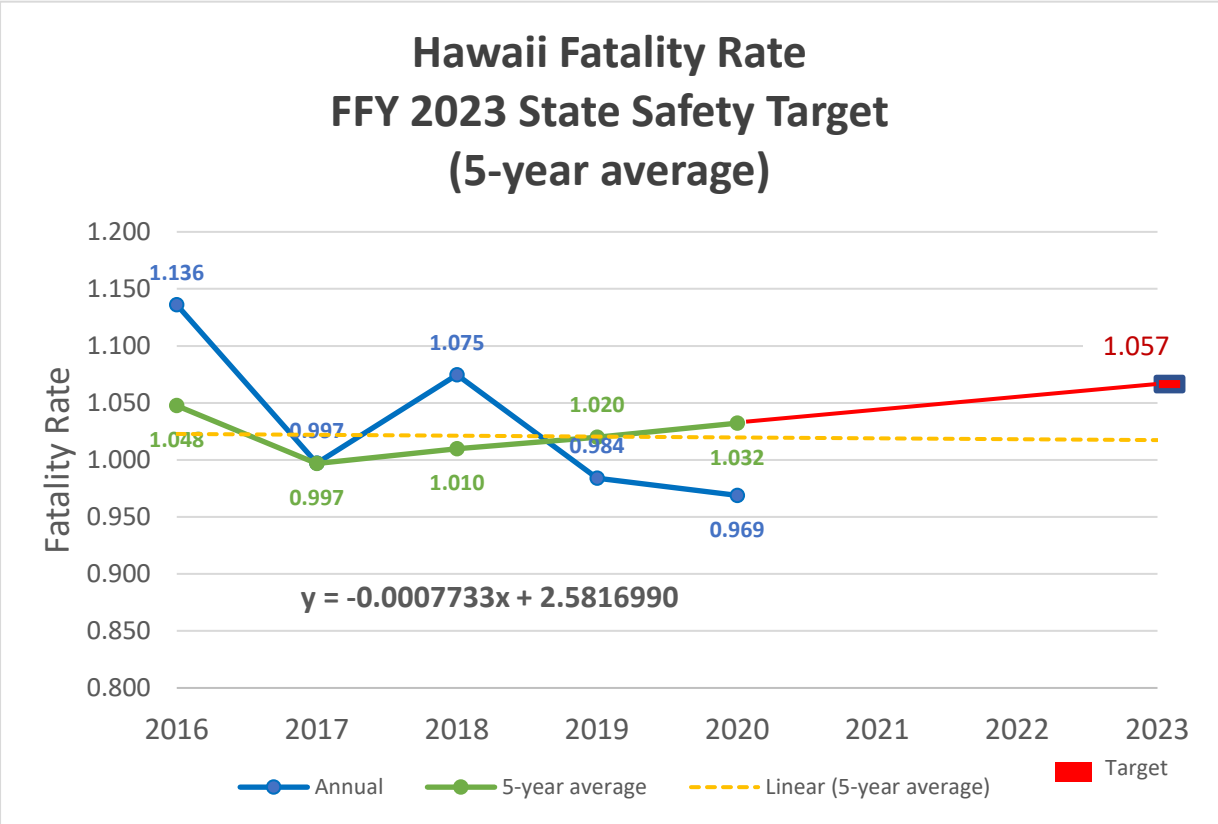

**Target:** Slow the increase serious traffic injuries from 451.4 (2016–2020 rolling average) to 506 (2019–2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 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)

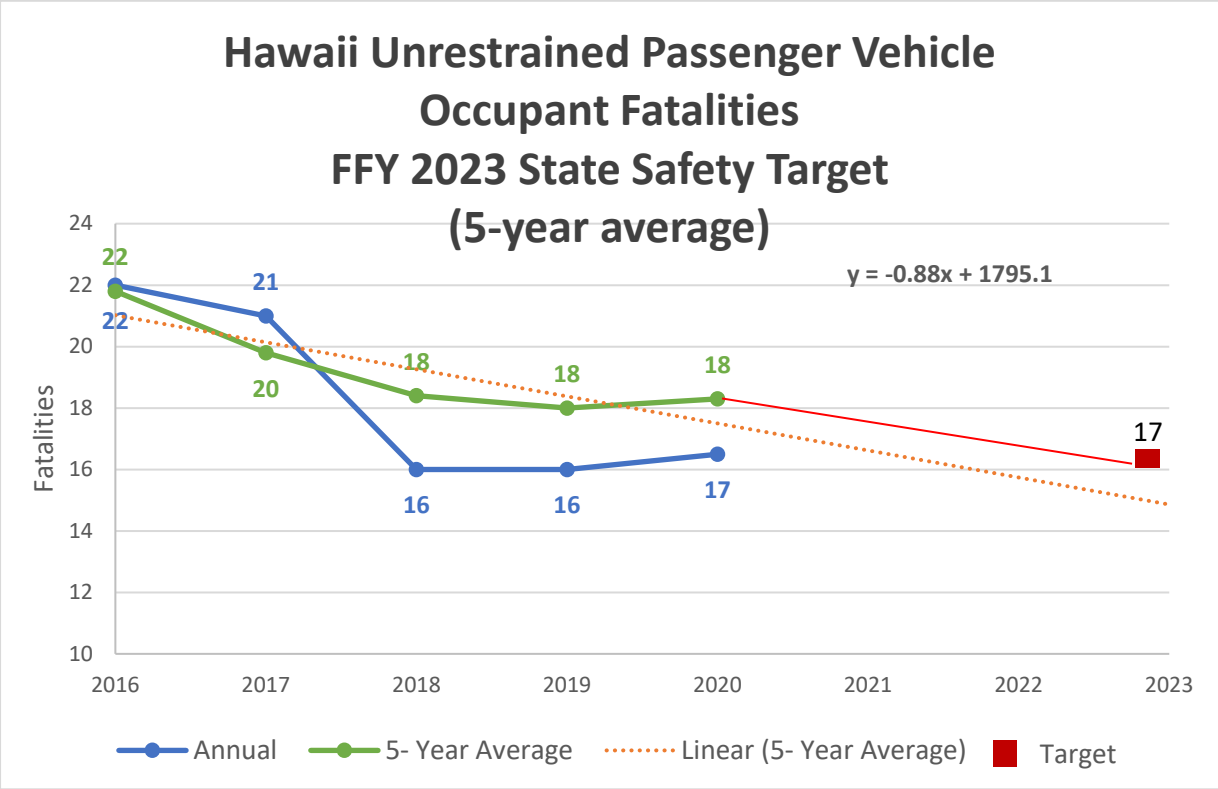



**Target:** Slow the increase of fatalities/100 MVMT from 1.032 (2016–2020 rolling average) to 1.057 (2019–2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including impacts to driving volumes due to COVID-19 and shelter-in-place orders; SHSP strategies, Vision Zero Action 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.

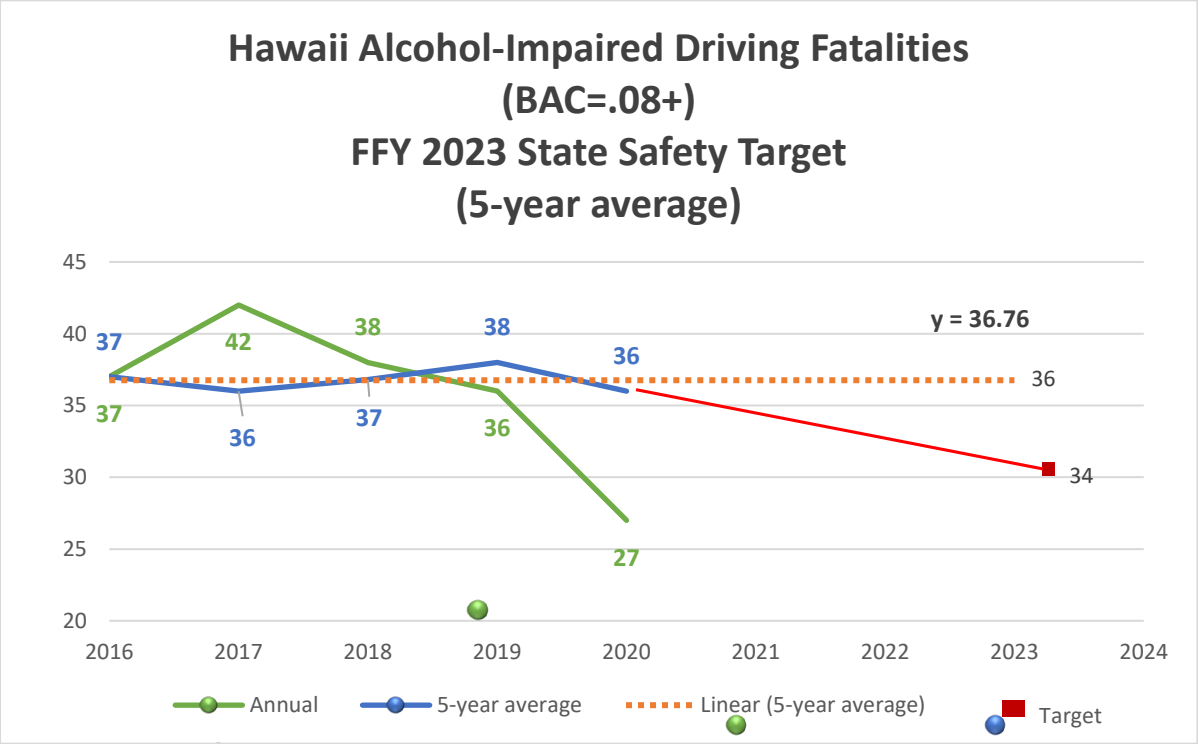
**Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions**




**Target:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 18 (2016-2020 rolling average) to 17 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including Hawaii's high seat belt usage rate; the passing of new child passenger safety laws; the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; utilizing the Safe Systems approach to occupant safety and safety impacts of proposed grants.

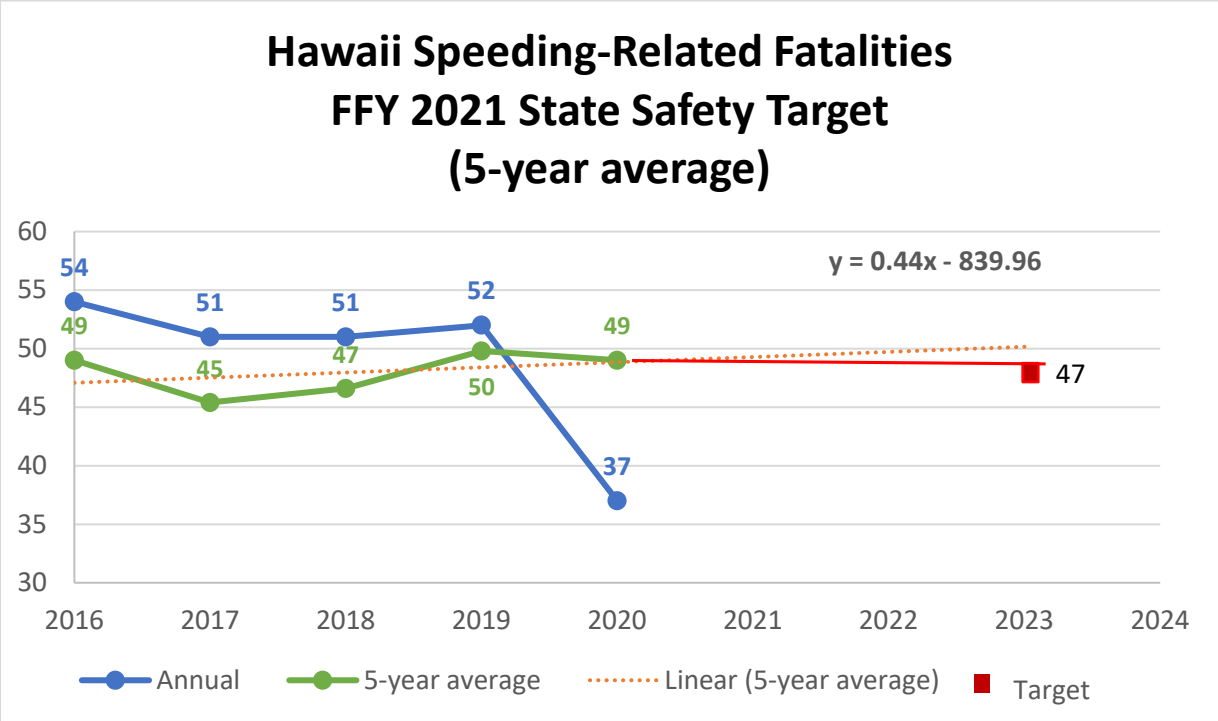
## Performance Plan: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)




**Target:** Reduce alcohol impaired driving fatalities from 36 (2016–2020 rolling average) to 34 (2019–2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including the Highway Safety Section's planned revamp of our impaired driving program; new laws that were passed during the 2022 legislative session; greater collaborations among partners; utilizing a Safe System Approach to impaired driving and other traffic safety issues; and safety impacts of proposed grants.

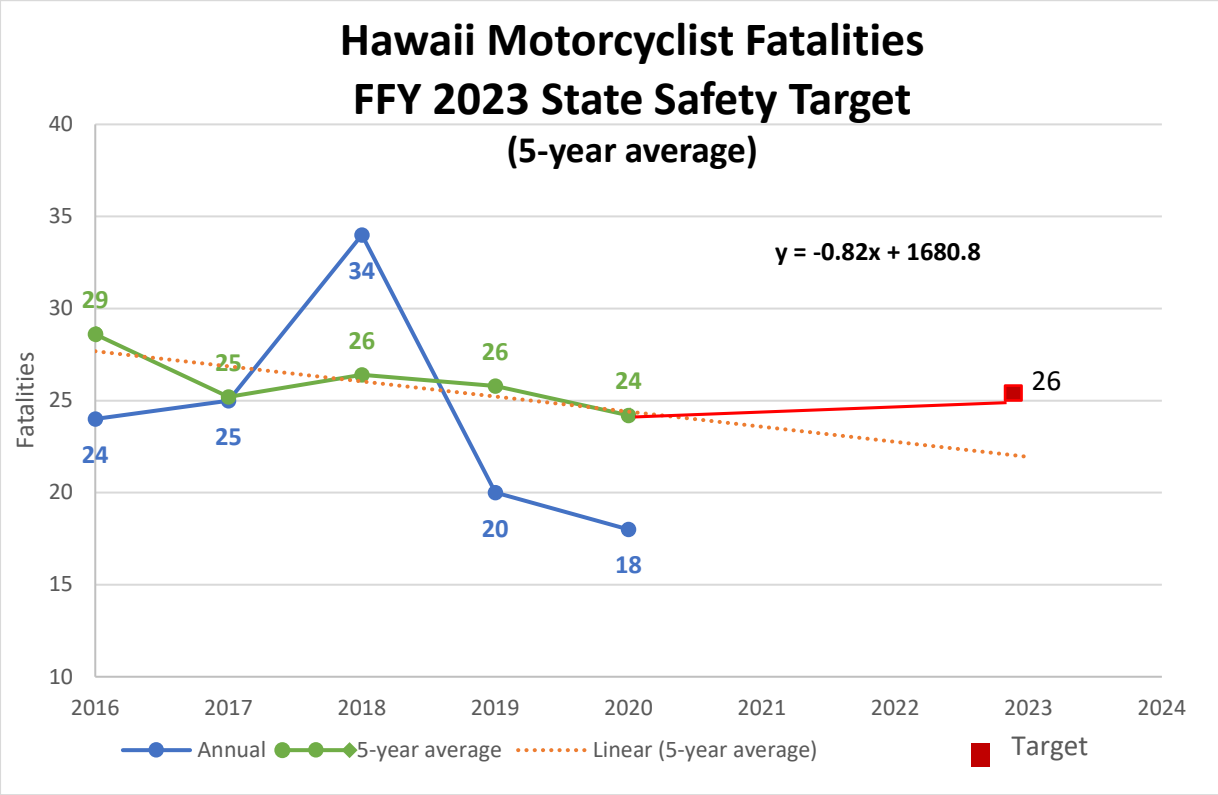
## Performance Plan: C-6 Speeding-Related Fatalities (FARS)




**Target:** Reduce speeding-related fatalities from 49 (2016-2020 rolling average) to 47 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 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.

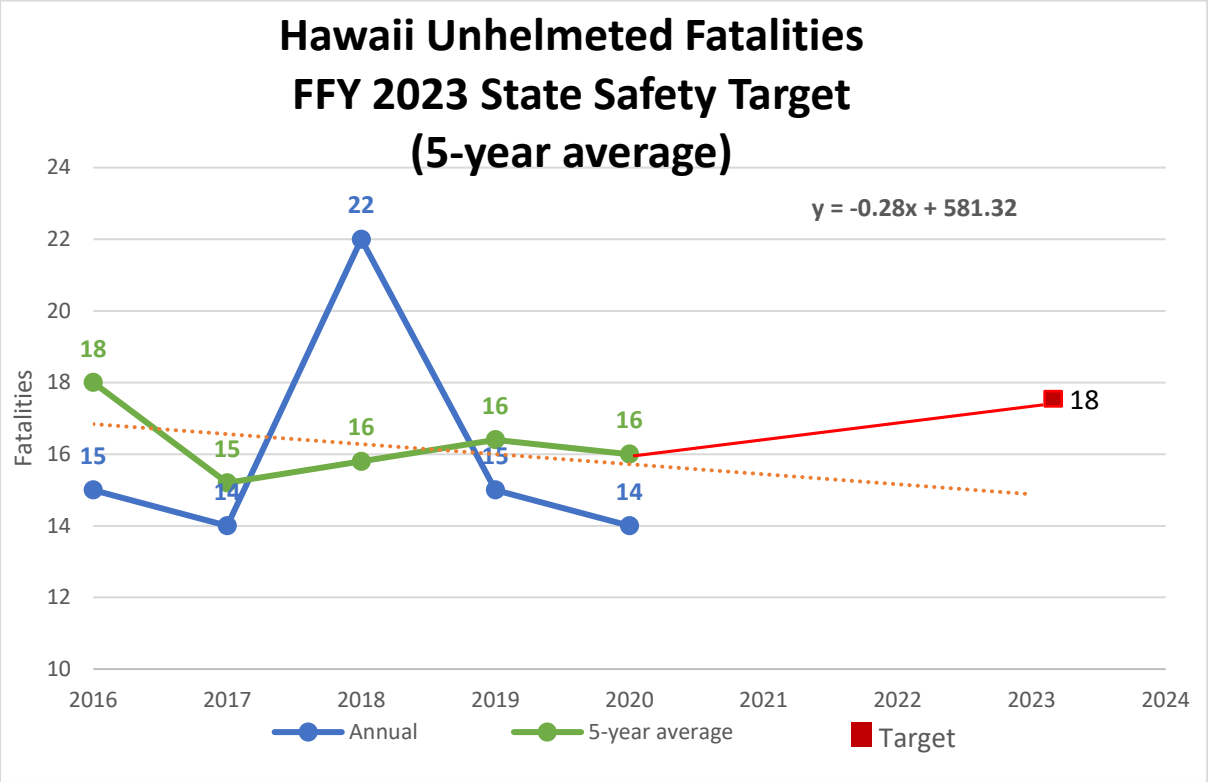
## Performance Plan: C-7 Motorcyclist Fatalities




**Target:** Slow the increase of motorcyclist fatalities from 24 (2016-2020 rolling average) to 26 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including unexpected impacts from a significant rise in gas prices; preliminary spike in 2021 and 2022 fatalities; utilizing the Safe Systems approach to motorcycle safety; the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

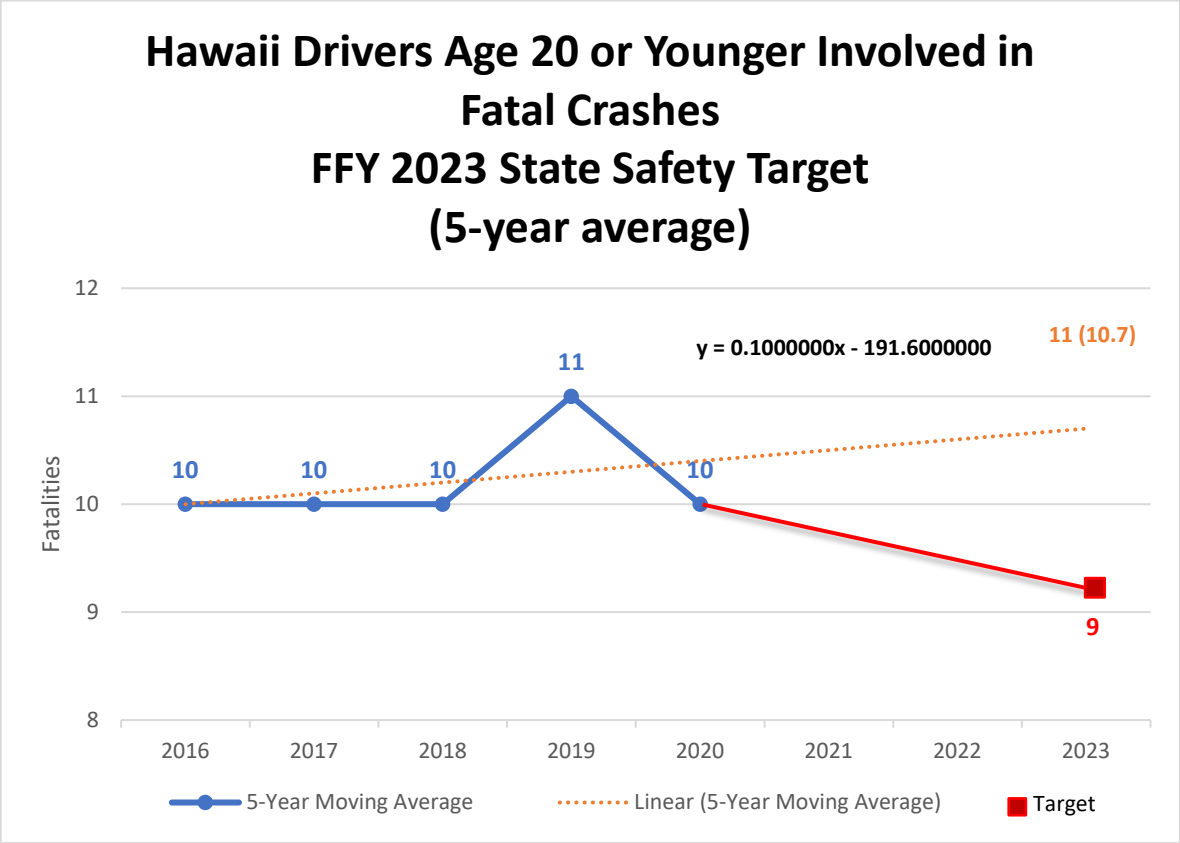
## Performance Plan: C-8 Unhelmeted Motorcyclist Fatalities




**Target:** Maintain, motorcyclist fatalities from 18 (2016-2020 rolling average) to 18 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including unexpected impacts from significant rise in gas prices; preliminary spike in 2021 and 2022 fatalities; the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; utilizing the Safe Systems approach to motorcycle safety; and safety impacts of proposed grants.

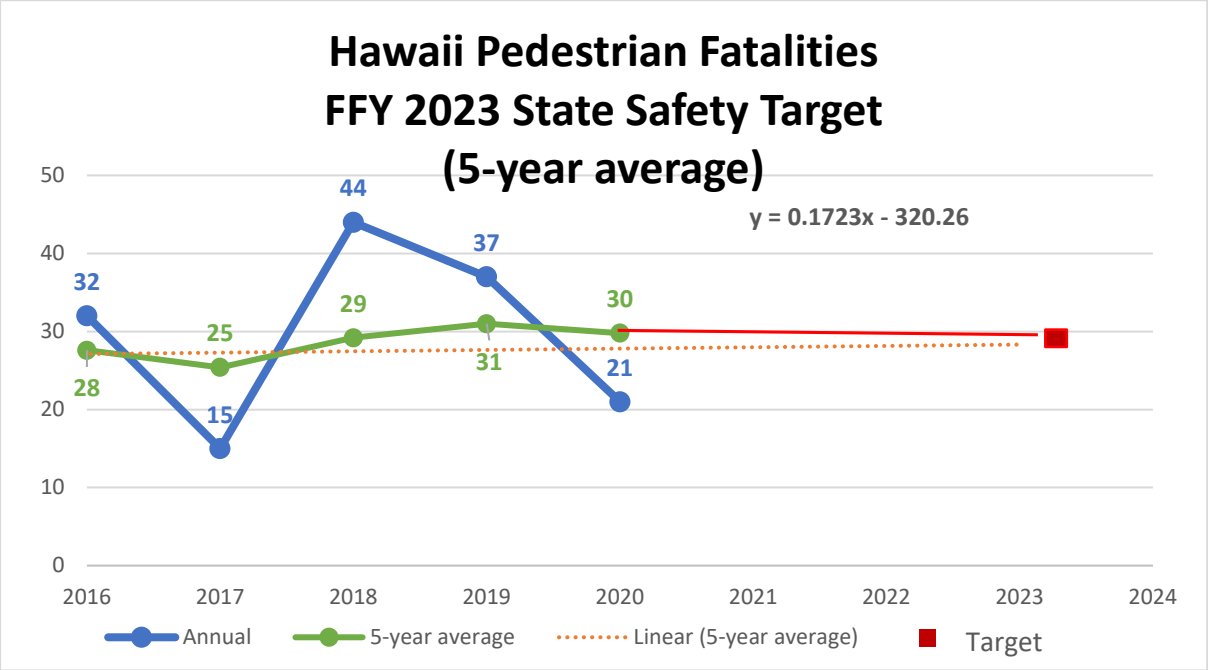
## Performance Plan: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes




**Target:** Reduce drivers aged 20 and younger involved in fatal crashes from 10 (2016-2020 rolling average) to 9 (2019 – 2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 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; maintained partnerships with youth-based programs; and safety impacts of proposed grants.

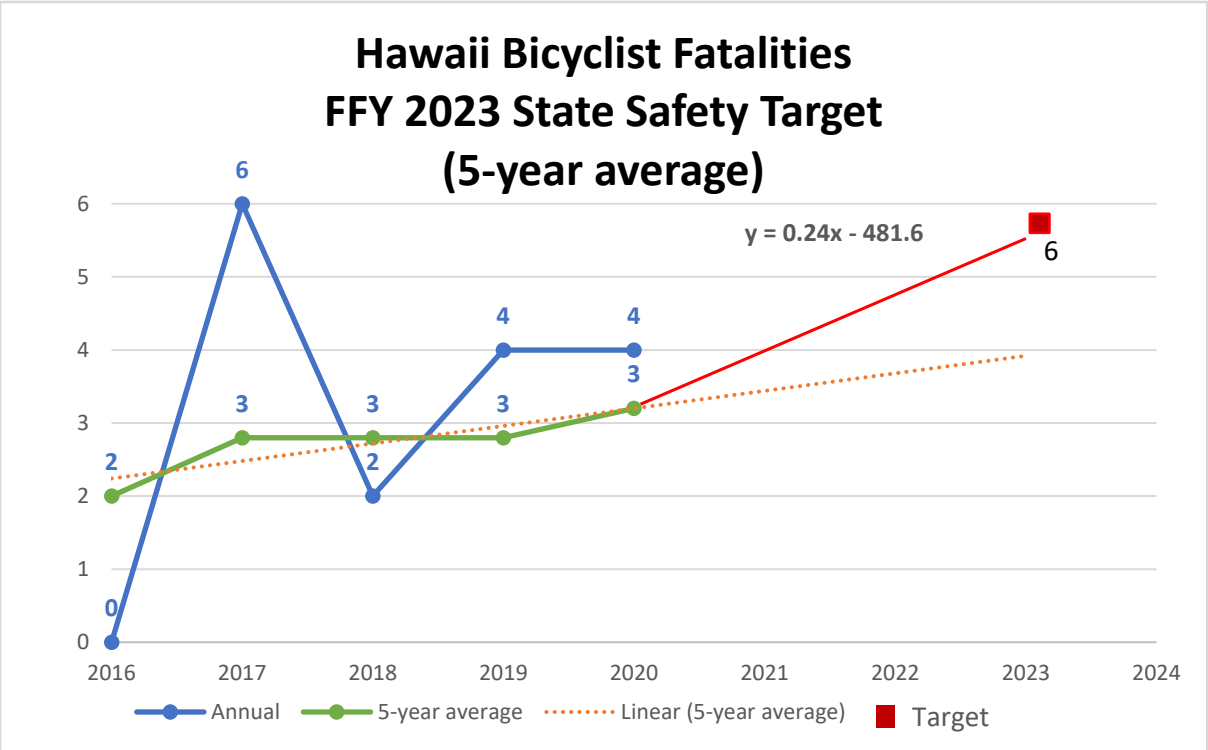
## Performance Plan: C-10 Pedestrian Fatalities




**Target:** Reduce pedestrian fatalities from 30 (2016-2020 rolling average) to 29 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2019-2023 five-year moving average state data and an analysis of external factors, including unexpected impacts from increased gas prices (increased walking); the addition to HDOT's pedestrian safety education coordinator, utilizing the Safe Systems approach to pedestrian safety; 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.

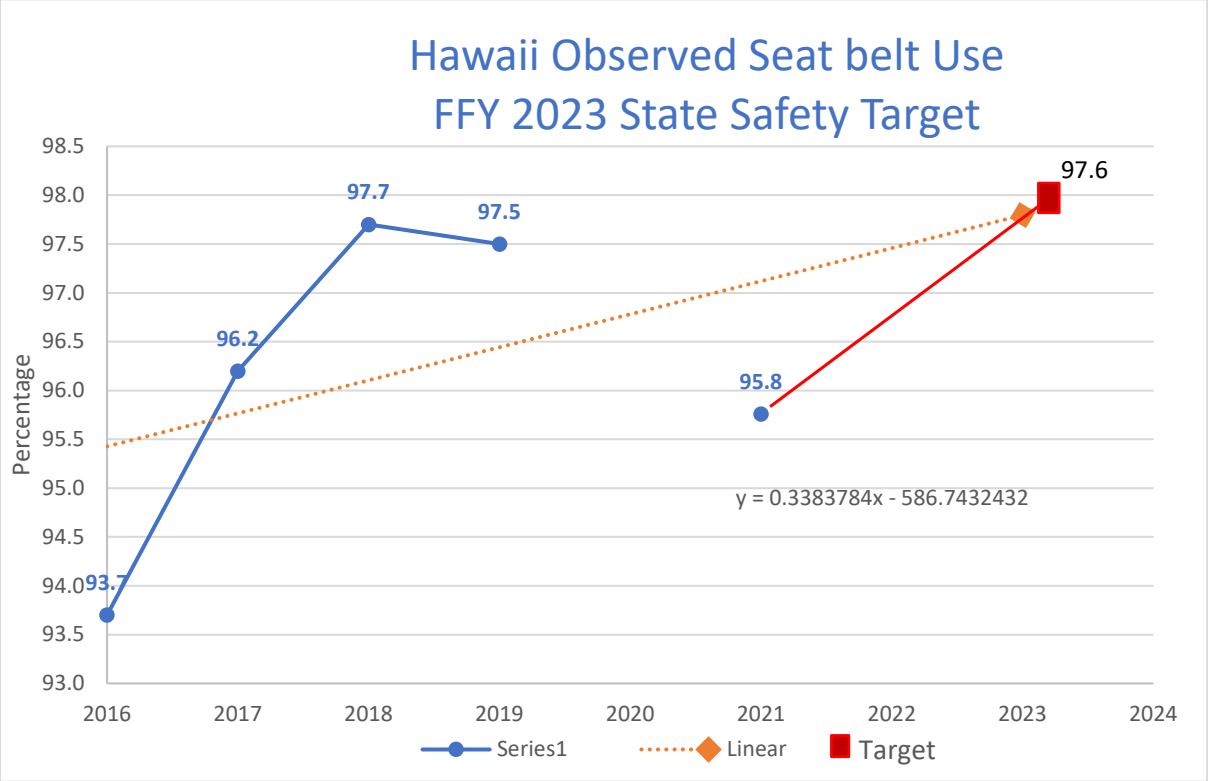
## Performance Plan: C-11 Bicyclist Fatalities




**Target:** To slow the increase in bicyclist fatalities from 3 (2016-2020 rolling average) to 6 (2019-2023 rolling average) by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including unexpected impacts from the spike in gas prices (increase in bicycling); increase in e-bike and e-scooter crashes; utilizing the Safe Systems approach bicycle safety; the updated Hawaii SHSP; preliminary 2021 and 2022 crash data, Vision Zero Plans developed and implemented in each county; and planned roadway infrastructure safety improvement projects.

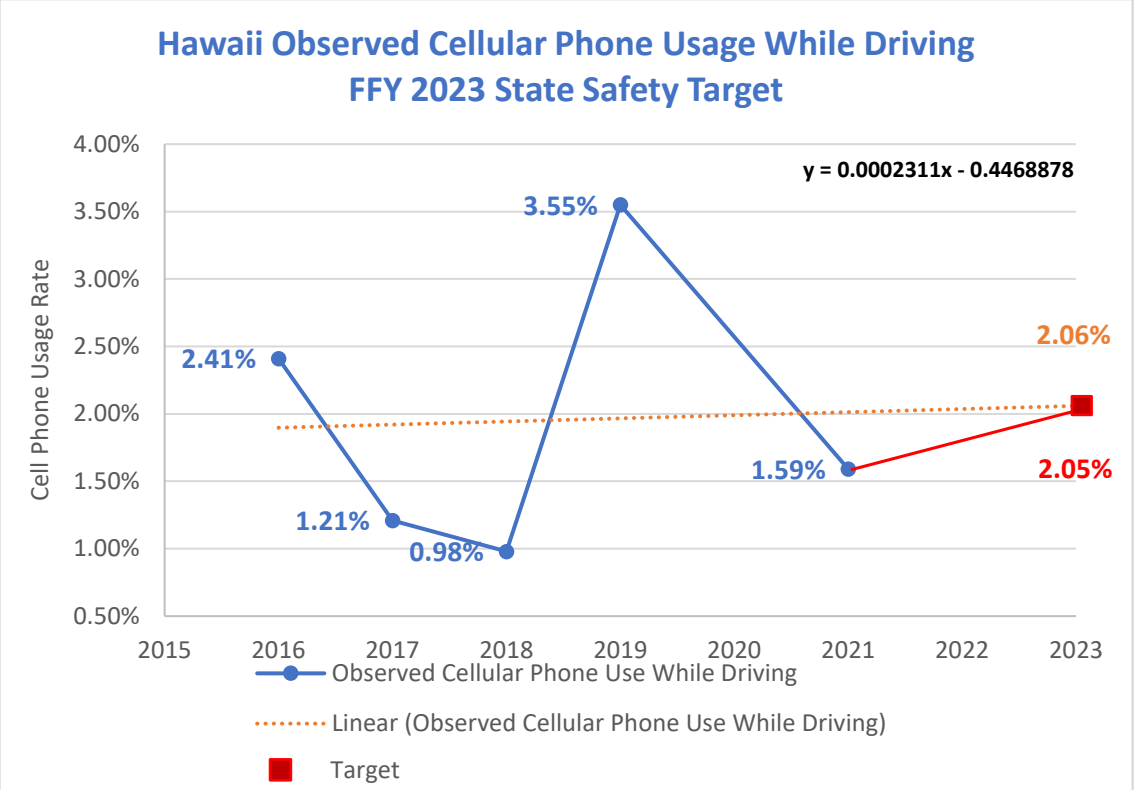
## Performance Plan: B-1 Observed Seat Belt Use




**Target:** Increase observed seat belt use for passenger vehicles, front seat outboard occupants from 95.76 percent in 2021 to 97.6 percent by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2019 and 2021 annual observed seat belt use data; the passing of new child passenger safety law; the updated Hawaii SHSP; Vision Zero Plans developed and implemented in each county; utilizing the Safe Systems approach to occupant safety and safety impacts of proposed grants.

## Performance Plan: D-1 Distracted Driving




**Target:** Based on our annual observational survey, decrease observed cellular phone usage while driving rate from 3.55 percent in 2019 to 2.05 percent by 2023.

**Justification:** This performance target was determined by using a linear trend line based on the 2016-2020 annual observed cell phone use data and an analysis of external factors, including the updated Hawaii SHSP; enhanced MED penalties, Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

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

| Baseline (5/1/21-4/30/22) | FFY 2023 Performance Target (5/1/22-4/30/23) |
|---|---|
| Mean # of days from crash to database Statewide – 11 days | Mean # of days from crash to database Statewide – 10 days |

**Target:** To decrease the mean number of days from crashes statewide to database from 11 to 10 during the performance target period of May 1, 2022-April 30, 2023.

**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 considering the planned activities for FFY 2023, including continued development of SHACA and the interfaces with the four county police departments. There may also be some upcoming issues due to changes in agencies' RMS.

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

| Baseline<br>Calendar Year 2021 | FFY 2023<br>Target |
|---|---|
| Napili response time 8:20 | Napili response time 7:20 |

**Target:** Reduce the average extrication time, from the time of arrival at the crash site to transport by 1 minute by 2023.

**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: Emergency Medical Services

## Description of Highway Safety Problems

According to the U.S. Department of Transportation, enhanced survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices is one of the complimentary objectives in the Safe System approach. This is referred to as 'Post-Crash Care'.

Honolulu Fire Department (HFD) identified a need for steel collapsible step cribbing to increase the capabilities of a singular HFD unit to complete a level of stabilization dependent upon the situation. Currently, the department is using aging, wooden step cribbing to enhance its capabilities to stabilize vehicles when responding to motor vehicle crash. A major task of the extrication process is to stabilize the vehicle(s), allowing the HFD personnel to work towards removing the trapped occupant(s) from the vehicle(s). This creates a safer work environment for the first responders and the victims of the crash, thus, increasing the chances of survivability for the victims.

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.

Maui County is no exception, especially as the second largest island in the state. 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.

The Maui County Fire Department is requesting to purchase one (1) full complement of extrication tools made up of a cutter, spreader, telescopic ram, combi tool, and necessary accessories for their Napili District Station. The new updated version of these tools no longer requires a power unit and hydraulic hoses, but rather are battery powered making them more portable, reliable, versatile, capable, and efficient than their current tools.

| Station 11 - Napili | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|
| | | | | | |
| Roadway Incidents | 40 | 26 | 28 | 22 | 36 |
| Vehicle Crashes with Injuries | 22 | 10 | 15 | 10 | 12 |
| Vehicle/Pedestrian accidents | 1 | 1 | 2 | 0 | 3 |

| | | | | | |
|---|---|---|---|---|---|
| Vehicle Crashes without Injuries | 11 | 8 | 10 | 8 | 13 |
| Vehicle Fire | 6 | 7 | 1 | 4 | 8 |
| **Average Response Time** | **7:52** | **8:06** | **8:17** | **8:03** | **8:20** |

Because of the remoteness of the locations, expediting the crash victims to emergency medical care by reducing the amount of time it takes to extricate and transport these victims to a hospital is vital, can make the difference between life or death.

Lastly, each of the receiving stations as well as others, must complete at least one community outreach initiative regarding traffic safety. Topics include occupant protection, the dangers of impaired and distracted driving and speeding with pedestrian safety tips.

## 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: | $99,724.18 |
| | Equipment purchases: | 35 pairs of steel collapsible step cribbing, 1 extrication kit |
| | Funding source: | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM |

### Planned Activities in Countermeasure Strategies

| **Planned Activity #1: Steel Cribbing** | |
|---|---|
| Intended subrecipients: | HFD |
| Estimated funding amount: | $54,250.00 |
| Equipment purchases: | 35 pairs of steel collapsible step cribbing |
| Funding source: | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM |

***Planned activity description:***

HFD will purchase 35 pairs of steel collapsible step cribbing. These work with the extrication kits that were purchased in previous years.

| **Planned Activity #2: Extrication equipment** |
|---|

| | |
|---|---|
| Intended subrecipients: | MFD |
| Estimated funding amount: | $45,474.18 |
| Equipment purchases: | 1 cordless extrication sets |
| Funding source: | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM |

***Planned activity description:***

To purchase one cordless extrication equipment set 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: | $20,000.00 |
| | Equipment purchases: | None |
| | Funding source: | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM |

### Planned activities in countermeasure strategy

| **Planned Activity #1: EMS Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $20,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 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.

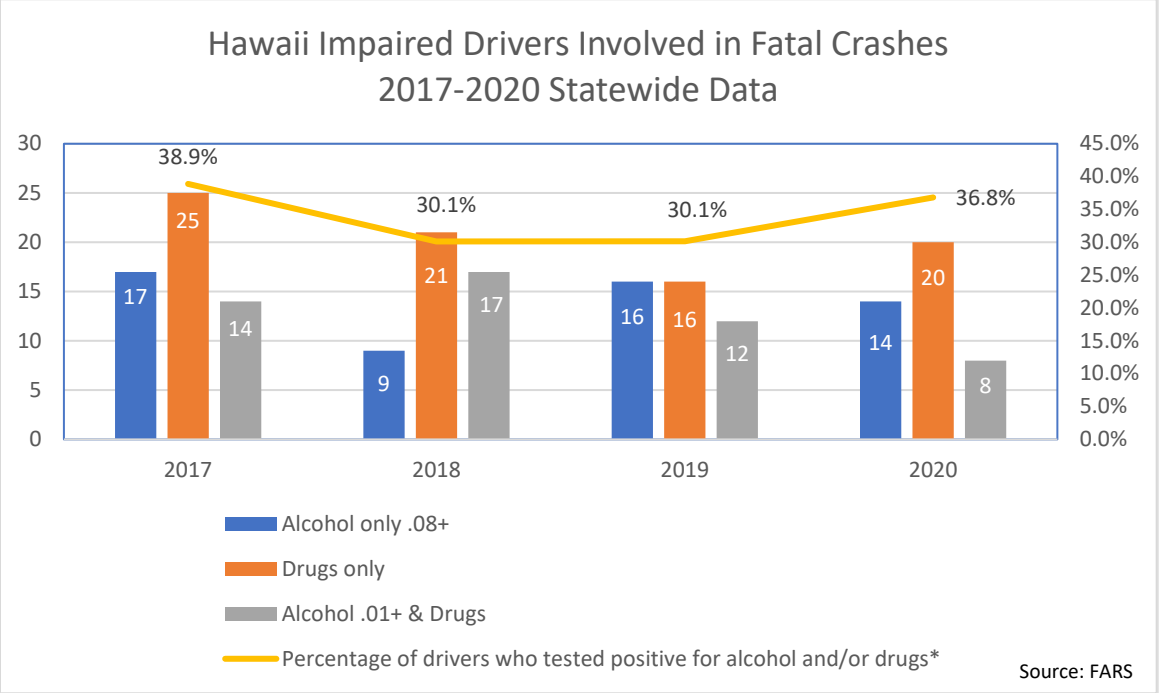
As part of this planned activity, the HDOT's Highway Safety Section will use funds to:

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 of the HSP and Hawaii SHSP.

# Program Area: Impaired Driving (Alcohol and Drugs)

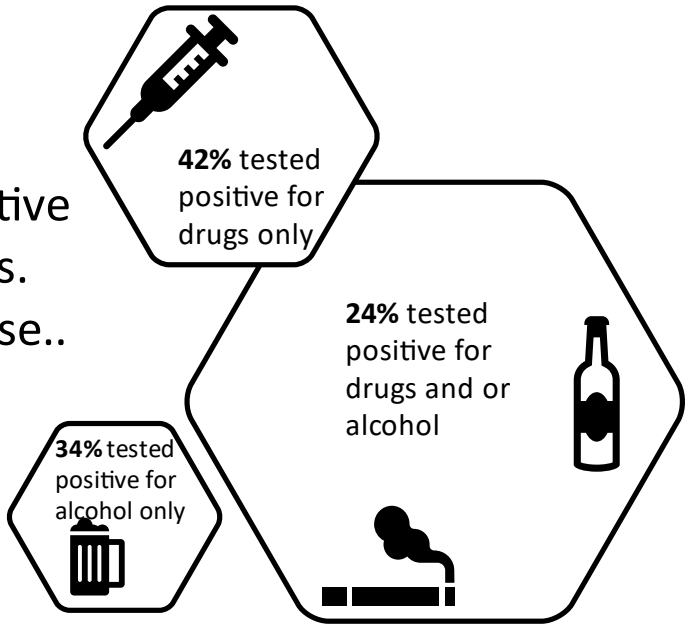
## Description of Highway Safety Problems

Driving under the influence of drugs and alcohol continues to plague Hawaii's roadways, with 33.8 percent of drivers involved in fatal crashes testing positive for having alcohol and/or drugs in their systems (according to 2017-2020 FARS data). As detailed in the chart below, drugged driving is an increasing issue that has outpaced alcohol-impaired driving in recent years.




*Percentage may be underrepresented as not all drivers were tested

241 drivers tested positive for alcohol and or drugs. FARS 2016-2020 of those..

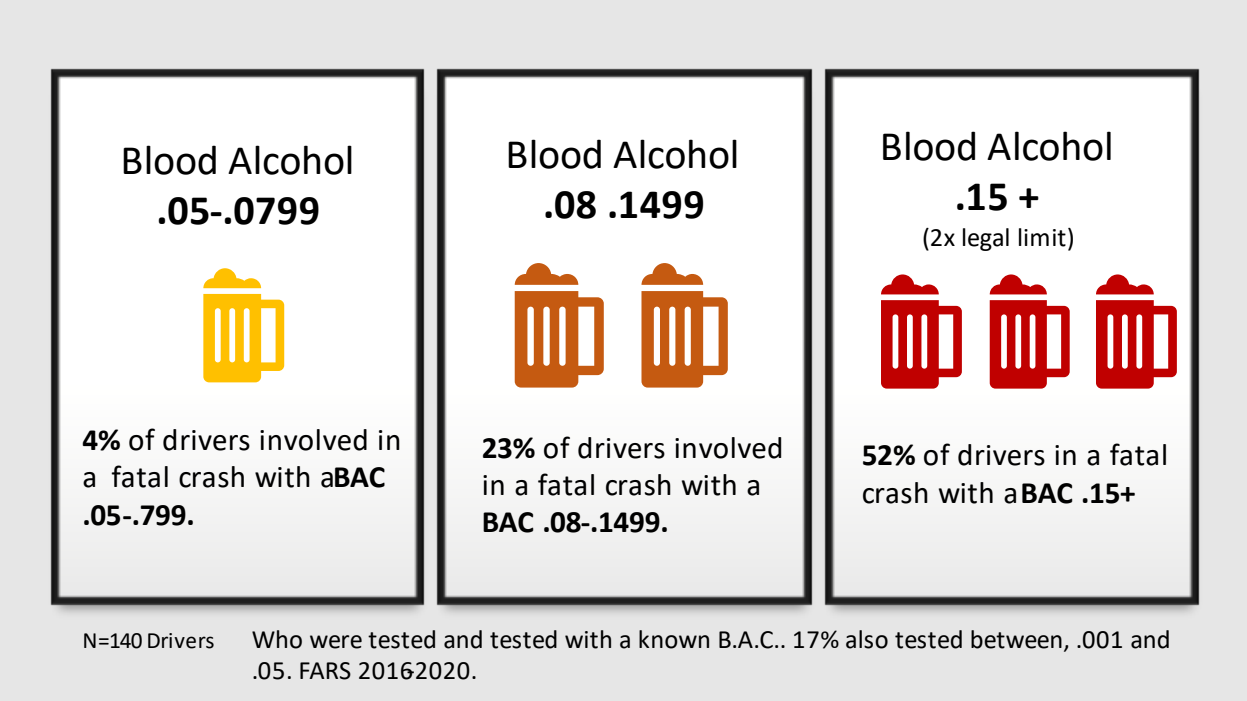



A more granular look at our alcohol- and drug-impaired driving statistics from 2016-2020 may assist us in determining which countermeasures may produce more effective impacts:

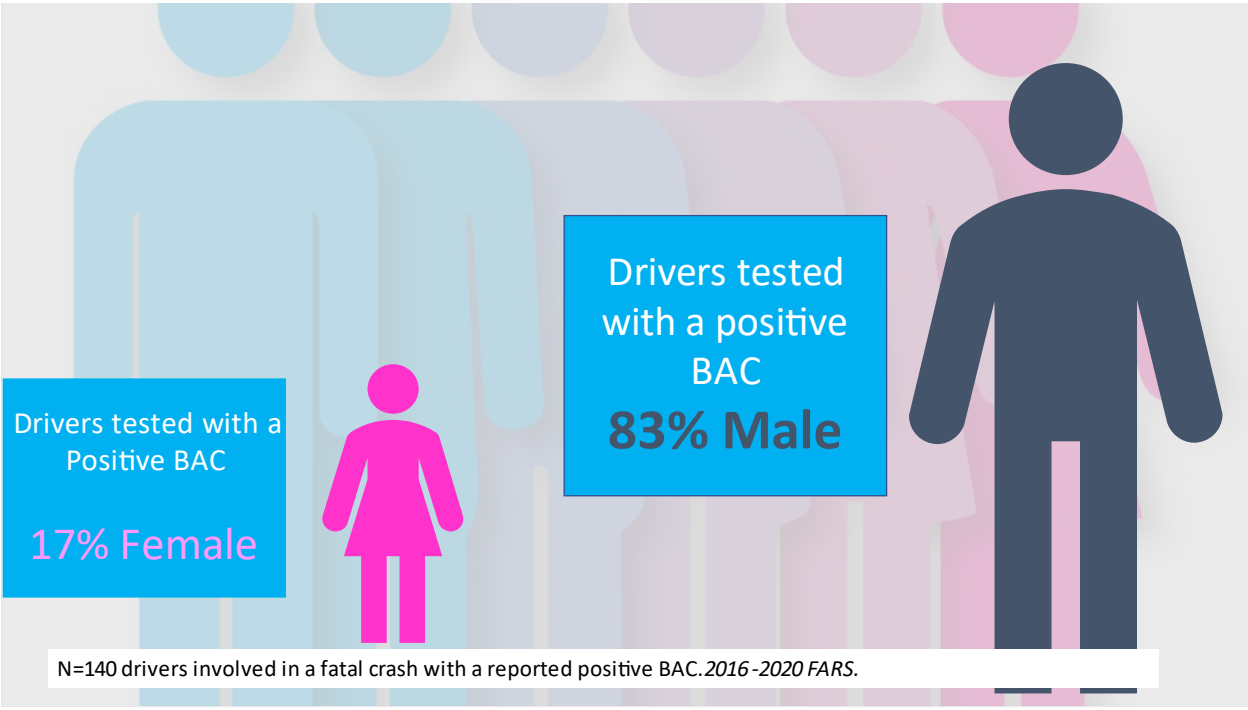
**25%** of drivers who tested positive with a BAC at the time of a fatal crash were operating a **motorcycle or moped.**

**75%** of drivers who tested positive with a BAC at the time of a fatal crash were operating a **car or truck**

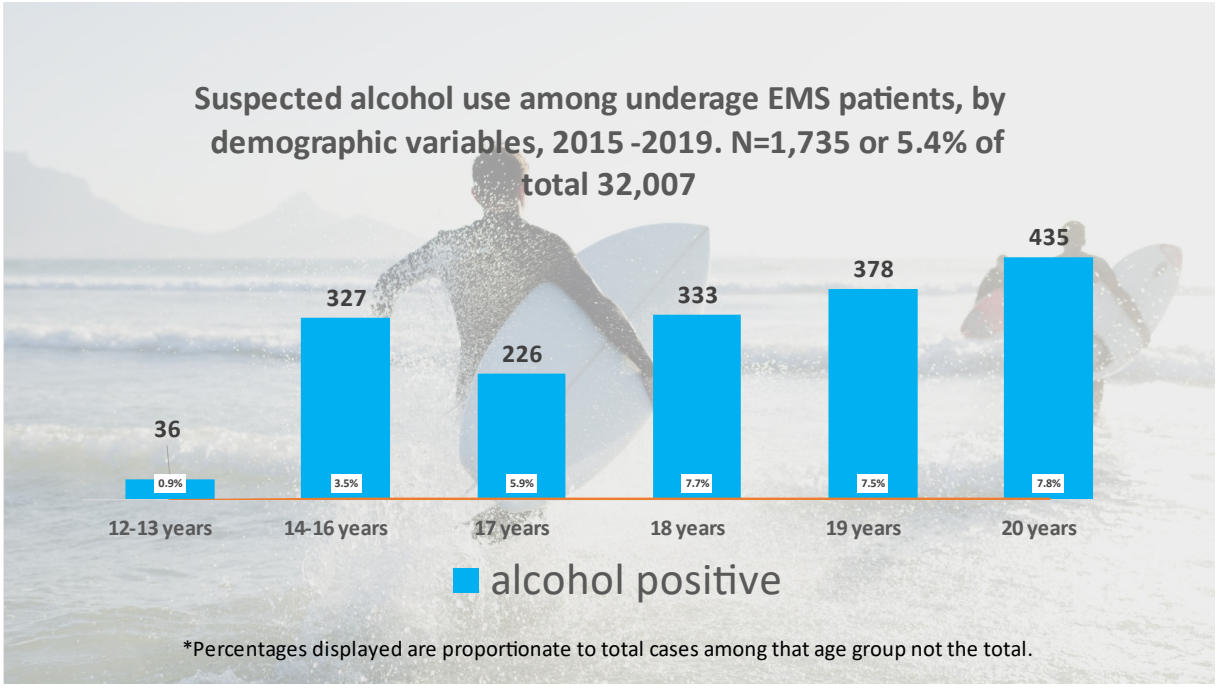
N=140 drivers involved in a fatal crash with a reported with a positive BAC *2016 -2020 FARS.*

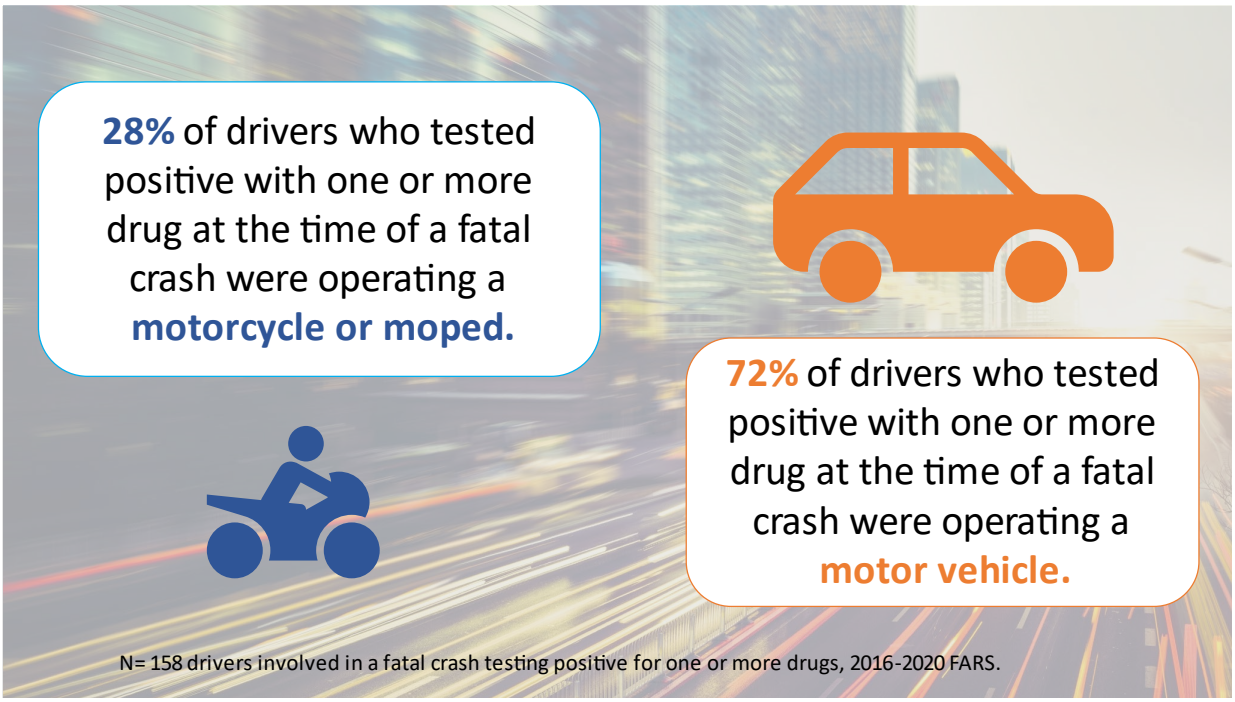


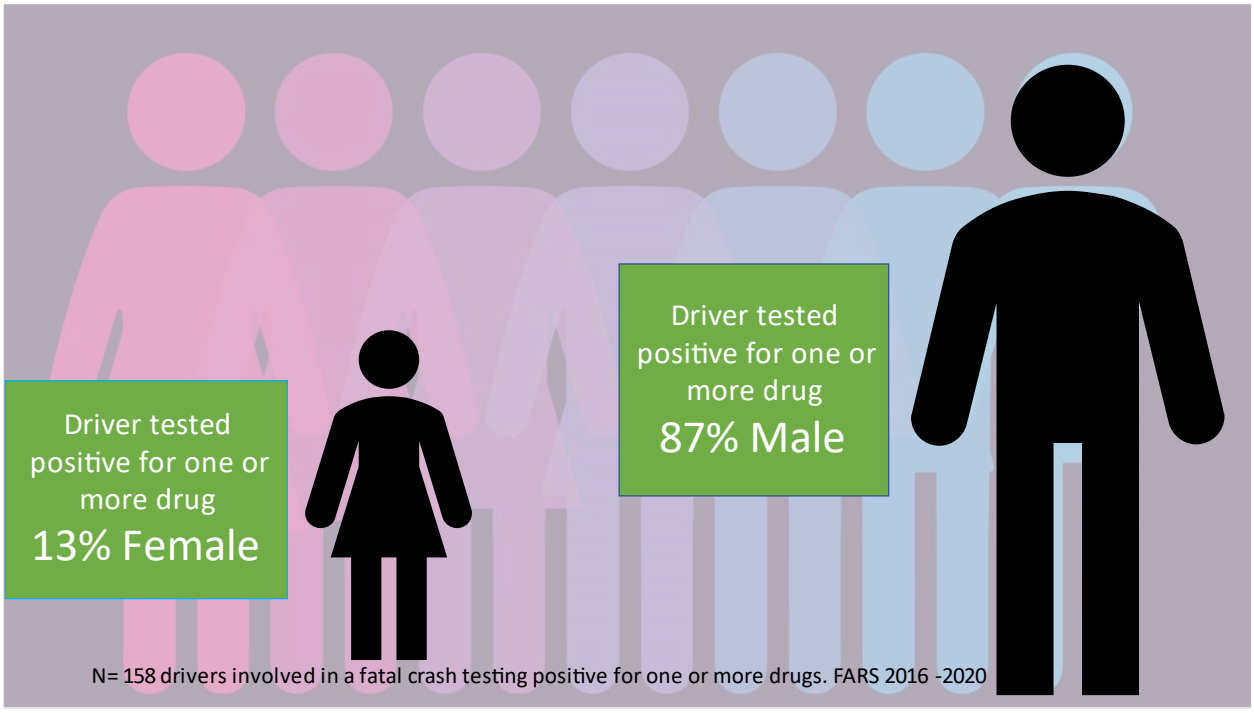

N=140 Drivers Who were tested and tested with a known B.A.C.. 17% also tested between, .001 and .05. FARS 20162020.




N=140 drivers involved in a fatal crash with a reported positive BAC.*2016 -2020 FARS.*


Suspected alcohol use among underage EMS patients, by demographic variables, 2015 -2019. N=1,735 or 5.4% of total 32,007
36
327
226
333
378
435
0.9%
3.5%
5.9%
7.7%
7.5%
7.8%
12-13 years
14-16 years
17 years
18 years
19 years
20 years
alcohol positive
*Percentages displayed are proportionate to total cases among that age group not the total.

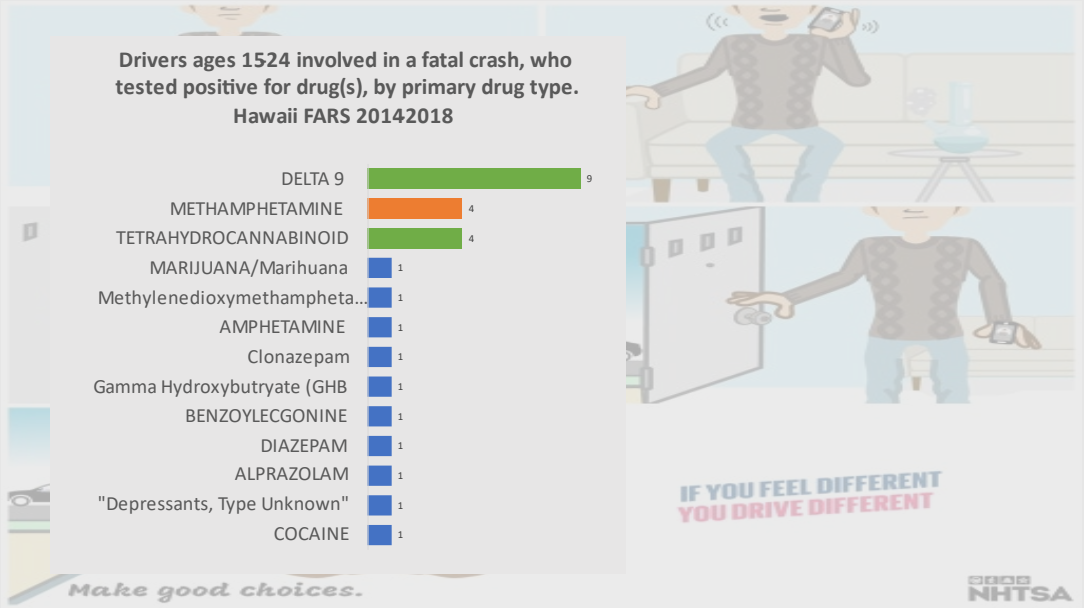

28% of drivers who tested positive with one or more drug at the time of a fatal crash were operating a motorcycle or moped.
72% of drivers who tested positive with one or more drug at the time of a fatal crash were operating a motor vehicle.
N= 158 drivers involved in a fatal crash testing positive for one or more drugs, 2016-2020 FARS.




N= 158 drivers involved in a fatal crash testing positive for one or more drugs. FARS 2016 -2020

| | Drivers Ages 16-20 | Drivers Ages 21-34 | Drivers Ages 35+ |
|---|---|---|---|
| Number of Drivers Involved in a Fatal Crash with a positive Blood Alcohol test of .01 or greater and or tested positive for one or more drugs | 19 | 109 | 113 |
| Proportion of Drivers Involved in a Fatal Crash with a positive Blood Alcohol test of .01 or greater and or tested positive for one or more drugs | 8% | 45% | 47% |

N=241 drivers who tested positive for alcohol and or drugs. FARS 2016 -2020



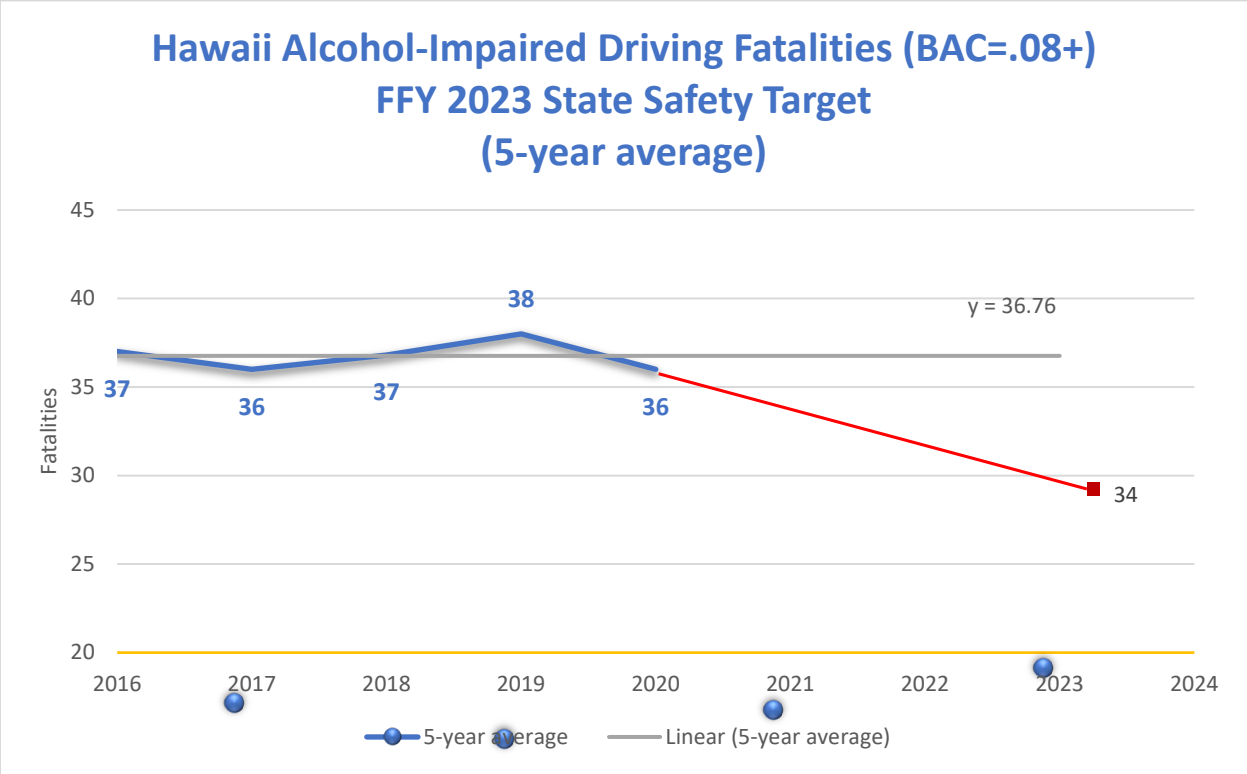

However, these statistics may not paint an accurate or complete picture of Hawaii's impaired driving landscape. From 2020-2021, Hawaii participated in the National Governors Association's (NGA) *Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving*. As part of the learning collaborative process, our multi-agency team worked with the Hawaii Traffic Records Coordinating Committee (HTRCC) to identify and leverage impaired driving data to create strategies and action plans. What we learned is that there are significant gaps in Hawaii's impaired driving data, as well as deficiencies in data sharing, data access, data integration and timely reporting. The HTRCC and the Hawaii team also identified key data sources, including court monitoring and DWI Court, that contain invaluable, underutilized impaired driving information. To begin addressing these gaps, the Highway Safety Section has included projects within this Highway Safety Plan that serve to improve upon completeness, accuracy, accessibility and timeliness of impaired driving data.

## Taking a Safe System Approach

Impaired driving is a highly complex issue with many different components, factors and nuances. Historically, strategies have been more siloed, with the various parts acting in isolation or with limited partnerships.

To more effectively combat impaired driving, Hawaii will look at the issue more holistically, applying Safe System Approach concepts; evaluating existing practices and policies; and encouraging collaborations among traditional and non-traditional partners.

## Associated Performance Measure Target




Hawaii's FFY 2023 performance target for alcohol-impaired driving fatalities is 34. This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including the Highway Safety Section's planned revamp of our impaired driving program; new laws that were passed during the 2022 legislative session; greater collaborations among partners; utilizing a Safe System Approach to impaired driving and other traffic safety issues; and safety impacts of proposed grants.

## Countermeasures Strategies and Planned Activities

Using guidance and recommendations from NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)*; NHTSA's Safe Uniform Guideline No. 8 for Impaired Driving; the Governors Highway Safety Association's (GHSA) Safe System Report, *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* (December 2021); the United States Department of Transportation's *National Roadway Safety Strategy* (January 2022); and Hawaii's participation in the NGA *Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving*, the Highway Safety Section proposes improving our state's impaired driving data and aligning our impaired driving countermeasures and planned activities with the Safe System Approach, specifically addressing safer road users, safer roads, safer vehicles and collaborations with traditional and non-traditional partners:

| Countermeasure Strategies | |
|---|---|
| Countermeasure #1: | Improve Impaired Driving Data |
| Countermeasure #2: | Promote Safer Road Users |
| Countermeasure #3: | Create Safer Roads |
| Countermeasure #4: | Leverage Safer Vehicles |
| Countermeasure #5: | Program Management |

| Planned Activities | | |
|---|---|---|
| **Learn from the Courts** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HDOT, Judiciary<br>$220,500<br>None<br>FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |
| **Attitudinal/Behavioral Survey** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HDOT Contractor<br>$100,000<br>None<br>FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |
| **DRE Tablets** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HCPD<br>$9,600<br>None<br>FAST 154AL, 164 AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |

## Countermeasure #1: Improve Impaired Driving Data

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Learn from the Courts** | |
|---|---|
| Intended subrecipients: | HDOT, Judiciary |
| Estimated funding amount: | $220,500 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

There is much that can be learned from observing court proceedings and collecting data from the court cases, as well as conducting a "deeper dive" into the DWI Court process. In addition, an evaluation of Honolulu's DWI Court may yield information that will help the state determine the future of DWI Court statewide, funding options, best practices that should be incorporated into district courts, any deficiencies that should be addressed, etc.

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

- Monitor, document and enter data for alcohol- and drug-impaired driving cases in district courts and circuit courts;
- Work with a contractor to create a data dashboard for Honolulu's DWI Court; and
- Work with a contractor to conduct an evaluation of Honolulu's DWI Court.

| Planned Activity #2: Attitudinal/Behavioral Survey | |
|---|---|
| Intended subrecipients: | HDOT Contractor |
| Estimated funding amount: | $100,000 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

To gain a better understanding of our community members' attitudes towards traffic safety and traffic safety-related behaviors, HDOT will work with a contractor to conduct statewide attitudinal/behavioral surveys. Conducting two surveys a year will allow us to establish baselines and better track changes in attitudes/behaviors.

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

- Hire a consultant to conduct multiple, statewide traffic safety attitudinal/behavioral surveys to measure the communities' attitudes and behaviors as they relate to alcohol- and drug-impaired driving and other program areas.

| Planned Activity #3: DRE Tablets | |
|---|---|
| Intended subrecipients: | HCPD |
| Estimated funding amount: | $9,600 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

Hawaii Drug Recognition Experts (DRE) are expected to enter their training and enforcement evaluations into the national DRE data system. However, some aspects of the data system appear to be geared towards data entry using a tablet or trackpad/touchpad and is cumbersome when a mouse is used. For instance, drawing the finger to nose and lack of convergence diagrams on the DRE face sheet is more difficult using a mouse.

To resolve the drawing issues and encourage DREs to enter their evaluations into the database, HCPD will purchase the tools and resources needed for DRE evaluation documentation and data entry using tablets.

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

- Purchase cellular service for the tablets; and
- Purchase necessary tools for data entry of DRE evaluations, such as stylus pens.

| Planned Activities | | |
|---|---|---|
| **Enforcement** | Intended subrecipients: | HCPD, HPD, KPD, MPD, DOH, HDOT |
| | Estimated funding amount: | $1,623,853.90 |
| | Equipment purchases: | None |
| | Funding sources: | FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |
| **Prosecution & Adjudication** | Intended subrecipients: | City and County of Honolulu Department of the Prosecuting Attorney, Hawaii County Office of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney, Judiciary |
| | Estimated funding amount: | $404,098.65 |
| | Equipment purchases: | None |
| | Funding sources: | FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |
| **Toxicology** | Intended subrecipients: | DOH |
| | Estimated funding amount: | $2,489,884.20 (includes equipment purchases) |
| | Equipment purchases: | GC-Dual FID with headspace, GC-MS-FID with headspace, biosafety cabinet, analytical balance, zero-air gas generator, hydrogen gas generator, laboratory information system, triple quadrupole liquid chromatograph spectrometer |
| | Funding sources: | FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164AL, 405dM5X<br>Supplemental BIL 405dM5X |

| | |
|---|---|
| **Education/Communications** | Intended subrecipients: HCPD, HPD, HDOT<br>Estimated funding amount: $904,203.20<br>Equipment purchases: None<br>Funding sources: FAST 154, 164, 405d M5X<br>BIL 154, 164, 405dM5X<br>Supplemental BIL 405dM5X |

## Countermeasure #2: Promote Safer Road Users

| **Planned Activity #1: Enforcement** | |
|---|---|
| Intended subrecipients: | HCPD, HPD, KPD, MPD, DOH, HDOT |
| Estimated funding amount: | $1,623,853.90 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

According to NHTSA's *Countermeasures That Work*, high-visibility enforcement in the forms of publicized sobriety checkpoints and high-visibility saturation patrols have been proven to be effective in reducing impaired driving-related crashes and fatalities.

In addition, an important enforcement tool that may sometimes be underutilized is the enforcement of underage drinking laws, such as zero tolerance laws. As stated in *Countermeasures That Work*, "Teenagers drink and drive less often than adults but are more likely to crash when they do drink and drive." With their brains still developing; their inexperience with driving and drinking; and their perception of risks and consequences as sometimes being low, teenagers have "higher crash risks than adult drivers no matter the BAC." To reduce the incidences of traffic crashes among Hawaii's youth and to deter young drivers from engaging in risky driving behaviors, law enforcement will conduct youth deterrence operations in areas where teenagers are known to congregate.

In these enforcement activities, it is vital that officers stay up to date on impaired driving curricula; the latest trends in alcohol and drug culture; toxicology and technology; and innovative initiatives from around the state, nation, and the world.

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

- Conduct impaired driving operations that include sobriety checkpoints and saturation patrols year-round and during specific holidays and time periods;
- Conduct youth deterrence operations targeting alcohol and drug use;
- Participate in local and national impaired driving mobilizations, including the "Drive Sober or Get Pulled Over" campaign;
- Purchase breath testing devices and other items to enhance impaired driving enforcement efforts (e.g., preliminary alcohol screening devices, power flares, DUI warning signs, etc.);
- Develop and implement electronic search warrants for impaired driving cases;

- Send representatives to local and national trainings and conferences [DRE School, Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings, DRE in-service training, DRE conference, Borkenstein Alcohol Course, Borkenstein Drug Course, Intoxilyzer Supervisor Training, Intoxilyzer Users Group Conference, Lifesavers Conference, etc.]; and
- Send representatives to impaired driving meetings.

| **Planned Activity #2: Prosecution & Adjudication** | |
|---|---|
| Intended subrecipients: | City and County of Honolulu Department of the Prosecuting Attorney, Hawaii County Office of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney, Judiciary |
| Estimated funding amount: | $404,098.65 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

Operating a Vehicle Under the Influence of an Intoxicant (OVUII) laws are complicated and convoluted, and effectively addressing impaired driving cases requires a holistic, multi-faceted approach, such as with DWI Courts. These specialized courts aim to change OVUII offenders' behaviors and reduce recidivism through intensive supervision and treatment.

Adding to the complexities of impaired driving cases are new laws; case law from Hawaii Supreme Court and US Supreme Court rulings; and varying interpretations of these. Therefore, it is essential that prosecutors and adjudicators keep abreast of the newest laws, as well as other information that may affect traffic-related cases.

To assist with this, Hawaii's TSRPs act as resources for deputy prosecutors and officers throughout the state, providing trainings, answering questions, and participating in local and national trainings and conferences. Adjudicators stay informed through judicial trainings; conferences; and regular communication with NHTSA Region 9's Judicial Outreach Liaison.

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

- Continue Honolulu's DWI Court;
- Coordinate a statewide training for district court judges;
- Cover costs for a deputy prosecutor conducting TSRP duties;
- Coordinate a statewide training for prosecutors and law enforcement officers; and
- Send representatives to local and national trainings and conferences;
- Cover related travel and training costs.

| **Planned Activity #3: Toxicology** | |
|---|---|
| Intended subrecipients: | DOH |
| Estimated funding amount: | $2,489,884.20 (includes equipment purchases) |
| Equipment purchases: | GC-Dual FID with headspace, GC-MS-FID with headspace, biosafety cabinet, analytical balance, zero-air gas generator, hydrogen gas generator, laboratory information system, triple quadrupole liquid chromatograph spectrometer |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

DOH will use grant funds to establish Hawaii's first state-run forensic toxicology testing laboratory to test urine and blood samples for OVUII-alcohol and drug cases. Establishment of a state 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 grant funds to:

- Contract lab personnel;
- Purchase lab supplies 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 testing instruments and equipment;
- 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; and
- Cover related travel and training costs.

Please note that HDOT has pursued alternate sources of funding for the state lab. In 2021, the legislature established a process to fund for the lab that would direct fines from repeat and habitual OVUII offenses to a special fund to sustain the state lab. Unfortunately, specific language to grant spending authority and transfer of funds to DOH was not added in the 2021. Fortunately, the 2022 legislature passed measures to permit HDOT to transfer state funding to assist with start-up costs.

Hawaii will attempt to use state funds to purchase the testing instruments; however, if NHTSA funding is used, HDOT will ensure that the equipment comply with the Buy America Act.

| **Planned Activity #4: Education/Communications** | |
|---|---|
| Intended subrecipients: | HCPD, HPD, HDOT |
| Estimated funding amount: | $904,203.20 |
| Equipment purchases: | None |
| Funding source: | FAST 154, 164, 405d M5X; BIL 154, 164, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

A key component to the Safe System Approach and any high-visibility enforcement is public awareness of the traffic safety issues and a call to action to change risky behaviors. Because traffic safety impacts communities and community members, our educational efforts, talking points, outreach and campaigns will emphasize how affecting change is a shared responsibility and will require collaborations.

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

- Contract an impaired driving coordinator and community liaison;
- Coordinate and implement an impaired driving media campaign;
- Work with partners to coordinate and conduct education, community outreach and sign waving events; and
- Purchase related materials for community outreach (informational display boards; signs and banners for sign waving; etc. – no “promotional items” will be purchased).

## Countermeasure #3: Create Safer Roads

| Planned Activities | | |
|---|---|---|
| **Collaboration with Engineering** | Intended subrecipients: | HDOT, HCPD, KPD, MPD, Hawaii County Office of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney |
| | Estimated funding amount: | $70,768 |
| | Equipment purchases: | None |
| | Funding sources: | FAST 154AL, 164AL, 405d M5X<br>BIL 154AL, 164 AL, 405d M5X<br>Supplemental BIL 405dM5X |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Collaboration with Engineering** | |
|---|---|
| Intended subrecipients: | HDOT, HCPD, KPD, MPD, Hawaii County Office of the Prosecuting Attorney, Kauai County Office of the Prosecuting Attorney, Maui County Department of the Prosecuting Attorney |
| Estimated funding amount: | $70,768 |
| Equipment purchases: | None |
| Funding source: | FAST 154AL, 164AL, 405d M5X; BIL 154AL, 164AL, 405dM5X; Supplemental BIL 405dM5X |

***Planned activity description:***

Hawaii has started fostering greater collaboration between law enforcement/Traffic Commanders and HDOT district engineers so that law enforcement may provide input when evaluating roadway infrastructure. We will continue those efforts and build upon them by including more partners, such as county engineers, prosecutors, other first responders, our Highway Safety Section, other branches within HDOT and other local and federal partners.

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

- ☐ Coordinate and host the statewide Traffic Commanders meetings;
- ☐ Cover travel-related expenses to attend the Traffic Commanders meetings;
- ☐ Support joint enforcement and engineering training; and
- ☐ Cover related meeting costs (meeting room rental, parking, audio-visual, internet, flipcharts, etc.).

## Countermeasure #4: Leverage Safer Vehicles

| Planned Activities | | |
|---|---|---|
| **Promote use of ignition interlock** | Intended subrecipients:<br><br><br>Estimated funding amount:<br><br>Equipment purchases:<br>Funding sources: | HDOT, Judiciary, Kauai County Office of the Prosecuting Attorney<br>(Already included in other planned activities' costs)<br>None<br>FAST 154, 164, 405d M5PEM<br>BIL 154, 164, 405d M5PEM<br>Supplemental BIL 405d M5PEM |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Promote Use of Ignition Interlock** | |
|---|---|
| Intended subrecipients: | HDOT, Judiciary, Kauai County Office of the Prosecuting Attorney |
| Estimated funding amount: | (Already included in other planned activities' costs) |
| Equipment purchases: | None |
| Funding source: | FAST 154, 164, 405d M5X; BIL 154, 164, 405d M5X; Supplemental BIL 405d M5X |

***Planned activity description:***

Hawaii's OVUII statutes allow the courts and the Administrative Driver License Revocation Office to mandate ignition interlock devices (IID) for OVUII offenders who need to drive while their driver's license is revoked. Use of these devices will ensure that first-time offenders and repeat offenders can only operate vehicles if they are sober.

The Highway Safety Section will encourage greater use of IIDs through education, trainings, and discussions with stakeholders.

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

- ☐ Provide training on the IID statutes and the effectiveness of IIDs; and
- ☐ Create educational materials to supplement IID educational and enforcement efforts.

## Countermeasure #5: Program Management

| Planned Activities | | |
|---|---|---|
| **Impaired Driving Program Management** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HDOT<br>$465,032<br>None<br>FAST 154PA, 164PA, 405d M5X<br>BIL 154PA, 164PA, 405d M5X<br>Supplemental BIL 405d M5X |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Impaired Driving Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $465,032 |
| Equipment purchases: | None |
| Funding source: | FAST 154PA, 164PA, 405d M5X; BIL 154PA, 164PA, 405dM5X; Supplemental BIL 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, collaborations, statewide campaigns, and public education/communications) work cohesively to achieve maximum impact and effectiveness.

As part of this planned activity, HDOT may use grant 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;
- Collaborate with communities and build partnerships;
- Collaborate with partners who can influence road user behaviors and stakeholder actions that impact traffic safety;
- Coordinate and host impaired driving meetings, including the Hawaii Impaired Driving Task Force and the Hawaii Drug and Alcohol Intoxicated Driving Working Group;
- Coordinate and host trainings, such as the DRE in-service training;
- Cover staff salary for the Impaired Driving program area;
- Cover related meeting/training costs (meeting room rental, parking, audio-visual, internet, flipcharts, etc.); and

- Cover any impaired driving-related training and travel to further the goals and strategies of the HSP, Hawaii SHSP, Hawaii Impaired Driving Strategic Plan and Hawaii DUID Blueprint.

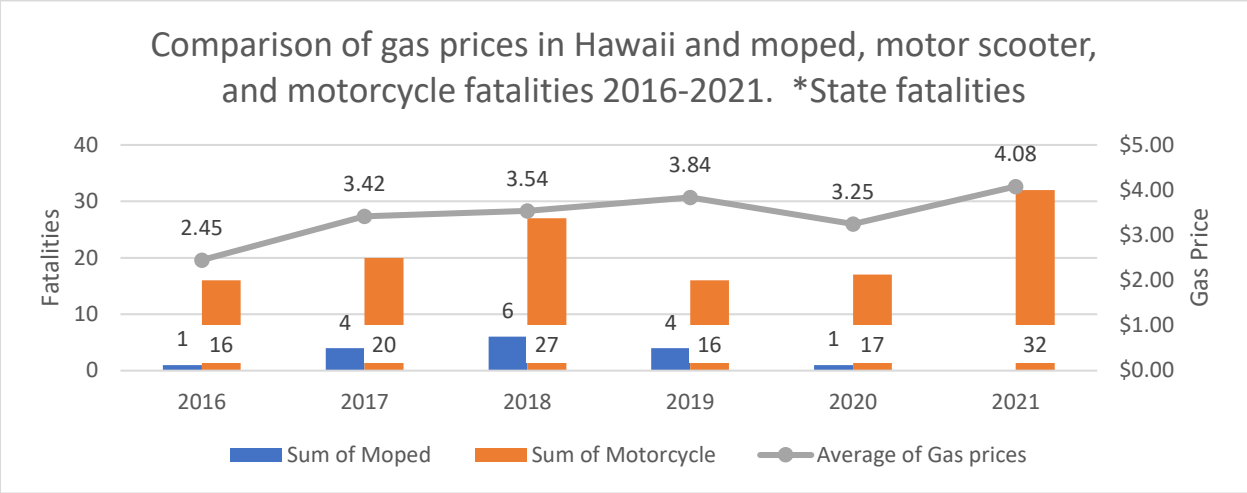
# Program Area: Motorcycle Safety

## Description of Highway Safety Problems

In 2021, according to Hawaii's state data, there were 33 motorcyclist, motor scooter, and moped deaths in Hawaii. This is a 45 percent increase over 2020, which had 18 fatalities.

According to the most current information in the State of Hawaii Data Book, the number of motorcycles, motor scooter registrations in 2019 show that these types of vehicles represent approximately only 3 percent of registered vehicles in the state of Hawaii. Yet, in 2021, these type of roadway users represented 35 percent of all the roadway fatalities.

With the COVID restrictions lifted, people started traveling more. Coupled with a spike in gas prices means that more people will turn to motorcycles, motor scooters and mopeds as a more gas efficient and inexpensive form of transportation. Overall, Hawaii will average less than 30 motorcycle, motor scooter and moped deaths a year but when there is a significant gas price spike over the previous year or two, the number of fatalities go over 30. For 2021, the Hawaii gas price average was $4.08 a gallon and the fatalities rose back up to 33. Of these 33 fatalities, 32 were the vehicle operator and one was a passenger.




Of the 33 riders, 21 riders (64%) were not wearing 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.

Thirteen of the operators were impaired with alcohol, drugs, or a combination of both. Thirteen were speeding and Single vehicle crashes account for 14 (42%) of the fatalities. 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 in the counties where population density is high. Thus, HVE is not applicable here.

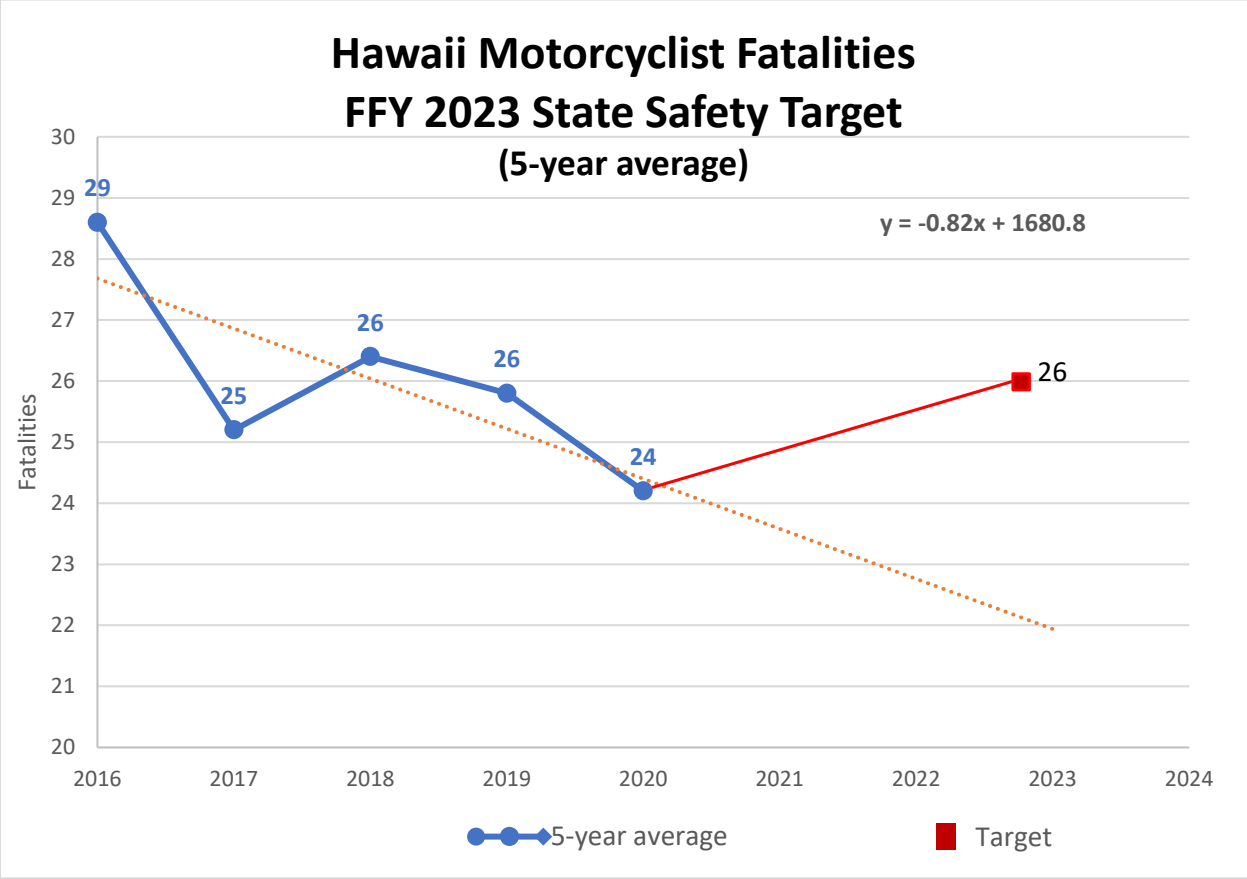
Of these, only twelve or 38 percent of the 32 operators that died were properly licensed to operate these vehicles. Licensing and motorcycle safety training help to increase the rider's skills on the road. Not having the proper riding skills can also be a deadly mistake. Ensuring that each person gets 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.

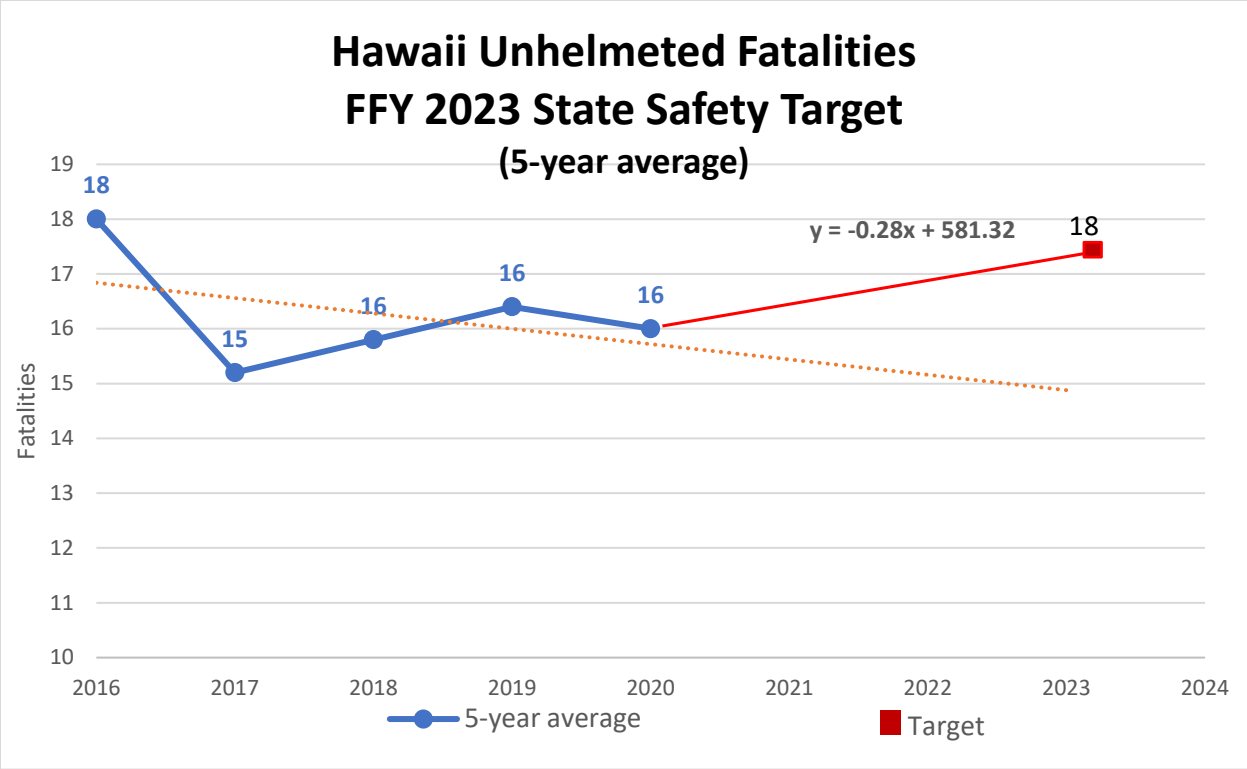
The Leeward Community College in the City and County of Honolulu is, again, the only location for state certified motorcycle safety education. Kauai County had to close its range in December of 2018 due to the lack of interest. Maui Community College in Maui County and the Hawaii Community College (HCC) in Hawaii County have suspended operations in mid-2020 and in 2021, respectively, due to lack of funding and support from their community college administrators.

| 2020 | State Total | | Oahu | | | Hawaii Island | | | Maui | | | Kauai | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population* | 1407006 | | 963826 | | 69% | 203340 | | 14% | 167989 | | 12% | 71851 | 5% |
| MC registration** | 39137 | | 26471 | | 68% | 5528 | | 14% | 5547 | | 14% | 1591 | 4% |
| Training numbers | #of classes | # of students | #of classes | # of students | % of Total | #of classes | # of students | % of Total | #of classes | # of students | % of Total | | |
| | 81 | 903 | 75 | 862 | 95% | 3 | 24 | 3% | 3 | 17 | 2% | | |

*According to Department of Business, Economic Develoment & Tourism (DBEDT) most current data is as of 2020

## Associated Performance Measure Targets






Hawaii's FFY 2023 performance target for motorcycle, scooter and moped fatalities is 26 and the number of un-helmeted fatalities is 18. This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, policy around mopeds, motor scooters, and motorcycles; 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:

☐ Communications and Outreach

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

| Countermeasure Strategies | |
|---|---|
| Countermeasure #1: | Communication and Outreach |
| Countermeasure #2: | Program Management |

## Countermeasure #1: Communication and Outreach

| Planned Activities | | |
|---|---|---|
| **Media Purchase** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchase:<br>Funding source: | HDOT<br>$75,000.00<br>None<br>FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |

### Planned Activities in Countermeasure Strategies

| **Planned Activity #1: Media Purchase** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $75,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |
| ***Planned activity description:*** | |
| HDOT will use grant funds to support their motorcycle rider training program, create awareness of motorcyclists on the roadways and focus on motorcyclist behaviors through media outreach, which may include but not be limited to radio, television, social media and movie theaters. | |

## Countermeasure #2: Program Management

| Planned Activities | | |
|---|---|---|
| **Motorcycle Safety Program Management** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchase:<br>Funding source: | HDOT<br>$45,000.00<br>None<br>FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |

### Planned activities in countermeasure strategy

| **Planned Activity #1: Motorcycle Safety Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $45,000.00 |

| | |
|---|---|
| Equipment purchases: | None |
| Funding source: | FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |

***Planned activity description:***

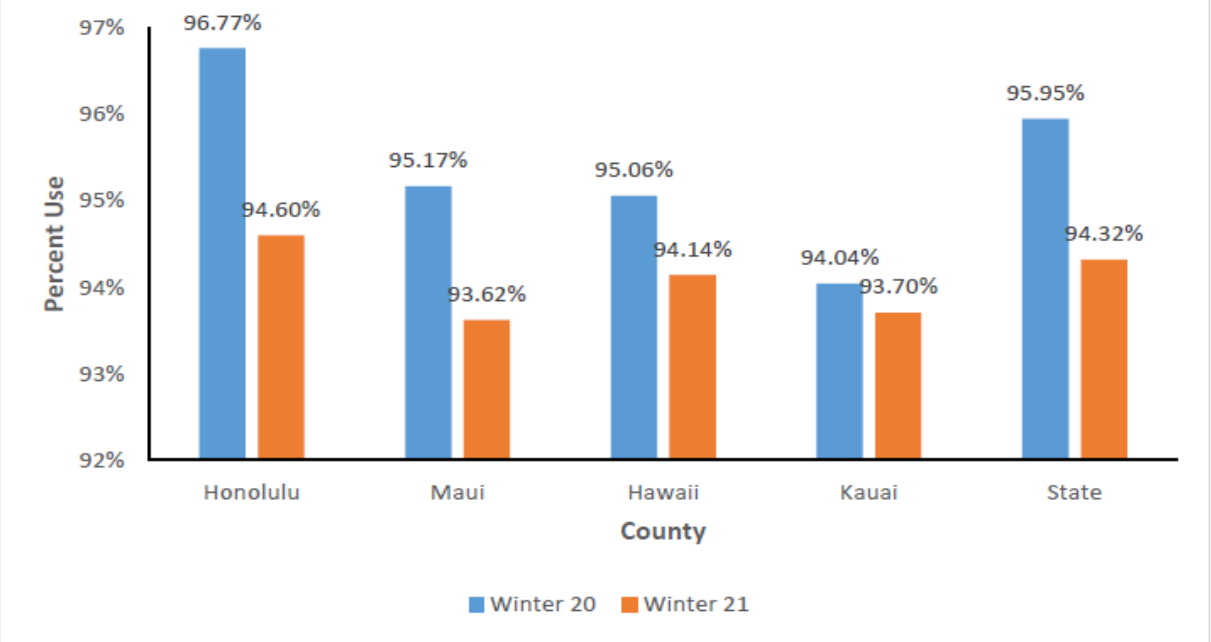
HDOT will use grant funds to manage the motorcycle safety campaign's communication and outreach.

# 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, the usage rate dropped from 96 percent usage rate in 2020 to 94 percent in 2021. According to State data, in 2021, of the 31 passenger vehicle fatalities, 19 were unrestrained compared to last year where, of the 42 passenger vehicle fatalities in 2020, 13 were unrestrained.

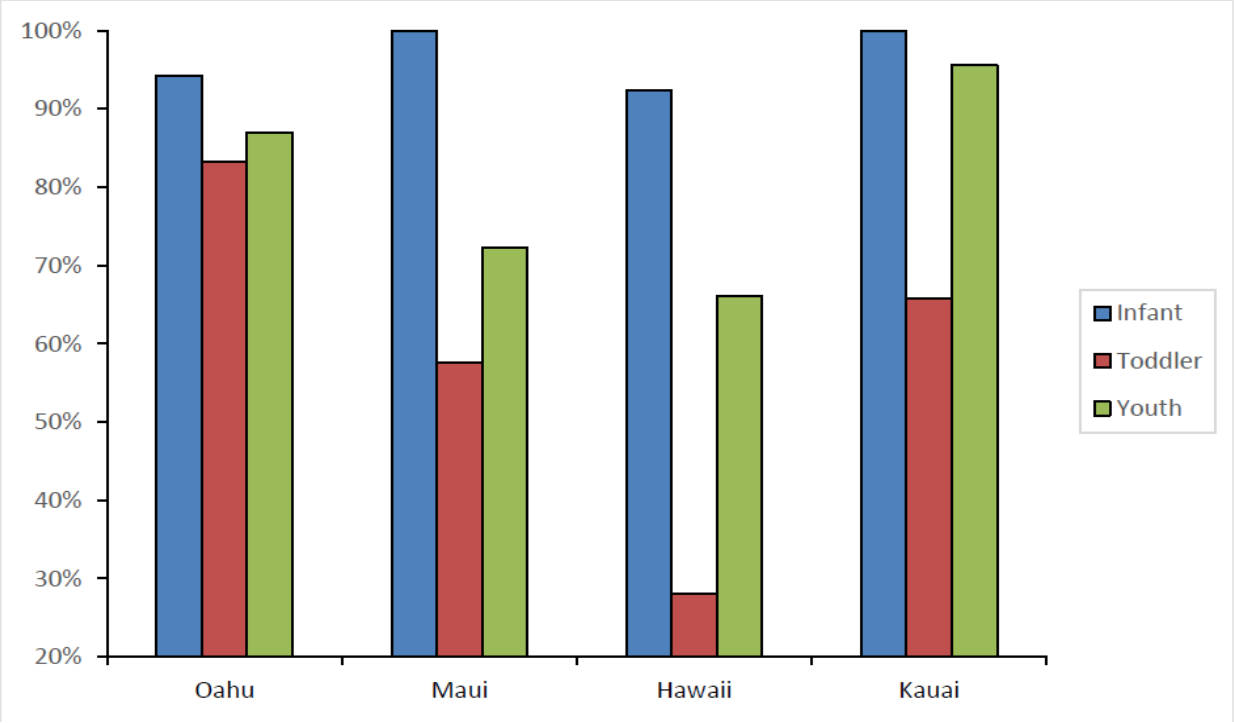
**Figure 2. Daytime Seat Belt Use Rate by County, Winter 2020 to Winter 2021**




According to the University of Hawaii's (UH) Winter 2021 Observational Study, "The results of the 2021 child restraint observation showed an increase in restraint use among infants from 88.37% in 2020 to 94.83% in 2021. The overall toddler restraint use decreased from 89.92% in 2020 to 63.61% in 2021. The infant and toddler compliance rate is less than the national average, which is 98% and 96%, respectively. Seat belt use among youth decreased from 95.19% in 2020 to 82.01% in 2021. Youth restraint rates were highest in Kauai and Oahu and the lowest in Hawaii County.

Overall, the 2021 Hawaii child restraint rates have decreased from 89.80% in 2020 to 68.31%. The 2021 period continued the trend of large sample collections with over 100 cases from every child seat site. “

**Figure 1. Infant and Toddler Restraint Use Rates by Island, 2021**




During the pandemic years that spanned the FFY 2020 and FFY 2021, enforcement, education outreach and media interest were drastically reduced. The four county police departments, child safety seat subgrantees, and the UH Survey had slowly resumed normal operations during Federal Fiscal Year 2021 as COVID restrictions lift and vaccinations increased. Virtual car sat check continued even as in person checks began to be scheduled with COVID-19 guidance, but the activities are not to pre-pandemic levels. Media outreach also at a minimum during this time.

| FFY 2021 Child Passenger Safety Activities | | | | | |
|---|---|---|---|---|---|
| | **Honolulu** | **Hawaii** | **Maui** | **Kauai** | **Statewide** |
| 3-Day Classes | 1 | 0 | 0 | 0 | 1 |
| Trained | 7 | 0 | 0 | 0 | 7 |
| Types of Participants (EMS, Police, etc.) | Hospitals, EMS, Police, KIPC | Hospitals, EMS, Police | Hospitals, Police | Hospitals, Police | |
| Inspection Stations* | 5 | 8 | 0 | 0 | 13 |
| # checked at inspection stations | 585 | 26 | 0 | 0 | 611 |
| # of community car seat checks | 0 | 136 | 0 | 0 | 136 |
| # of seats checked at community events | 0 | 156 | 0 | 0 | 156 |
| # of seats checked total | 585 | 182 | 0 | 0 | 767 |
| # of car seats issued | 118 | 16 | 0 | 0 | 134 |
| *Inspection Stations may be in-person or virtual | | | | | |

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

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

**MEDIA OUTREACH FOR CHILD PASSENGER SAFETY WEEK**

- Story Count: 25 Feature Stories (20 TV: KITV, KHON, KHII / 5 Online)
- Audience: 402,787
- Nielsen Audience: 246,300
- Unique Visitors: 156,487
- Ad Value $10,167
- Calculated Ad Value: $16,167
- Calculated Publicity Value: $48,646
- Runtime: 24:52

However, outreach and media placement will need to be a stronger activity for FFY 2023.

Based on their findings, UH had several recommendations:

(1) The need to emphasize public awareness in all of Hawaii's counties to increase child seat use is identified. The overall child restraint compliance rate has decreased significantly from 89.80% in 2020 to 68.31%. This indicates that public awareness about child restraint is not effective.

(2) Area-specific differences and characteristics can be considered for further analysis.

(3) Small samples sizes from infants and toddlers have contributed to higher year-to-year variability. Additional new sites can be included in future studies to balance the numbers among groups (infants, toddlers, and youth). Potential locations could be elementary schools and pre-schools.

(4) The lower restraint use among toddlers and youth requires more attention in terms of enforcement, public education, and public information, especially in Maui and Hawaii County, which had the lowest overall toddler and youth safety belt use rates, respectively.

Fortunately, Hawaii has not had a child under the age of 8 years old as a part of these fatalities in the past couple of years, however, as UH recommends, continued community outreach, enforcement and using earned and paid media to increase public awareness are necessary to ensure that our most vulnerable occupants are properly secured. These will be especially important with the change in the child seat rules that goes into effect summer of 2022. Hawaii Revised Statute (HRS) 291-11.5 amended requirements for car seats a followed:

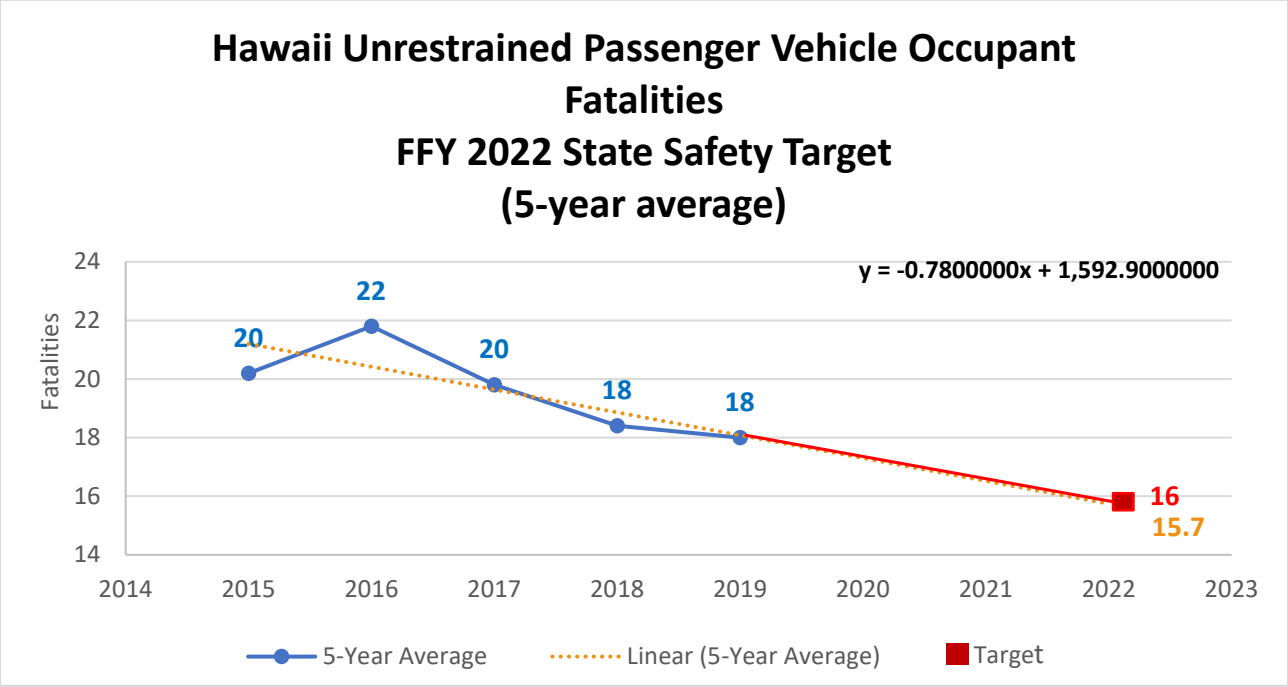
**Hawaii Revised Statutes 291-11.5**

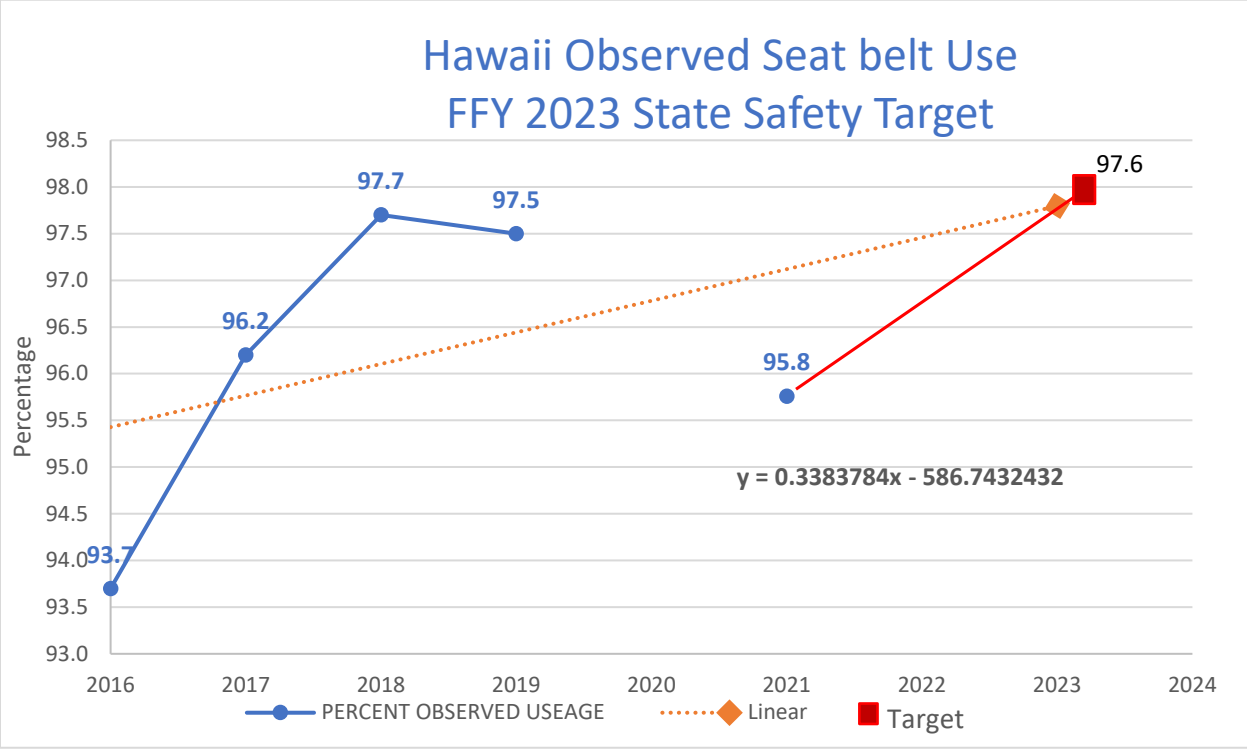
| Original | New 2022 (ACT 122) |
|---|---|
| Nothing in the old law about rear facing at any age - law is silent on this | Under two years old properly restrained in rear-facing restraint with harness |
| Under four years old - properly restrained in child passenger restraint system. | Two years or older to less than four years old - rear or forward facing with harness |

| | |
|---|---|
| Booster to eight years old, unless at least 4 feet 9 inches and over forty pounds if no lap shoulder belt. | Four years old to less than ten years old in a child passenger restraint system with harness or booster with lap and shoulder seat belt assembly, unless the child is over 4 feet and 9 inches tall. Removes weight restrictions. |
| Allows exceptions for the child to be unrestrained if all the seat positions occupied. | Removes these allowances. All children under ten years old properly restrained regardless of how many seat belt assemblies are in the vehicle. |
| Violators are required by the court to attend a Child Passenger Safety class conducted by Judiciary Diver Education | Violators can take a judiciary approved class. |
| Fines - 2nd offense | |
| minimum $100; max $200 | minimum $250; max $500 |
| Fines - 3rd offense and more | |
| minimum $200; max $500 | minimum $500; max $800 |

These new changes will require an extensive media outreach to ensure public awareness of the updates which will include having to create new print media such as flyers and brochures in different languages to ensure that our outreach is equitable.

## 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 2016-2020 five-year moving average data for unrestrained passenger vehicle occupant fatalities, and annual percentages for observed seat belt use for years 2016-2019 and 2021. 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: | KIPC; East Hawaii Kiwanis |
| | Estimated funding amount: | $201,671.58 |
| | Equipment: | None |
| | Funding Source: | FAST 405b M1CPS, NHTSA 402 OP; BIL 405b M1CPS, NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

### Planned activities in countermeasure strategy

| **Planned Activity #1: Child Restraint Programs** | |
|---|---|
| Intended subrecipients: | KIPC; East Hawaii Kiwanis |
| Estimated funding amount: | $201,671.58 |
| Equipment purchases: | None |
| Funding source: | FAST 405b M1CPS, NHTSA 402 OP; BIL 405b M1CPS, NHTSA 402 OP; Supplemental BIL NHTSA 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.
- New instructors will be trained and certified as well as recertify current instructors on all four counties so as ensure that each county has enough CPS seat techs to be able to address the needs of their counties. Logistical support and working lunches for the CPS Instructor/Technician updates should the training take place where food is not easily accessible so that they may do working lunches.
- Additionally, funds will be used to purchase child safety seats, restraint inspection station supplies (car seat manuals, car seat identification card supplies), brochures, and repairs as needed).
- Travel for child restraint related conferences such as Lifesavers, train the trainer trainings and meetings will also be included.
- Storage fees for all the equipment related to CPS
- Other related supplies and equipment if approved by the Highway Safety Section.

## Countermeasure #2: Occupant Protection and Child Safety Restraint Media Campaign

| Planned Activities | | |
|---|---|---|
| **HDOT CIOT/CPS Media Outreach and Campaigns** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment:<br>Funding Source: | HDOT<br>$400,000.00<br>None<br>FAST 405b M1PE, NHTSA 402 OP; BIL 405b M1PE; NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

### Planned activities in countermeasure strategy

| **Planned Activity #1: HDOT CIOT/CPS Media Outreach and Campaigns** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount | $400,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST 405b M1PE, NHTSA 402 OP; BIL 405b M1PE; NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

***Planned activity description:***

HDOT will implement a CIOT and CPS Media Campaign planned activity to support and supplement the four county police departments' statewide HVE activities. HDOT will also use grant funds to procure two contractors, an Occupant Protection (OP) Educational Outreach and Media Contractor who will coordinate and implement the Statewide' s ongoing outreach activities of all Occupant Protection and Child Safety Seat initiatives and a Creative and Production Contractor to specifically create new collateral for the update to the child passenger seat laws which go into effect upon Governor's signature.

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 15 through June 4, 2023 and Child Passenger Safety Week during the week of September 17 through September 23, 2023 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.
- Printing and distribution of the new collateral to support outreach to increase awareness of the new child safety rules as well as support the Click It or Ticket initiatives.

The media outreach contractor to implement a statewide educational campaign, which may include:

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

The Creative and Production contractor will create new images and information to include the new child safety restraint laws which may include but will not be limited to:

- Brochures, posters, social media ready images, PSA and in multiple languages to be inclusive to those

## Countermeasure #3: Enforcement

| Planned Activities | | |
|---|---|---|
| **Occupant Protection Enforcement** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HCPD, HPD, KPD, MPD<br>$495,247.46<br>None<br>FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Occupant Protection Enforcement** | |
|---|---|
| Intended subrecipients: | HPD, HCPD, MPD, KPD |
| Estimated funding amount: | $495,247.46 |
| Equipment purchases: | None |
| Funding source: | FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402; Supplemental BIL NHTSA 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, like 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.

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/community events
- Distribute informational collateral at community events
- Work with their respective radio stations for interviews
- Work with their respective newspaper agencies for news articles
- Train officers to be certified child safety seat technicians.

## Countermeasure #4: Program Management

| Planned Activities | |
|---|---|
| **Occupant Protection Program Management** | Intended subrecipients: HDOT; UH<br>Estimated funding amount: $80,000.00<br>Equipment purchases: None<br>Funding sources: FAST 405b M1X, NHTSA 402 OP; BIL 405b M1X, NHTSA 402 OP; Supplemental NHTSA 402 OP |
| **UH Observational Survey** | Intended subrecipients: UH<br>Estimated funding amount: $105,801.95<br>Equipment purchases: None<br>Funding sources: FAST NHTSA 402 OP; BIL NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: OP Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $80,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST 405b M1X, NHTSA 402 OP; BIL 405b M1X, NHTSA 402 OP; Supplemental NHTSA 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: | $105,801.95 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 OP; BIL NHTSA 402 OP; Supplemental BIL NHTSA 402 OP |

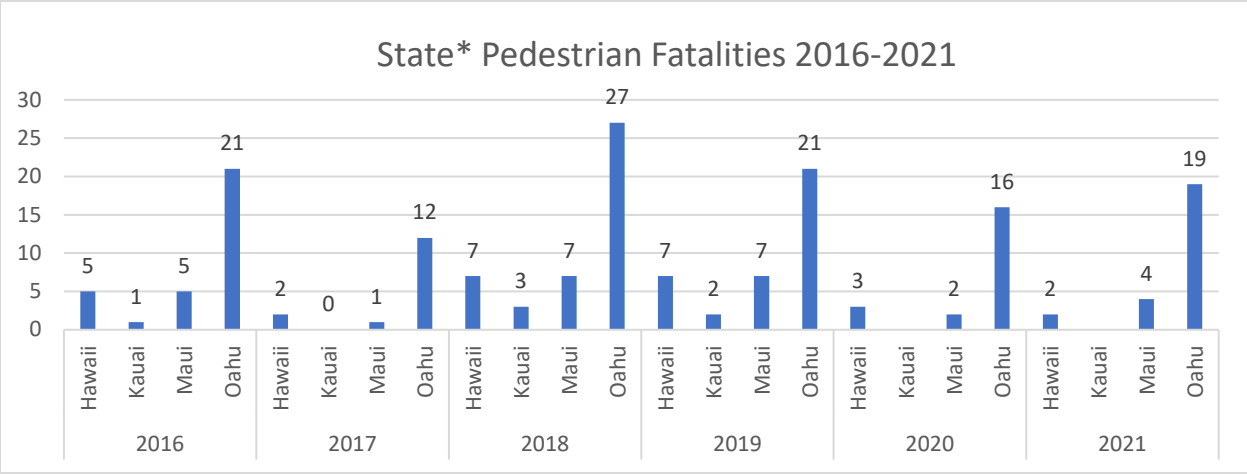
***Planned activity description:***

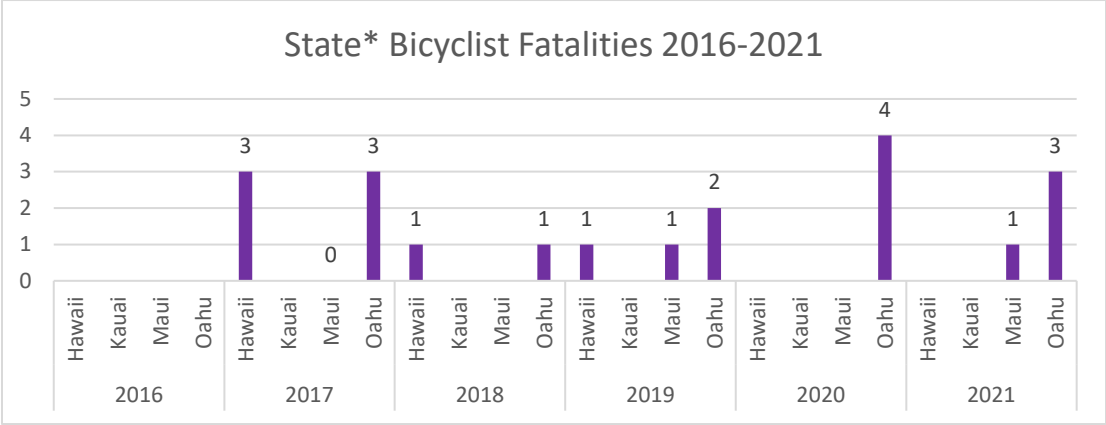
The University of Hawaii will conduct a statewide seatbelt, helmet, child safety and truck bed use study. It will also conduct observational studies of cellular phone use by drivers. The cellular phone use observations will be conducted concurrently with the seatbelt use survey. Preparation for the surveys will begin during the Fall of 2022. 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.

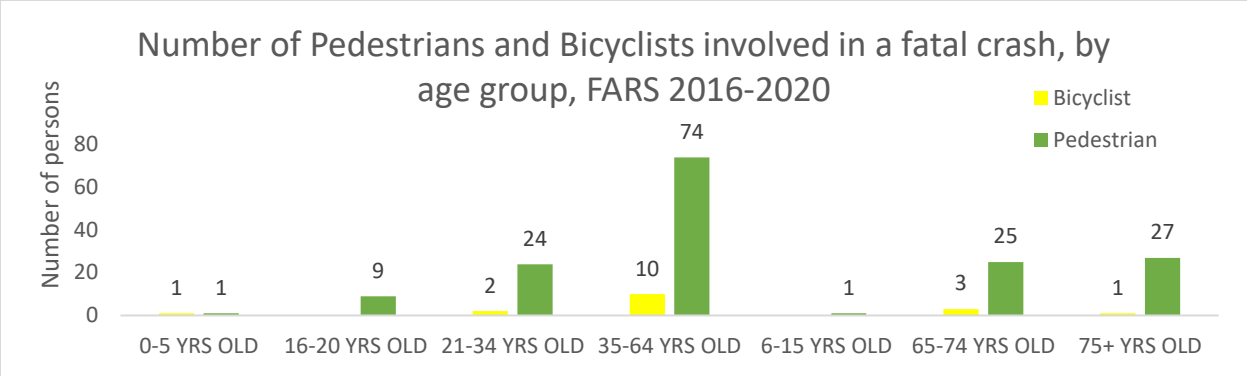
# Program Area: Non-motorized (Pedestrians and Bicyclists)

## 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. As the State continues to resume normal activities and visitors return to vacation here, people engagement in public activities increase. This means that pedestrian and bicycle exposures to motor vehicles will resume to pre-COVID levels. 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.






**2021 State Data**

According to state data, in 2021 there were 25 pedestrian fatalities compared to the 21 fatalities in 2020 while bicyclists stayed the same at four fatalities for both 2020 and 2021.

Of the 25 pedestrian fatalities, 18 were male and 7 were female. The oldest was 82 years old and the youngest was 13 years old. The average age was 52.8 years old. Even though it is rare that children are represented in our pedestrian fatalities, 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.

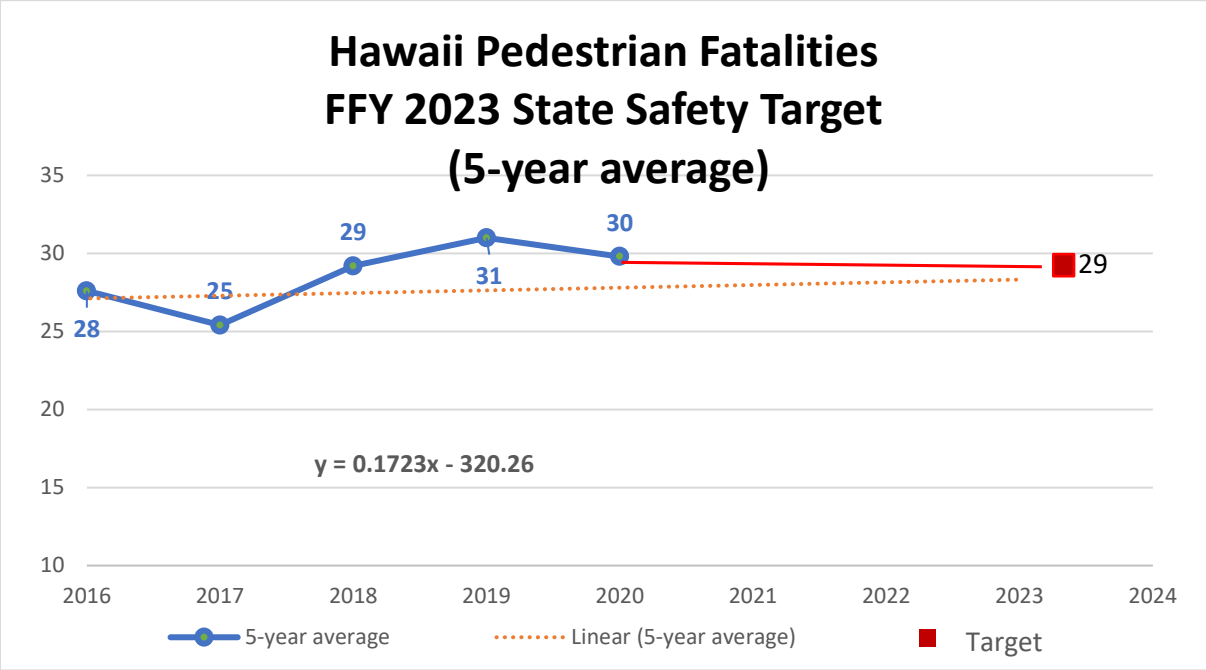
Those over the age of 65 years old, are less likely to survive an impact from a vehicle due to the general effects of aging. It's imperative that we ensure that we continue to outreach to them to keep them informed of the safe pedestrian awareness behaviors so that they can exercise caution around motor vehicle drivers who may not be as engaged as they should be. This year, nine of the pedestrians were seniors, making them 36 percent of the pedestrian fatalities.

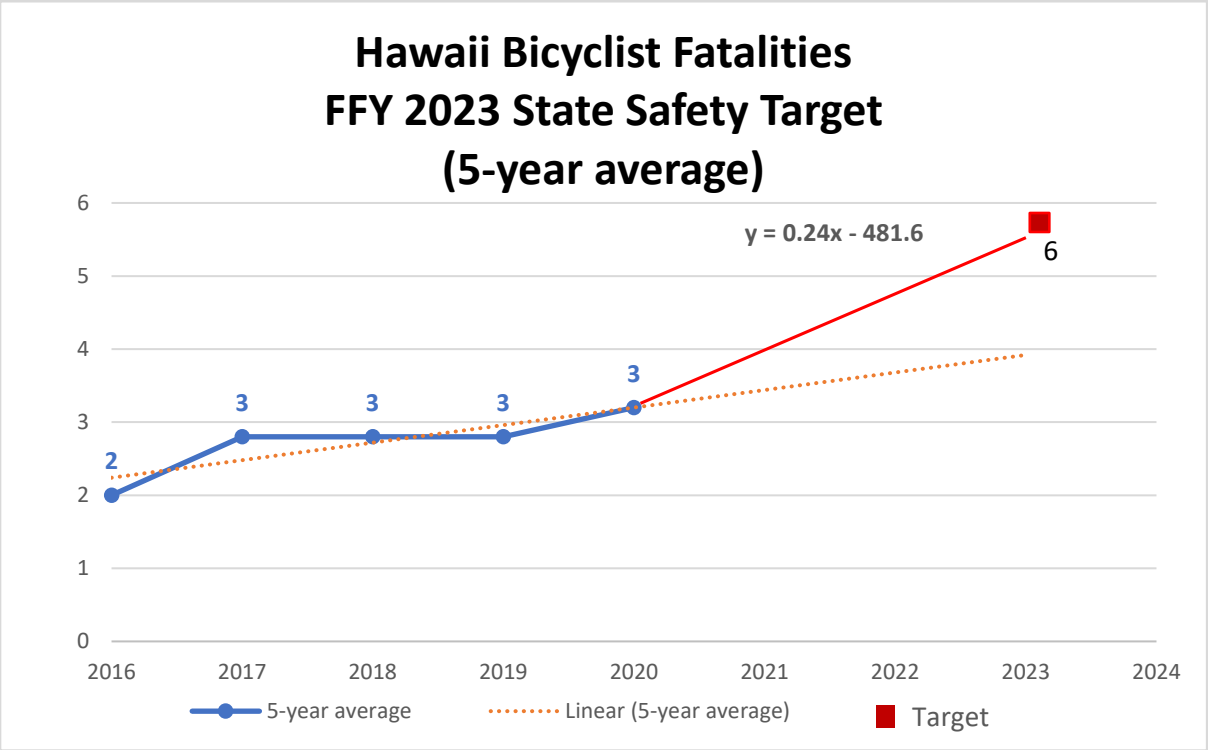
The dusk to dawn hours (6pm - 6am) have shown to be the deadliest half of the day. All but 7 of the 25 pedestrian fatalities or 72% occurred during this time. Visibility is crucial to alerting the drivers that there is a pedestrian in the roadways. Because this has continued to be the most fatal times 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. Of the 25 fatalities, eight were crossing the street, five were walking along in the roadway or tending to their disabled vehicle. Two were lying in the roadway. This can increase their chance of injuries and death, by inattentive and/or impaired drivers especially if there is poor visibility. It has become 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.

Although the number of bicyclists fatalities has stayed the same since 2019, it is anticipated that the numbers will go up due to the addition to the electric bicycles. This new form of transportation used to be classified with the 'mopeds,' but was reclassified as 'bicycles' by 2021. With the growing popularity of electric bicycles as an alternative form of transportation as the gas prices continue to climb, it is anticipated that the number of bicycle fatalities will increase.

## Associated Performance Measure Targets






Hawaii's FFY 2023 performance target for pedestrian fatalities is 29 and for bicyclist fatalities is 6. This performance target was determined by using a linear trend line based on the 2016-2020 five-year moving average data and an analysis of external factors, including the shift from identifying electric bikes as bicycles starting in 2021, 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
- All Pedestrians
    - Enforcement Strategies
    - Conspicuity Enhancement
    - University Educational Campaign

| Countermeasure Strategies | |
|---|---|
| Countermeasure #1: | Education |
| Countermeasure #2: | Pedestrian Safety Outreach and Media |
| Countermeasure #3: | Enforcement and Outreach |
| 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: | $34,540.00 |
| | Equipment purchase: | None |
| | Funding source: | FAST 405h FHX, NHTSA 402 PS; BIL 405h FHX, NHTSA 402 PS; Supplemental BIL 405h FHX, NHTSA 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: | $34,540.00 |
| Equipment purchases: | None |
| Funding source: | FAST 405h FHX, NHTSA 402 PS; BIL 405h FHX, NHTSA 402 PS; Supplemental BIL 405h FHX, NHTSA 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 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 *Outreach and* Communications

| Planned Activities | | |
|---|---|---|
| **HDOT Pedestrian Safety Outreach and Communications** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding sources: | HDOT<br>$170,000.00<br>None<br>FAST 405h FHPE, NHTSA 402 PS; BIL 405h FHPE, NHTSA 402 PS; Supplemental BIL 405h FHPE, NHTSA 402 PS |

### Planned activities in countermeasure strategy

| **Planned Activity #1: HDOT Pedestrian Safety Outreach and Communications** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $170,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST 405h FHPE, NHTSA 402 PS; BIL 405h FHPE, NHTSA 402 PS; Supplemental BIL 405h FHPE, NHTSA 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. 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: HPD<br>Estimated funding amount: $ 195,523.76<br>Equipment purchase: None<br>Funding source: FAST 405h FHLE, NHTSA 402 PS; BIL 405h FHLE, NHTSA 402 PS; Supplemental BIL 405h FHLE, NHTSA 402 PS |

### Planned activities in countermeasure strategy

| **Planned Activity #1: Pedestrian and Bicycle Enforcement** |
|---|
| Intended subrecipients: HPD<br>Estimated funding amount: $ 195,523.76<br>Equipment purchases: None<br>Funding source: FAST 405h FHLE, NHTSA 402 PS; BIL 405h FHLE, NHTSA 402 PS; Supplemental BIL 405h FHLE, NHTSA 402 PS |
| ***Planned activity description:***<br>To increase compliance and roadway safety, HPD will conduct at least 20 pedestrian safety operations through the grant period during peak times and locations as identified, based upon data-driven high injury corridor information from the Oahu Pedestrian Plan and:<br>☐ Conduct at least two public education events quarterly to bring awareness about pedestrian safety to the community utilizing federally funded overtime; Conduct at least half of the pedestrian safety operations during the State of Hawaii Pedestrian Safety Month;<br>☐ Conduct bicycle engagement activities on state and county roadways where bicycle fatalities have occurred, and in high volume traffic areas and/or problem areas as identified and determined by statistical data where available. |

## Countermeasure #4: Program Management

| Planned Activities | |
|---|---|
| **Pedestrian Safety Program Management** | Intended recipients: HDOT<br>Estimated funding amount: $80,000.00<br>Equipment purchase: None<br>Funding source: FAST NHTSA 402 PS; BIL NHTSA 402 PS; Supplemental BIL NHTSA 402 PS |

## Planned activities in countermeasure strategy

| **Planned Activity #1: Pedestrian Safety Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $80,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 PS; BIL NHTSA 402 PS; Supplemental BIL NHTSA 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: HDOT<br>Estimated funding amount: $135,000.00<br>Equipment purchases: None<br>Funding sources: FAST NHTSA 402 PA; BIL NHTSA 402 PA; Supplemental BIL NHTSA 402 PA |
| **Fiscal Coordinator** | Intended subrecipients: HDOT<br>Estimated funding amount: $70,000.00<br>Equipment purchases: None<br>Funding sources: FAST NHTSA 402 PA, 154 PA, 164 PA, 405d M5X; BIL NHTSA 402 PA, 154 PA, 164 PA; 405d M5X; Supplemental BIL NHTSA 402 PA, 405d M5X |

### 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 NHTSA 402 PA; BIL NHTSA 402 PA; Supplemental BIL NHTSA 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: | HDOT Contractor |
| Estimated funding amount: | $70,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 PA, 154 PA, 164 PA, 405d M5X; BIL NHTSA 402 PA, 154 PA, 164 PA; 405d M5X; Supplemental BIL NHTSA 402 PA, 405d M5X |

***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: Selective Traffic Enforcement Programs

## Description of Highway Safety Problems

For FFY 2023, to streamline the grant application process for law enforcement agencies, the Distracted Driving, Speed Management and Police Traffic Services program areas were combined into a Selective Traffic Enforcement Programs (STEP) program area.

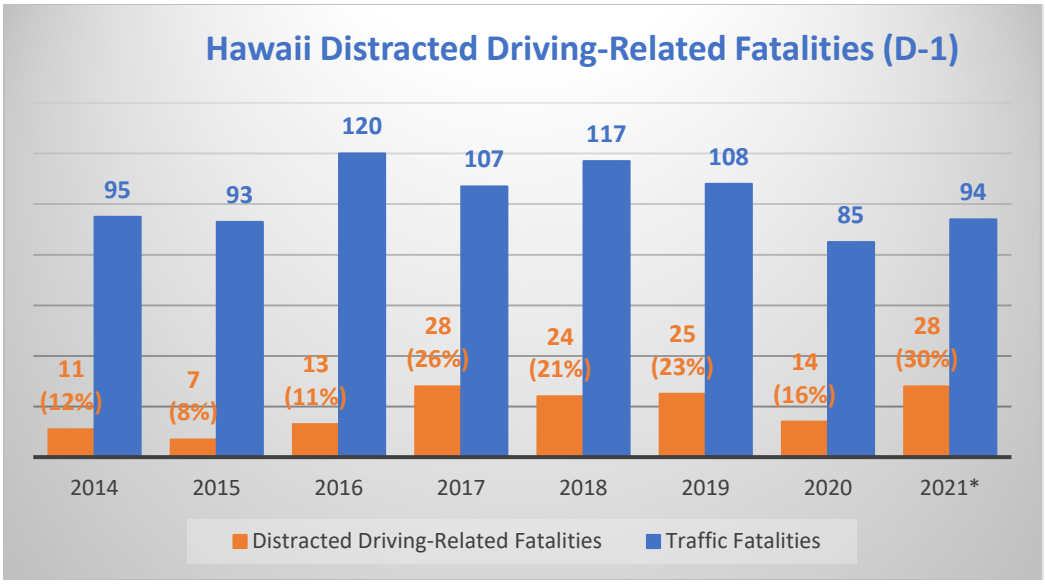
Additionally, as many states have begun to apply a Safety System approach, which emphasizes a shared responsibility between many stakeholders working together to make traveling safe for all roadway users, we are including the Safe Users, Safe Speeds, Safe Roads and Post-Crash Care elements to our STEP program area.

### Distracted Driving

Occurrences of drivers involved in fatal crashes engaging in activities that divert their attention from driving safely, such as grooming, eating, drinking, and talking and texting on handheld devices, continue to go unreported as contributing factors in Hawaii's fatal crashes.

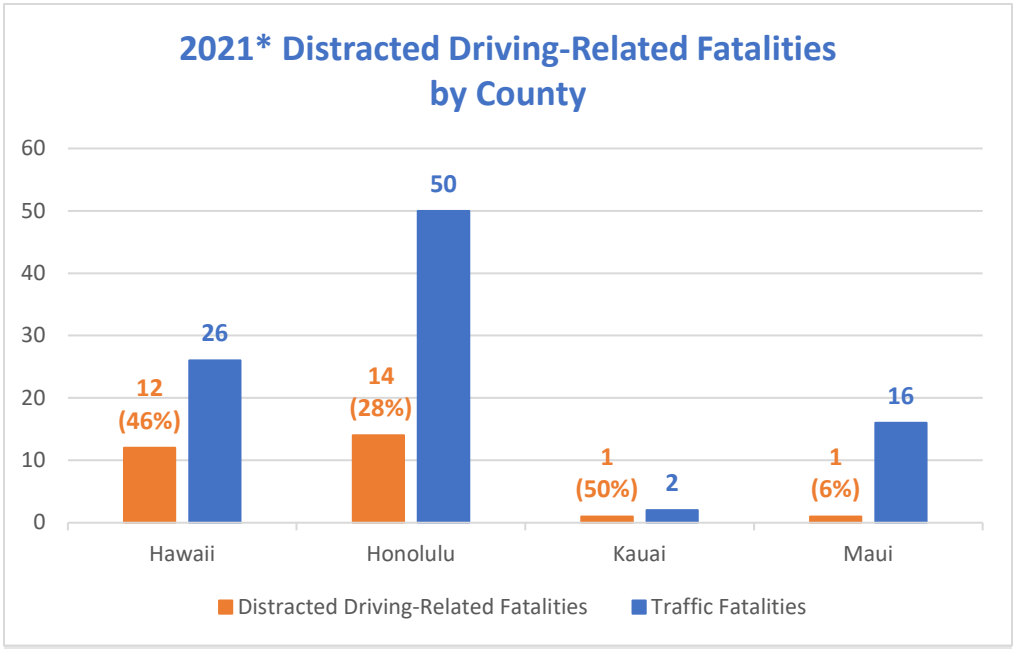
During 2016-2020, there were 106 (or 20 percent) out of 537 traffic fatalities that were distracted driving-related, but 132 cases were determined as "Not reported," based on FARS "Drivers Distracted by" Pre-Crash query. In addition, preliminary 2021 state data shows 28 (or 30 percent) of our 94 traffic fatalities were distracted driving-related, and 23 cases were determined as "Not reported."

Since our distracted driving law went into effect July 1, 2013, the percentage increase of distracted driving-related fatalities shown in the following chart clearly supports that distracted driving is an issue in Hawaii, especially after comparing the similar number of distracted driving-related fatalities for 2014 to 2021. In addition, starting July 1, 2022, the fine for persons caught holding and using a MED, will be subject to additional $50 fine, and if they are caught using an MED in a school zone, the fine will be an additional $100.




*Preliminary state data.

In addition to the FARS query data, preliminary 2021 data at the county level shows that distracted driving was a contributing factor in 46 percent of fatalities on Hawaii and in 28 percent of the fatalities on Oahu (Honolulu).

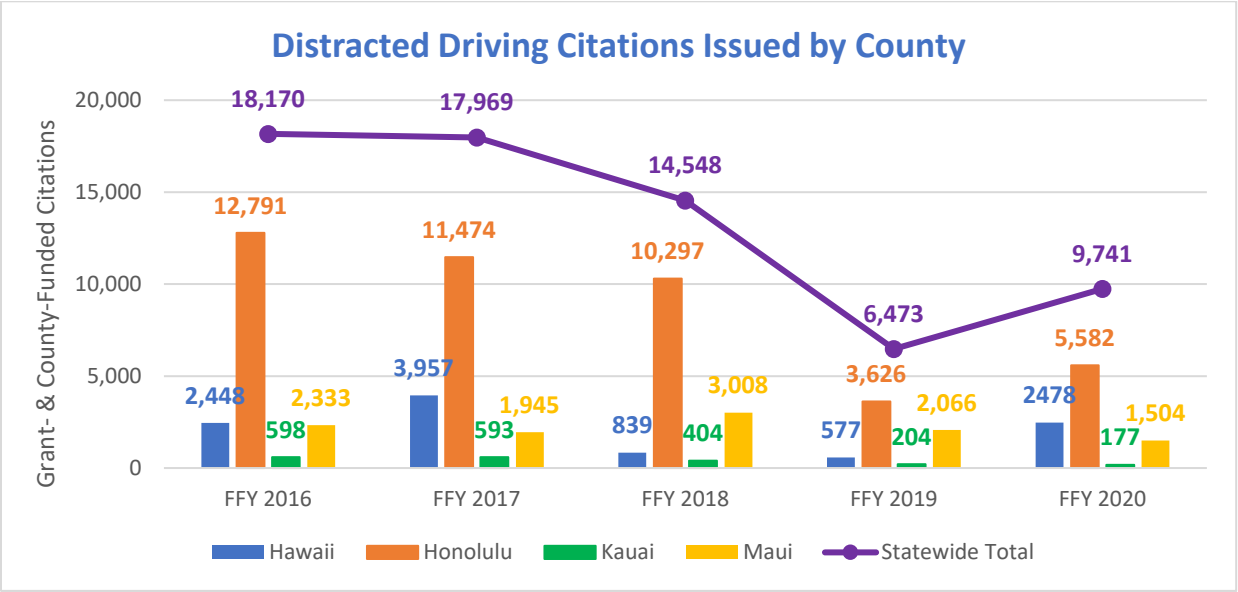



*Preliminary state data

Enforcement and Engagement

County police departments statewide conduct year-round enforcement of Hawaii's distracted driving or Mobile Electronic Device (MED) law, and HVE enforcement during April's National Distracted Driving Awareness Month. 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.

During FFYs 2016 through 2020, there was a gradual decrease in the number of grant- and county-funded distracted driving citations issued statewide by police. Like speeding, driving distracted, another risky driving behavior also increased during the COVID-19 pandemic.




As part of their enforcement efforts, county police departments will also include community outreach to educate the public about safe driving and unsafe distracted driving behaviors.

Community Outreach

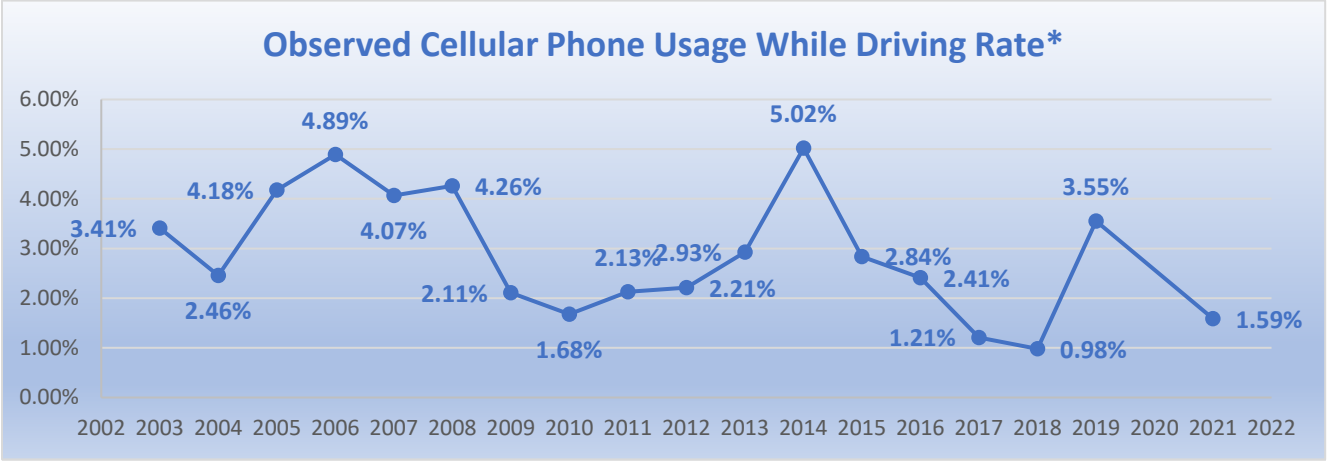
An updated attitudinal awareness quantitative survey, contracted by HDOT, is currently being conducted to measure the public's views, perceptions, and behaviors regarding various traffic safety concerns and issues, including distracted driving. The survey findings will be shared with our traffic safety partners, including the county police departments and interested stakeholders to guide our distracted driving- and traffic safety-related community outreach efforts.

Based on a November 2018 quantitative study results, we learned that 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.

Another survey HDOT utilizes is Hawaii's annual observational Seat Belt Use Survey conducted by the University of Hawaii at Manoa's (UH) Department of Urban and Regional Planning. In addition to statewide seat belt, child restraint and helmet usage data, the survey includes Cellular Phone Usage While Driving rates, which provides an additional evaluation tool to measure our outreach efforts by.

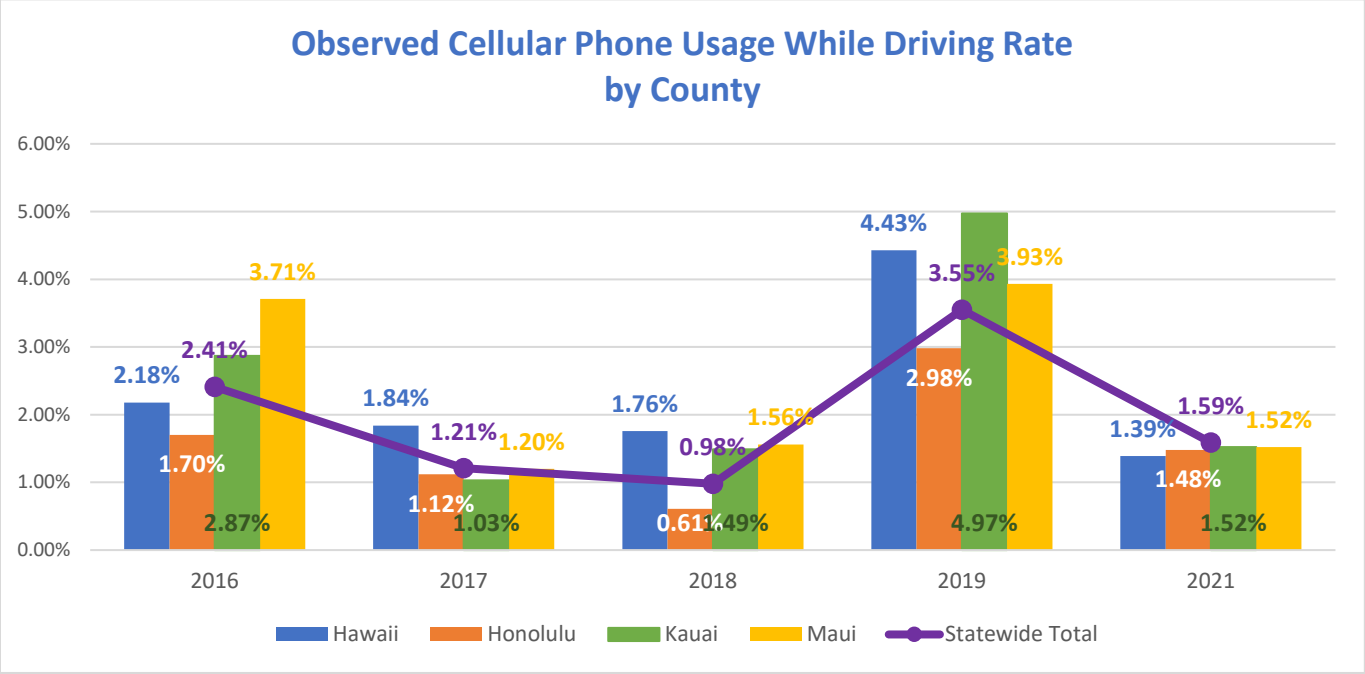
The observational survey data shows Hawaii's cell phone usage rate at its highest in 2006 (4.89 percent), then noticeably decreased due to the passage of county ordinances banning cell phone use while driving during the years leading up to 2013, when our state MED law went into effect.



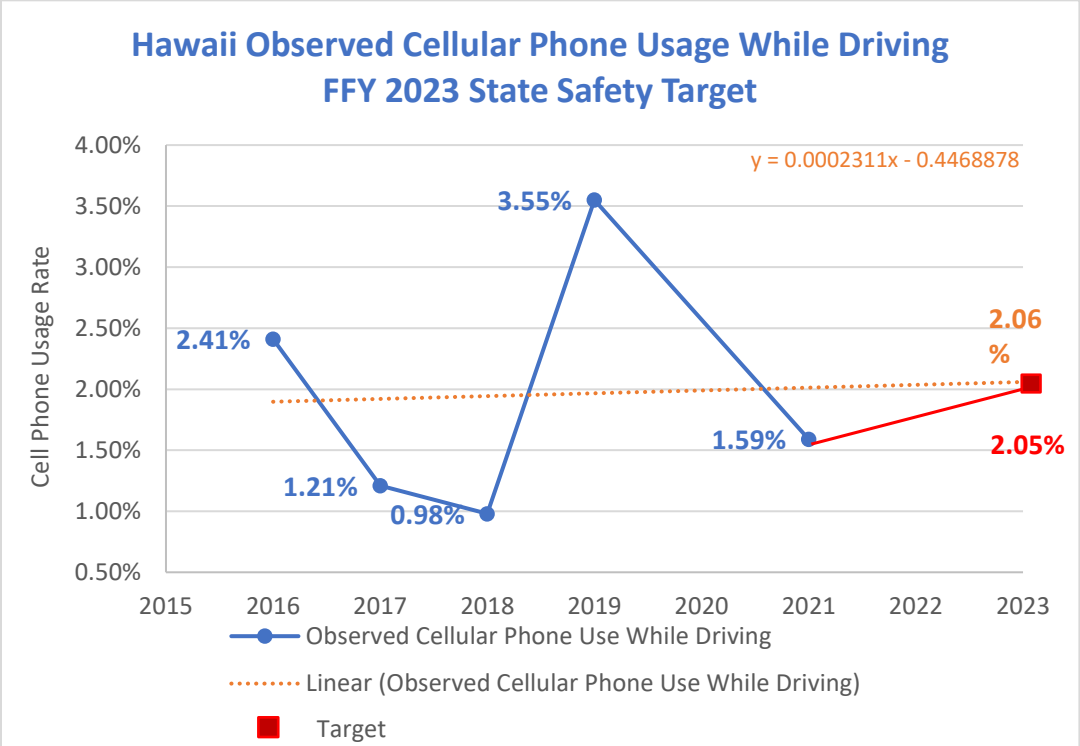

*MED law went into effect July 1, 2013.

As Hawaii opted for the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) waiver in FFY 2020, our latest 2021 observational survey results show that our statewide cell phone usage rate decreased from 3.55 percent in 2019 to 1.59 percent, which is lower than the national average of 2.9 percent.

During 2016-2021, the observational survey data shows that our counties' cell phone usage rates were at their highest in 2019, then decreased in 2021.



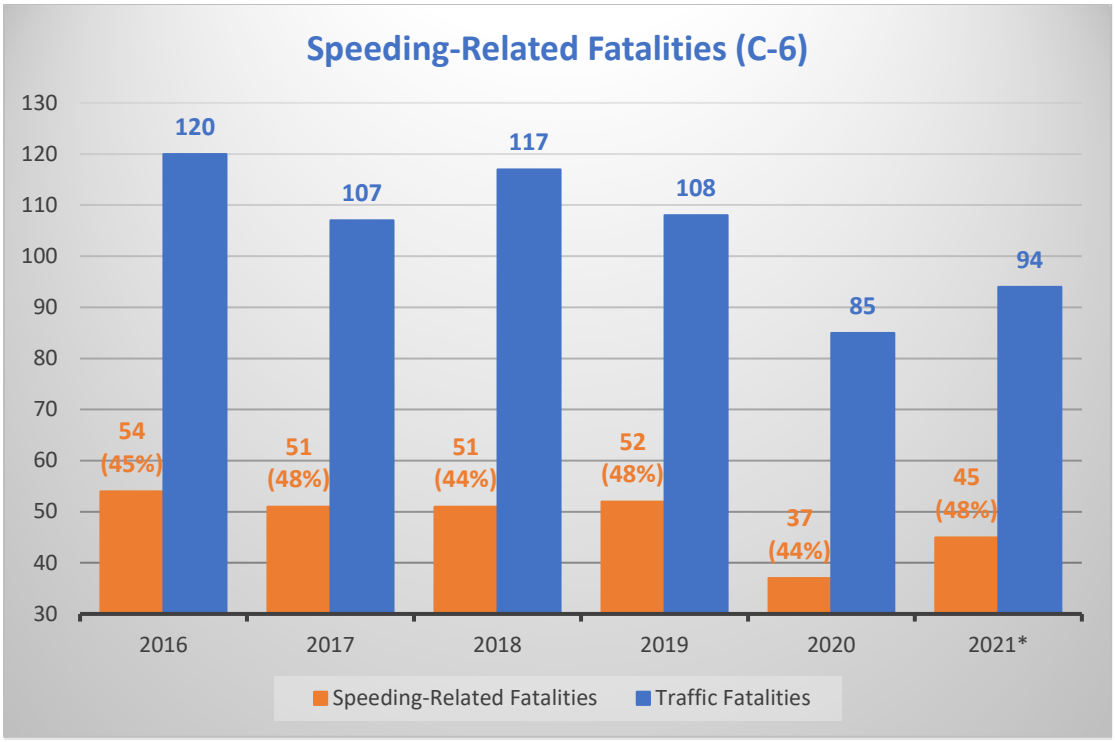
## Associated Performance Measure Target




Hawaii's FFY 2023 performance target for distracted driving is the cellular phone usage while driving rate of 2.05 percent, based on the 2021 observational seat belt use survey. This performance target was determined by using a linear trend line based on the cell phone usage rates taken from observational surveys conducted during 2016 to 2019 and 2021.

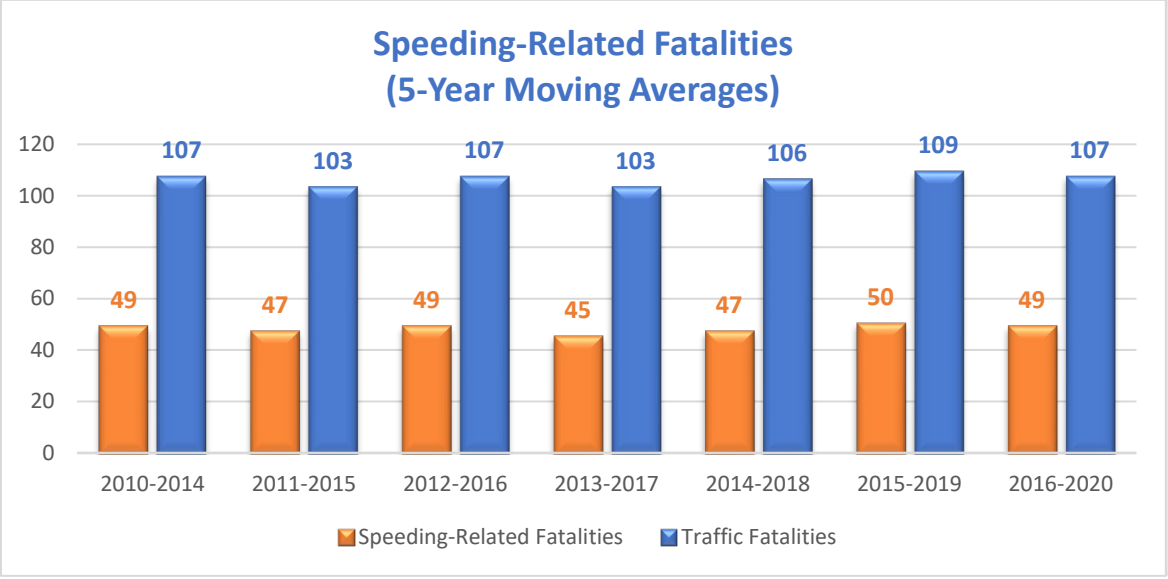
## Speed Management

With the number of speed-related fatalities ranging between 44 percent and 48 percent of Hawaii's traffic fatalities during 2016-2020, speeding drivers continue to endanger Hawaii's roadway users. Additionally, preliminary 2021 state data shows that 45 (or 48 percent) of our 94 traffic fatalities were speed related.

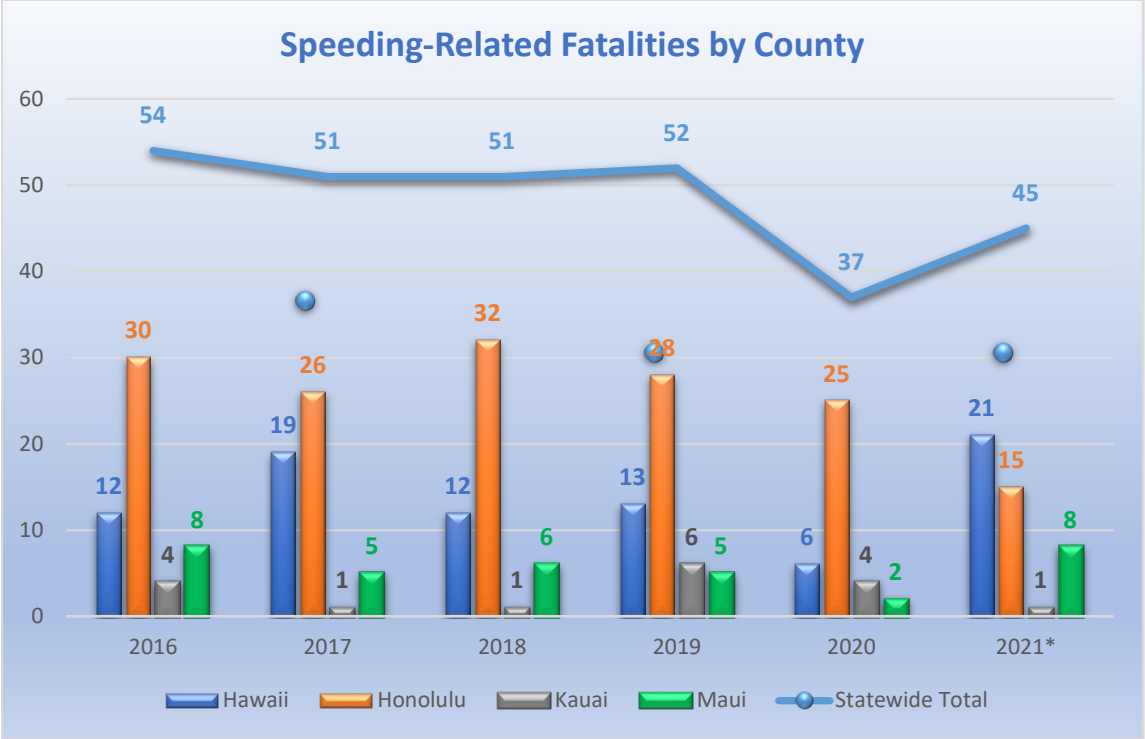



*Preliminary state data.

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

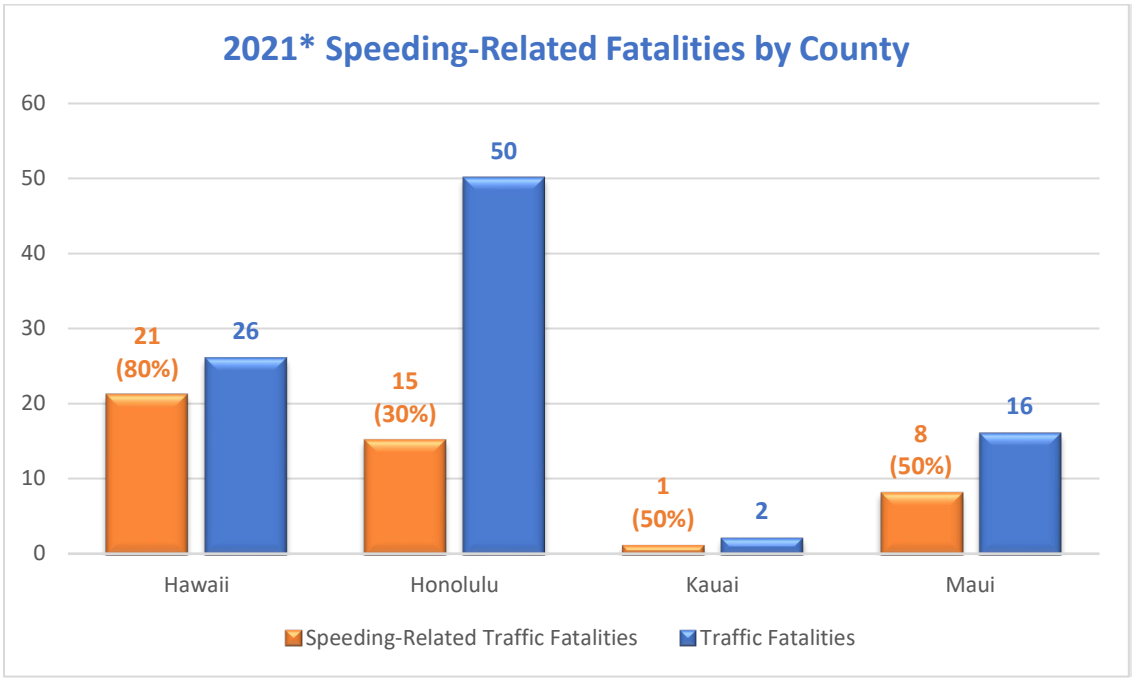



The following chart provides a breakdown for 2016-2021 of speeding-related fatalities by county. Although the City and County of Honolulu have a higher number of fatalities due to almost 70 percent of the state's population residing in that county, speed management is a priority in all counties.




*Preliminary state data.

Reviewing preliminary 2021 county data, speeding was a contributing factor in 80 percent of fatalities on Hawaii and 50 percent of the fatalities on Kauai and Maui.




*Preliminary state data.

## Enforcement and Engagement

Glancing over the number of grant-funded speeding and excessive speeding citations issued during FFY 2020 compared to FFY 2021, Hawaii appears to be doing better with its speeding issue:

- 41 percent decrease, from 16,967 to 9,996, respectively; and
- 34 percent decrease, from 915 to 685, respectively.

But taking a closer look at the number of warnings given during FFY 2020 compared to FFY 2021, from 3,654 to 9,096 respectively, the 149 percent increase strongly supports that speeding remains a major traffic safety concern.

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

| | Honolulu | Hawaii | Maui | Kauai | FFY 2021 Totals | FFY 2020 Totals |
|---|---|---|---|---|---|---|
| # of speed enforcement operations | 961 | 462 | 406 | 71 | 1,900 | 1,661 |
| # of speed enforcement operations (county-funded) | 312 | 76 | 0 | 25 | 413 | 120 |
| Speeding-Related Contacts | | | | | | |
| # of vehicle stops or contacts | 49,439 | 2,691 | 2,677 | 795 | 55,602 | 19,161 |
| # of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.) | 6,135 | 2,147 | 989 | 725 | 9,996 | 16,967 |
| # of speeding citations issued (county-funded) | 32,578 | 11,086 | 1,571 | 1,867 | 47,102 | 39,733 |
| # of warnings issued | 7,431 | 0 | 1,590 | 75 | 9,096 | 3,654 |
| # of excessive speeding citations issued | 177 | 373 | 65 | 70 | 685 | 915 |
| # of speeding in a construction/school zone citations issued | 11 | 16 | 156 | 84 | 267 | 53 |
| # of citations for other violations | 538 | 1,249 | 198 | 53 | 2,038 | 1,986 |
| # of OVUII arrests | 2 | 28 | 0 | 120 | 150 | 29 |
| # of arrests for other violations | 2 | 52 | 8 | 1 | 63 | 72 |
| # of traffic safety presentations conducted (grant- and county-funded) | 6 | 0 | 2 | 3 | 11 | 52 |
| # of violation letters with educational materials to registered vehicle owners relative to speeding and reckless driving violations | | 50 | | | 50 | 97 |

As part of their enforcement efforts, county police departments will also include community outreach to educate the public about safe driving and the risks of speeding.

## Community Outreach

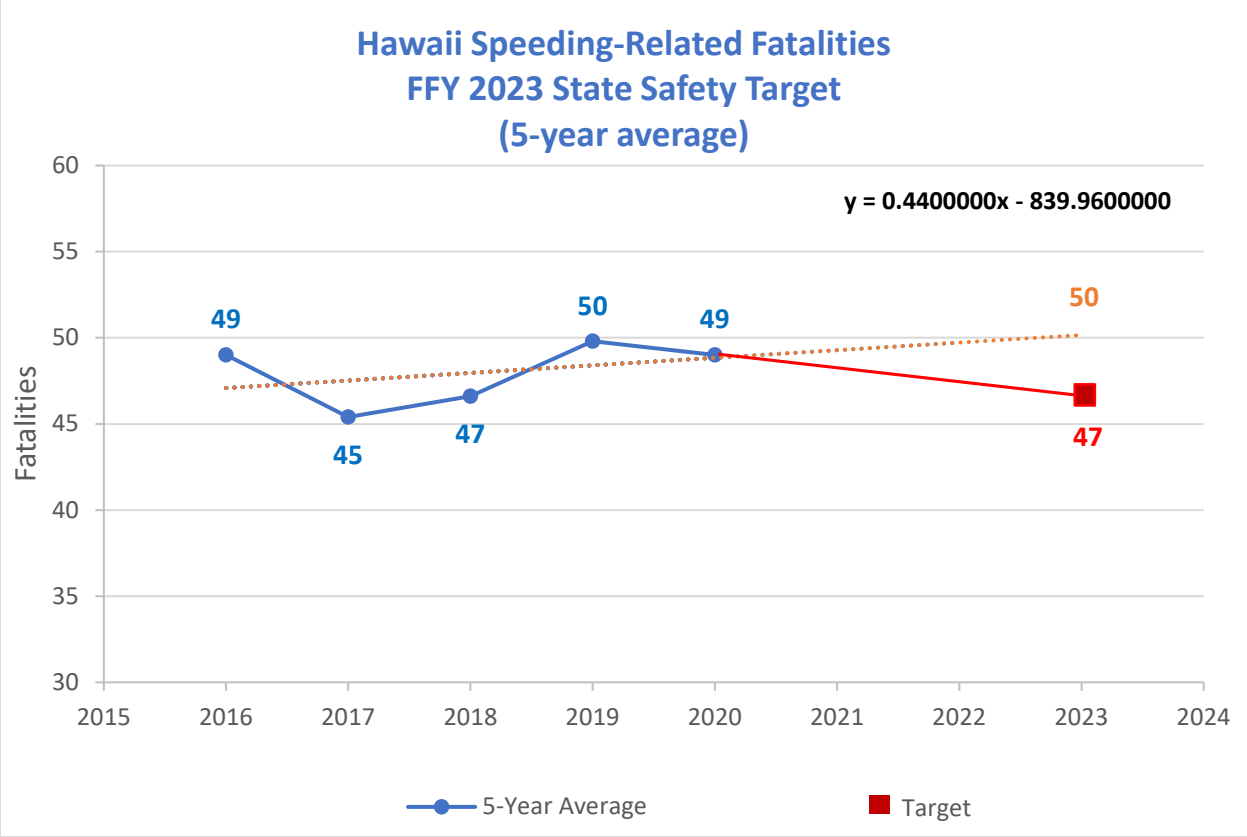
An updated attitudinal awareness quantitative survey contracted by HDOT is currently being conducted to measure the public's views, perceptions, and behaviors regarding various traffic safety concerns and issues, including speeding. The survey findings will be shared with our traffic safety partners, including the county police departments and interested stakeholders to guide our speed- and traffic safety-related community outreach efforts.

Based on the November 2018 quantitative study results, we learned that respondents had the following attitudes concerning speeding:

| | 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.

## Associated Performance Measure Target




Hawaii's FFY 2023 performance target for speeding-related fatalities is 47. This performance target was determined by using a linear trend line based on the 2016-2020 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.

## Police Traffic Services

According to NHTSA's Highway Safety Program Guideline No. 15 Traffic Enforcement Services, training is essential to support traffic enforcement services and prepare officers to effectively perform their duties, a training component is included in our STEP program area. Additionally, based on the Guideline's recommendation of assessing their enforcement activities to determine training needs, our county police departments are requesting crash investigation-related trainings.

## Countermeasures Strategies and Planned Activities

Referencing NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)* and NHTSA's Highway Safety Program Guideline No. 15 Traffic Enforcement Services as guidance, the Highway Safety Section is utilizing the Enforcement, Communication and Traffic Enforcement Services components for its STEP countermeasure strategies and related planned activities, for the Distracted Driving, Speed Management and Police Traffic Services program areas.

Additionally, as the Safe System approach is a shared responsibility with stakeholders, we will incorporate the Safe Road Users, Safe Speeds, Safe Roads and Post-Crash Care elements into our STEP-related planned activities, based on GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* (December 2021).

| Countermeasure Strategies | |
|---|---|
| Countermeasure #1: | Safe Users & Safe Speeds Enforcement and Engagement |
| Countermeasure #2: | Post-Crash Care & Traffic Enforcement Services |
| Countermeasure #3: | Safe Users Communications Program |
| Countermeasure #4: | STEP Program Management |

## Countermeasure #1: Safe Users & Safe Speeds Enforcement and Engagement

| Planned Activities | | |
|---|---|---|
| **Distracted Driving Enforcement and Engagement** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding source: | HCPD, HPD, MPD, KPD<br>$442,922.18<br>None<br>FAST NHTSA 402 DD; BIL NHTSA 402 DD; Supplemental BIL NHTSA 402 DD |
| **Speed Management Enforcement and Engagement** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding source: | HCPD, HPD, MPD, KPD<br>$979,323.28<br>None<br>FAST NHTSA 402 SC; BIL NHTSA 402 SC; Supplemental BIL NHTSA 402 SC |

## Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Distracted Driving Enforcement and Engagement** | |
|---|---|
| Intended subrecipients: | HCPD, HPD, MPD, KPD |
| Estimated funding amount: | $442,922.18 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 DD; BIL NHTSA 402 DD; Supplemental NHTSA 402 DD |

***Planned activity description:***

As part of a Safe System approach, county police departments will incorporate a Safe Users element and conduct statewide HVE of Hawaii's distracted driving or Mobile Electronic Device (MED) law to deter drivers from engaging in risky behaviors such as driving distracted and increase the perceived risk of receiving a ticket.

Based on a five-star rating system, NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)* rated High-Visibility Cell Phone/Text Messaging Enforcement as a four-star countermeasure determined to be effective.

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

- Conduct year-round overtime enforcement of Hawaii's MED law by actively seeking 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.
- Conduct HVE overtime enforcement during April's National Distracted Driving Awareness Month and participate in NHTSA's Connect to Disconnect campaign; and
- Conduct educational media and community outreach activities such as the following:
  - Purchase traffic safety-related signs for sign-waving;
  - 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;
  - Produce a public service announcement (PSA); and
  - Work with their respective newspaper agencies for news articles.

| **Planned Activity #2: Safe Speeds Speed Management Enforcement and Engagement** | |
|---|---|
| Intended subrecipients: | HCPD, HPD, MPD, KPD |
| Estimated funding amount: | $979,323.28 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 SC; BIL NHTSA 402 SC; Supplemental NHTSA 402 SC |

***Planned activity description:***

As part of a Safe System approach, county police departments will incorporate a Safe Speeds element and conduct statewide HVE of Hawaii's speeding laws to deter drivers from speeding, as a risky behavior, and increase the perceived risk of receiving a ticket. Additionally, police may analyze where speed citations are written (versus where speed-related crashes occur) to help with their respective speed management enforcement programs.

Based on a five-star rating system, NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)* rated High-Visibility Enforcement with two-stars and overall findings regarding its effectiveness are inconclusive.

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

- Conduct year-round speed management operations in areas where speeding is a problem and speed-related crashes are known to occur, based on data sources including crash analysis, geocoded crashes, speed measurements from Stealthstats, etc.;
- Educate communities on the dangers of speeding;
- Conduct related training, needed not only for certification/operation of the equipment, but to train other operators, as well as for successful prosecution; and
- Purchase radars, lasers, tint meters and related items (batteries, etc.) to ensure officers are properly equipped to enforce speeding laws, for distribution to traffic enforcement units and patrol districts.

## Countermeasure #2: Post-Crash Care and Traffic Enforcement Services

| Planned Activities | | |
|---|---|---|
| **Police Traffic Services Training** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment Purchases:<br>Funding source: | HCPD, HPD, MPD, KPD<br>$630,265.00 (includes equipment purchases)<br>Crash data recorder software update and vehicle connection cables; Scanner software & maintenance subscriptions and support; Crash data recorder<br>FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |
| **Law Enforcement Liaison** | Intended subrecipient:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding source: | HDOT Contractor<br>$100,000.00<br>None<br>FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT<br>FAST 154 AL, 164 AL, 405d M5X;<br>BIL 154 AL, 164 AL, 405d M5X;<br>Supplemental BIL 405d M5X |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: Police Traffic Services Training** | |
|---|---|
| Intended subrecipients: | HCPD, HPD, MPD, KPD |
| Estimated funding amount: | $630,265.00 (includes equipment purchases) |
| Equipment purchases: | Crash data recorder software update and vehicle connection cables; Scanner software & maintenance subscriptions and support; Crash data recorder hardware update and tools to access/download vehicle data. |
| Funding source: | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |

***Planned activity description:***

In addition to Safe Users and Safe Speeds, the Post-Crash Care element will be utilized for our Police Traffic Services program area. The Safe System approach encourages law enforcement agencies to conduct law enforcement officer training and activities, and State Highway Safety

Offices to support trainings such as for crash investigation, incident reporting and Traffic Incident Management.

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

- Host or attend the Institute of Police Technology and Management (IPTM) courses such as the following, but not limited to:
    - *At-Scene Traffic Crash/Traffic Homicide Investigation* provides the necessary skills to conduct a thorough traffic crash investigation and document your findings to present in court.
    - *Advanced Traffic Crash Investigation* builds upon the theories and techniques learned in the *At-Scene Traffic Crash/Traffic Homicide Investigation*.
    - *Traffic Crash Reconstruction* builds upon *Advanced Traffic Crash Investigation* by helping you to further understand vehicle dynamics.
    - *Fundamental Techniques of Crash Investigation* addresses different aspects of a traffic crash investigation to allow for a more thorough investigation and testify regarding traffic crash investigations.
    - *Event Data Recorder Use in Traffic Crash Reconstruction – Level I* teaches how to analyze any event data recorder (EDR) data, regardless of the manufacturer; analyze the EDR data collected with any imaging tools; use EDR data with roadway evidence calculations to yield a complete reconstruction based on available evidence.
    - *Event Data Recorder Use in Traffic Crash Reconstruction – Level II* builds upon *Event Data Recorder Use in Traffic Crash Reconstruction – Level I* course by teaching you how to apply mathematical concepts to your EDR-based reconstructions.
    - *Symposium on Traffic Safety* offers breakout sessions in the crash investigation/reconstruction and DUI/traffic enforcement tracks, and focuses on emerging technology and innovative solutions used in crash reconstruction and highway safety.

- *Pedestrian/Bicycle Crash Investigation* addresses the special dynamics involved in pedestrian and bicycle traffic crashes and teaches the techniques required to investigate and reconstruct these accidents.

- *Investigation of Motorcycle Crashes* is designed for experienced traffic crash investigators to build upon the foundation of techniques and applications of formulas learned in the basic crash investigation courses with more advanced mathematical formulas used to analyze motorcycle crashes.

- *Bosch CDR Tool Technician Training* teaches how to use the Bosch Crash Data Retrieval (CDR) tool to collect speed and/or crash severity data prior to and during a collision.

- *Applied Physics for the Traffic Crash Investigator* provides a thorough understanding of the physics that are applied in the reconstruction of a traffic crash or any other incident where motion is involved.

- Purchase related equipment such as Crash Data Reconstruction software update and vehicle connection cables; Scanner software & maintenance subscriptions and support; and Crash Data Recorder hardware updates and tools to access/download vehicle data.

- Purchase related items such as:
  - Online subscription to analyze cell phone data recovered related to crash investigation;
  - Online subscription to analyze cell phone records and data provided by cell phone providers in crash investigation;
  - Photogrammetry software updates for professional drone mapping;
  - Vehicle System Forensics program license renewal;
  - Cloud-based software for managing traffic safety data, reporting, mapping and equipment;
  - Data license renewal software to download phone data in the field;
  - At scene lighting for large scenes;
  - Inclinometers to measure slopes and angles of skids; and
  - Faraday bags to hold cell phones.

| Planned Activity #2: Law Enforcement Liaison | |
|---|---|
| Intended subrecipients: | HDOT Contractor |
| Estimated funding amount: | $100,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT; FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental BIL 405d M5X |

***Planned activity description:***

To further support the county police departments' Traffic Enforcement Services, HDOT will use funds to contract a Law Enforcement Liaison (LEL) to oversee Hawaii's ignition interlock program, and provide law enforcement expertise as needed (e.g., enforcement grant site selection, selection of appropriate grant strategies and countermeasures, grant development for Hawaii's law enforcement community to maximize effective leadership, funding and programming). Funds may also be used for project-related costs.

## Countermeasure #3: Safe Users Communication Program

| Planned Activities | | |
|---|---|---|
| **Distracted Driving Communication Program** | Intended subrecipient:<br>Estimated funding amount:<br>Equipment Purchases:<br>Funding source: | HDOT<br>$300,000.00<br>None<br>FAST NHTSA 402 DD; BIL NHTSA 402 DD; Supplemental BIL NHTSA 402 DD |
| **Speed Management Communication Program** | Intended subrecipient:<br>Estimated funding amount:<br>Equipment Purchases:<br>Funding source: | HDOT<br>$300,000.00<br>None<br>FAST NHTSA 402 SC; BIL NHTSA 402 SC; Supplemental BIL NHTSA 402 SC |

## Planned Activities in Countermeasure Strategy

| Planned Activity #1: Distracted Driving Communication Program | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $300,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 DD; BIL NHTSA 402 DD; Supplemental BIL NHTSA 402 DD |

***Planned activity description:***

As HVE is proven to be effective in conjunction with paid and earned media, HDOT will apply a Safe System's Safe Users element and conduct a statewide communication campaign to support and supplement our county police departments' statewide HVE efforts.

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;
- Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms;
- Hire a contractor to conduct an educational awareness campaign, as needed; and
- Produce a public service announcement, as needed.

| Planned Activity #5: Speed Management Communication Program | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $300,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 SC; BIL NHTSA 402 SC; Supplemental BIL NHTSA 402 SC |

***Planned activity description:***

As HVE is proven to be effective in conjunction with paid and earned media, HDOT will also apply a Safe System's Safe Users approach and conduct a statewide communication campaign to support and supplement our county police departments' statewide HVE Speed Management efforts.

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 speeding, as well as remind drivers to slow down;
- Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms;
- Purchase paid media in traditional and non-traditional (social media, movie theaters, etc.) platforms;
- Hire a contractor to conduct an educational awareness campaign, as needed; and
- Produce of a public service announcement, as needed.

## Countermeasure #4: STEP Program Management

| Planned Activities | | |
|---|---|---|
| **HDOT Traffic Branch – Traffic Safety** | Intended subrecipient:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding source: | HDOT<br>$39,336.00<br>None<br>FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |
| **STEP Program Management** | Intended subrecipient:<br>Estimated funding amount:<br>Equipment purchases:<br>Funding source: | HDOT<br>$100,000.00 (includes equipment purchases)<br>Distracted driving simulator<br>FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |

### Planned Activities in Countermeasure Strategy

| **Planned Activity #1: HDOT Traffic Branch – Traffic Safety** | |
|---|---|
| Intended subrecipients: | HDOT Traffic Branch |
| Estimated funding amount: | $39,336.00 |
| Equipment purchases: | None |
| Funding source: | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |
| ***Planned activity description:*** | |

HDOT's Traffic Branch will use funds to host traffic safety meetings and send representatives to attend the annual Lifesavers Conference.

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

- Cover website and online database fees for Hawaii to comply with federal requirements for updating its SHSP under the HSIP, 23 U.S.C. § 148, which requires States to have an updated approved SHSP;
- Cover travel-related costs for representatives to attend traffic safety meetings on Oahu;
- Cover room rental costs for traffic safety meetings; and
- Cover out-of-state travel-related costs for representatives to attend the Lifesavers Conference.

| **Planned Activity #2: STEP Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $100,000.00 (includes equipment purchase) |
| Equipment purchases: | Distracted Driving Simulator |
| Funding source: | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT |

***Planned activity description:***

Management of the STEP's Distracted Driving, Speed Management and Police Traffic Services program areas are 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 may use funds to:

- Cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for STEP grants;
- Coordinate statewide Distracted Driving and Speed Management Communication campaigns;
- Cover the salary for the STEP Program Manager;
- Purchase distracted driving simulator to be used during community outreach events; and
- Cover any 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 the recommendations from Hawaii's 2017 Assessment and most recent self-Assessment that was completed on June 7, 2022, the HTRCC decided to focus on efforts and limited resources and funding on the following key projects that were deemed necessary and high priority:

<u>Revise Statewide MVAR/Update MVAR Reference Manual</u>

To ensure that Hawaii's crash reports capture the data needed for better data analysis, problem identification, strategizing and evaluation of our state's traffic safety issues, the HTRCC will update the MVAR to address data gaps, align with the new Bipartisan Infrastructure Law and include new transportation modes, including electric bikes and motorized scooters.

While working on the update, the HTRCC will provide better guidance to law enforcement officers completing the forms by drafting instructions on how to include the new transportation modes on the current form. In addition, the HTRCC will revise the MVAR Reference Manual to include more comprehensive and detailed instructions on how to complete the MVAR.

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.

These initiatives will assist Hawaii in achieving a more robust traffic records system; otherwise, 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 the 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, 2021, through April 30, 2022, all four counties improved upon timeliness in our "Crash" core data system as measured in terms of a decrease in the mean, or average, number of days from the crash date to the date the crash report is entered into HDOT's crash reporting database:

| MEAN # OF DAYS FROM CRASH OCCURANCE TO DATE IN DATABASE | | |
|---|---|---|
| | **5/1/2020-4/30/2021** | **5/1/2021-4/30/2022** |
| Statewide | 59 | 11 |

We arrived at our baseline of 59 days by querying the SHACA data system for crashes that occurred within the baseline period and used programming to obtain the data entry date for the crash reports, the number of days from crash occurrence to data entry, and the mean of those days:

STATE WIDE BY DATE RANGE

| ALL_CNTYS_DATE_RANGE | AVG_DAYS_DIFF | MEDIAN_DAYS_DIFF | STDDEV_DAYS_DIFF | MIN_DAYS_DIFF | MAX_DAYS_DIFF |
|---|---|---|---|---|---|
| 05-01-20 04-30-21 | 59 | 4 | 111 | 0 | 718 |

| ALL_CNTYS_DATE_RANGE | AVG_DAYS_DIFF | MEDIAN_DAYS_DIFF | STDDEV_DAYS_DIFF | MIN_DAYS_DIFF | MAX_DAYS_DIFF |
|---|---|---|---|---|---|
| 05-01-21 04-30-22 | 11 | 4 | 18 | 0 | 229 |

NOTE: DAYS_DIFF value is calculated from the first date crash data is transfer to SHACA minus the
Crash occurrence date in days. The statistics represent values by time window ALL_CNTYS_DATE_RANGE.
Analysis date - 6/9/2022

To determine the measurable progress, we repeated this process for the performance period (May 1, 2021-April 30, 2022). This measurable progress will serve as the new baseline for the FFY 2023 performance target. Our FFY 2023 performance target will be a mean of 10 days from crash occurrence to entry into the crash reporting database:

| **Baseline (5/1/21-4/30/22)** | **FFY 2023 Performance Target (5/1/22-4/30/23)** |
|---|---|
| Mean # of days from crash to database Statewide – 11 days | Mean # of days from crash to database Statewide – 10 days |

The performance target was determined by taking into account the planned activities for FFY 2023, including continued development of SHACA and the interfaces with the four county police departments. There may also be some upcoming issues due to changes in agencies' RMS.

## 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:<br><br><br><br>Estimated funding amount:<br>Equipment purchase:<br>Funding source: | MPD, HPD, Maui County Department of the Prosecuting Attorney, City and County of Honolulu Department of the Prosecuting Attorney, Judiciary<br>$534,970.99<br>None<br>FAST 402 TR<br>BIL 405c M3DA, BIL 402 TR |
| **Upgrade of Crash Reporting System/ Electronic Transfer of Crash Records** | Intended subrecipients:<br>Estimated funding amount:<br><br>Equipment purchase:<br>Funding source: | HDOT, HPD, MPD, HCPD, KPD<br>$357,104.00 (including equipment purchase)<br>$7,400.00<br>FAST 402 TR<br>BIL 405c M3DA, BIL 402 TR |
| **HTRCC Meetings** | Intended subrecipients:<br><br><br>Estimated funding amount:<br>Equipment purchase:<br>Funding source: | MPD, HCPD, KPD, Judiciary, Maui County Department of the Prosecuting Attorney<br>$18,682.00<br>None<br>FAST 402 TR<br>BIL 405c M3DA, BIL 402 TR |
| **FARS Analyst** | Intended subrecipients:<br>Estimated funding amount:<br>Equipment purchase:<br>Funding source: | HDOT/FARS Analyst<br>$40,000.00<br>None<br>FAST 402 TR<br>BIL 405c M3DA, BIL 402 TR |

| | | |
|---|---|---|
| **Traffic Records Forum** | Intended subrecipients: | HDOT, HPD, MPD, HCPD, KPD, Maui County Department of the Prosecuting Attorney |
| | Estimated funding amount: | $43,633.00 |
| | Equipment purchase: | None |
| | Funding source: | FAST 402 TR<br>BIL 405c M3DA, BIL 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: | $534,970.99 |
| Equipment purchases: | None |
| Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 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 2023, the eCitation Subcommittee will work on transitioning the pilot project to a self-sustaining, state-funded and statewide eCitation program, applying the University of Hawaii's evaluation and lessons learned and exploring legislative/funding options. In addition, 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.

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: | $357,104.00 (including equipment purchase) |
| Equipment purchases: | 1 data diagramming software |
| Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 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/hardware capabilities to collect, organize, export and analyze data. MVARs could only be inputted into the database via manual data entry or via CD/DVD. These limitations created problems with timeliness, accuracy and completeness of 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; crash data analysis; potential map coding interfaces with the police departments; and access to the system and crash data.

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 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;
- Purchase a laptop and printer for HCPD to collect, input and analyze data; 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: | $18,682.00 |
| Equipment purchases: | None |

| Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 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 mix virtual and in-person meetings throughout the year.

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) and as needed 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 402 TR, BIL 405c M3DA, BIL 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. 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: | $43,633.00 |
| Equipment purchases: | None |
| Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 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: | $40,000.00 |
| | Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 402 TR |

### Planned activities in countermeasure strategy

| **Planned Activity #1: Traffic Records Program Management** | |
|---|---|
| Intended subrecipients: | HDOT |
| Estimated funding amount: | $40,000.00 |
| Equipment purchases: | None |
| Funding source: | FAST 402 TR, BIL 405c M3DA, BIL 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 | | |
|---|---|---|
| **Impaired Driving Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD, MPD, KPD, HCPD<br>$1,623,853.90 |
| **Occupant Protection/CPS Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD, MPD, KPD, HCPD<br>$495,247.46 |
| **Pedestrian/Bicyclist Safety Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD<br>$195,523.76 |
| **STEP Enforcement (Distracted Driving, Speed Management)** | Intended subrecipients:<br>Estimated Distracted Driving funding amount:<br>Estimated Speed Management funding amount: | HPD, MPD, KPD, HCPD<br>$442,922.18<br>$979,323.28 |

## Analysis of crash fatalities in areas of highest risk

| Hawaii 2021 Traffic Fatalities* | | | | | | | |
|---|---|---|---|---|---|---|---|
| Unrestrained vehicle occupants | Alcohol-impaired driving fatalities | Speeding-related fatalities | Motorcyclist fatalities | Drivers age 20 or younger fatal crashes | Pedestrian fatalities | Bicyclist fatalities | Distracted Driving |
| 19 | 34 | **45** | **33** | 11 | **25** | 4 | **28** |

** Preliminary state data*

In looking at Hawaii's 2021 preliminary state data, fatalities related to speeding, 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 – Promote Safer Road Users |
| Countermeasure #2: | Occupant Protection/CPS Enforcement |
| Countermeasure #3: | Occupant Protection/CPS Media Campaign |
| Countermeasure #4: | Safe Speeds Speed Management Enforcement |
| Countermeasure #5: | Safe Users Speed Management Communication Campaign |
| Countermeasure #6: | Safe Users Distracted Driving Enforcement and Engagement |
| Countermeasure #7: | Safe Users Distracted Driving Communication Campaign |
| Countermeasure #8: | Pedestrian and Bicycle Safety Enforcement |
| Countermeasure #9: | 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 | | |
|---|---|---|
| **Safe Users Distracted Driving Enforcement and Engagement** | Intended subrecipients:<br>Estimated funding amount: | HPD, HCPD, MPD, KPD<br>$442,922.18 |
| **Safe Users Distracted Driving Communication Campaign** | Intended subrecipients:<br>Estimated funding amount: | HDOT<br>$300,000.00 |
| **Impaired Driving Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD, MPD, KPD, HCPD, DOH<br>$1,623,853.90 |
| **Impaired Driving Education/Communications** | Intended subrecipients:<br>Estimated funding amount: | HCPD, HPD, HDOT<br>$900,203.20 |

| | | |
|---|---|---|
| **Occupant Protection/CPS Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD, MPD, KPD, HCPD<br>$495,247.46 |
| **Occupant Protection/CPS Media Campaign** | Intended subrecipients:<br>Estimated funding amount: | HDOT<br>$300,000.00 |
| **Occupant Protection/CPS Media Contractor** | Intended subrecipients:<br>Estimated funding amount: | Contractor to be awarded<br>$100,000.00 |
| **Pedestrian and Bicycle Safety Enforcement** | Intended subrecipients:<br>Estimated funding amount: | HPD<br>$195,523.76 |
| **HDOT Pedestrian Safety Media Campaign** | Intended subrecipients:<br>Estimated funding amount: | HDOT<br>$70,000.00 |
| **Pedestrian Safety Education and Media Contractor** | Intended subrecipients:<br>Estimated funding amount: | Contractor to be awarded<br>$100,000.00 |
| **Safe Speeds Speed Management Enforcement and Engagement** | Intended subrecipients:<br>Estimated funding amount: | HPD, MPD, KPD, HCPD<br>$979,323.28 |
| **Safe Users Speed Management Communication Campaign** | Intended subrecipients:<br>Estimated funding amount: | HDOT<br>$300,000.00 |

# FFY 2023 Projects List

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| **Program Administration** | | | | | |
| PA23-S-01 | Program Administration | Hawaii Department of Transportation | HDOT may use the funds for staff salaries, travel and general expenses. | $135,000.00 | FAST NHTSA 402 PA; BIL NHTSA 402 PA; Supplemental BIL 402 PA |
| PA23-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. | $70,000.00 | FAST NHTSA 402 PA, 154 PA, 164 PA, 405d; BIL NHTSA 402 PA, 154 PA, 164 PA, 405d; Supplemental BIL NHTSA 402 PA |
| | | | **SUBTOTAL** | **$205,000.00** | |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| **EMS** | | | | | |
| EM23-O-01 | HFD Edraulic Extrication | Honolulu Fire Department | HFD will purchase 35 pairs of steel collapsible step cribbing. These work with the extrication kits that were purchased in previous years. | $54,250.00 | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental NHTSA 402 EM |
| EM23-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 | $45,474.18 | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental NHTSA 402 EM |
| EM22-S-PM | Program Management | Hawaii Department of Transportation | Staff salaries and related program area costs. | $20,000.00 | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental NHTSA 402 EM |
| | | | **SUBTOTAL** | **$119,724.18** | |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| **Impaired Driving** | | | | | |
| AL23-O-01 | HPD Impaired Driving | Honolulu Police Department | HPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE-related activities. Funds will also be used for an electronic search warrant program for impaired driving cases; to purchase supplies for trainings, enforcement operations and education activities; and to send representatives to relevant national meetings, trainings and conferences. | $506,121.20 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-H-02 | HCPD Impaired Driving | Hawaii County Police Department | HCPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws and for DRE-related activities. Funds will also be used for an electronic search warrant program for impaired driving cases; to host a DRE Instructor Course and DRE School on the Big Island; to | $481,553.20 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | purchase supplies for trainings, enforcement operations and education activities; and to send representatives to relevant local and national meetings, trainings and conferences. | | |
| AL23-K-03 | KPD Impaired Driving and Youth Deterrence | Kauai Police Department | KPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws, including underage drinking, and for DRE-related activities. Funds will also be used to purchase supplies for trainings, enforcement operations and education activities; and to send representatives to relevant local and national meetings, trainings and conferences. | $131,126.54 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-M-04 | MPD Impaired Driving and Youth Deterrence | Maui Police Department | MPD will use grant funds to conduct overtime enforcement of Hawaii's impaired driving laws, including underage drinking, and for DRE-related activities. Funds will also be used for an electronic search | $485,976.16 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | warrant program for impaired driving cases; to purchase supplies for trainings, enforcement operations and education activities; and to send representatives to relevant local and national meetings, trainings and conferences. | | |
| AL23-S-05 | DOH State Laboratory and Intoxilyzer Training | Hawaii State Department of Health | DOH will use grant funds to establish Hawaii's first forensic toxicology state laboratory to test OVUII-alcohol blood samples for Maui, Kauai and Hawaii counties, and OVUII-drug urine and blood samples for all counties. Funds will also be used to conduct statewide Intoxilyzer trainings for law enforcement agencies and county prosecutors, as well as to send representatives to relevant local and national meetings, trainings and conferences. | $2,564,884.20 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-O-06 | Honolulu Prosecutors | City and County of Honolulu | Honolulu's Department of the Prosecuting Attorney will use grant funds to send three | $10,623.75 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | Impaired Driving | Department of the Prosecuting Attorney | representatives to the annual DRE conference. | | 405d M5X; Supplemental 405d M5X |
| AL23-S-07 | Hawaii Prosecutors Office -- TSRP Training | Hawaii County Office of the Prosecuting Attorney | Hawaii County's Office of the Prosecuting Attorney will use grant funds for the annual statewide training for prosecutors and police, which is coordinated by their TSRP. Funds will also be used to send deputy prosecutors to relevant local and national meetings, trainings and conferences. | $155,440.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-08 | Kauai Prosecutors Office -- Traffic Safety Resource Prosecutor | Kauai County Office of the Prosecuting Attorney | Kauai County's Office of the Prosecuting Attorney will use grant funds for their TSRP to conduct trainings; act as a resource for all counties' prosecutors, law enforcement and other traffic safety partners; update partner agencies on important impaired driving cases; and other TSRP-related activities. Funds will also be used to send the TSRP and the | $125,210.40 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | county prosecutor to relevant local and national meetings, trainings and conferences. | | |
| AL23-M-09 | Maui Prosecutors Office -- Impaired Driving | Maui County Department of the Prosecuting Attorney | Maui County's Department of the Prosecuting Attorney will use grant funds to send deputy prosecutors to attend relevant local and national meetings, trainings and conferences. | $30,742.50 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-10 | Judiciary -- Judicial Training | Judiciary | The Judiciary will use grant funds to host a statewide judicial training for District Court judges on Oahu and send judges to national trainings and conferences focused on impaired driving and highway safety issues. | $62,800.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-O-11 | Judiciary -- DWI Court | Judiciary | The Judiciary will use grant funds to towards DWI Court costs, including monitoring DWI Court participants and purchasing drug/alcohol testing kits. Funds will also be used to develop a data dashboard and to conduct an evaluation of Hawaii's DWI Court, as well as | $143,462.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | to send representatives to the NADCP Annual Training Conference. | | |
| AL23-S-12 | Impaired Driving Coordinator & Community Liaison | Hawaii Department of Transportation | The Hawaii Department of Transportation (HDOT) will use grant funds to hire a contractor to coordinate impaired driving initiatives and act as a liaison with the communities, including conducting educational campaigns and community outreach and building partnerships. | $150,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-13 | HDOT Attitudinal/Behavioral Survey | Hawaii Department of Transportation | HDOT will use grant funds to contract with a consultant to conduct statewide traffic safety attitudinal/behavioral surveys to provide the Highway Safety Section with guidance in reaching our target audience for program areas such as alcohol- and drug-impaired driving. | $100,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-14 | HDOT Impaired Driving Court Monitoring | Hawaii Department of Transportation | HDOT will use grant funds to conduct court monitoring, collect data and make recommendations for | $125,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | improvement, if needed. Activities will include count monitoring on Oahu and may expand to the neighbor islands. | | Supplemental 405d M5X |
| AL23-S-15 | HDOT Impaired Driving Media Campaign | Hawaii Department of Transportation | HDOT will use grant funds to implement an alcohol- and/or drug-impaired driving paid media campaign to support local and national mobilizations. Funds may be used towards development and production of public service announcements and related campaign materials. | $750,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-16 | HDOT DRE In-Service Training | Hawaii Department of Transportation | HDOT will use grant funds to host a statewide in-service training for certified DREs, prosecutors and other traffic safety partners. | $90,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |
| AL23-S-PM | HDOT Impaired Driving Program Management | Hawaii Department of Transportation | HDOT will use grant funds for staff salaries and program-related costs, including coordination of the statewide Hawaii Impaired Driving Task Force, Hawaii Drug & Alcohol Intoxicated Driving Working | $375,000.00 | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | Group and the quarterly Traffic Commanders meetings. | | |
| | | | **SUBTOTAL** | **$6,287,939.95** | |

| **Motorcycle Safety** | | | | | |
|---|---|---|---|---|---|
| MC23-S-01 | HDOT Motorcycle 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. | $75,000.00 | FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |
| MC23-S-PM | Program Management | Hawaii Department of Transportation | Staff salaries and related program area costs. | $45,000 | FAST 405f M11MT, NHTSA 402 MC; BIL 405f M11MT, NHTSA 402 MC; Supplemental BIL 405f M11MT, NHTSA 402 MC |
| | | | **SUBTOTAL** | **$120,000.00** | |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| **Occupant Protection** | | | | | |
| OP23-O-01 | HPD Seat Belt & Child Seat Enforcement | Honolulu Police Department | Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws. No equipment.CPS tech training | $116,449.36 | FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402 OP; Supplemental BIL 405b M1HVE, NHTSA 402 OP |
| OP23-O-02 | Oahu Child Restraint | Keiki Injury Prevention Coalition | The KIPC CPS Program plan is to reduce the number of motor vehicle injuries and deaths in children through educating parents and caregivers in how to properly restrain their children in the vehicle. We will accomplish this by training new car seat technicians, providing opportunities for currently certified technicians to update their knowledge, conducting community checkup events, and providing car seat checks and education at our Inspection Stations. KIPC maintains a website that provides information and education on car seat safety, and provides a | $142,459.08 | FAST 405b M1CPS, NHTSA 402 OP; BIL 405b M1CPS, NHTSA 402 OP; Supplemental BIL 405b M1CPS, NHTSA 402 OP |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | phone number and email address for inquiries. | | |
| OP23-H-03 | HCPD Seat Belt Enforcement | Hawaii County Police Department | HCPD will decrease the number of unrestrained fatalities of vehicle occupants from (13) to (12) or less by September 30, 2023. HCPD will increase the number of reported properly fitted child restraints by 5% from 37% in 2021 to 42% by September 30, 2023. HCPD will conduct (150) seatbelt operations and (16) night time seat belt operations and (16) child restraint focused operations during FFY 2023. TSS staff will assure that 10 child safety seats and 10 highback booster seats are distributed to persons in need. TSS staff will participate in (4) community events and provide educational materials. | $148,966.00 | FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402 OP; Supplemental BIL 405b M1HVE, NHTSA 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 | $59,212.50 | FAST 405b M1CPS, NHTSA 402 OP; BIL 405b M1CPS, NHTSA 402 OP; |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | educational presentations. No equipment. Update - bring in expert to train new techs for HPD and HCFD | | Supplemental BIL 405b M1CPS, NHTSA 402 OP |
| OP23-M-05 | MPD Seat Belt & Child Seat Enforcement | Maui Police Department | Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws. No equipment. CPS tech training. | $154,839.37 | FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402 OP; Supplemental BIL 405b M1HVE, NHTSA 402 OP |
| OP23-K-06 | KPD Seat Belt & Child Seat Enforcement | Kauai Police Department | The goal of the Kauai Police Department is to reduce the number of motor vehicle fatalities and injuries due to the occupants not wearing or improperly wearing restraints, as well as reduce fatalities and injuries to children by enforcing child safety seat use. KPD will purchase child restraints and booster seats for events. KPD will set up checkpoints and check up sites for child restraints. | $74,992.73 | FAST 405b M1CPS, NHTSA 402 OP; BIL 405b M1CPS, NHTSA 402 OP; Supplemental BIL 405b M1CPS, NHTSA 402 OP |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| OP23-S-07 | UH Survey | University of Hawaii at Manoa | The University of Hawaii will conduct a statewide seatbelt, helmet, child safety and truck bed use study. It will also conduct observational studies of celluar 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 2022. Six reports will be prepared for the observational component of the proposed research. | $105,801.95 | FAST 405b M1HVE, NHTSA 402 OP; BIL 405b M1HVE, NHTSA 402 OP; Supplemental BIL 405b M1HVE, NHTSA 402 OP |
| OP23-S-08 | HDOT OP CPS Media | Hawaii Department of Transportation | HDOT will use grant funds to hire a media contractor to continue to promote seat belt and child restraint use through education presentations and earned media opportunities. to conduct a statewide media campaign to support all occupant protection intiatives such Click It or Ticket, Child Passenger Safety week and support for the change in the | $400,000.00 | FAST NHTSA 402 OP; BIL NHTSA 402 OP; Supplemental NHTSA 402 OP |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | CPS law. Funds will also be used to the hiring of a contractor to update all images, print and digital media to include messaging on the new Hawaii child restraint laws. This will include the printing of new brochures and posters in other languages. Lastly, the funds will be used to do media outreach through but not limited to TV, social media, movies, and radio.The goal is to create awareness of the benefits of using seat belts, child safety restraints by outreach, education and promotion through media. | | |
| OP23-S-PM | Program Management | Hawaii Department of Transportation | Staff salaries and related program area costs. | $80,000.00 | FAST 405b M1PE, NHTSA 402 OP; BIL 405b M1PE, NHTSA 402 OP; Supplemental BIL 405b M1PE, NHTSA 402 OP |
| | | | **SUBTOTAL** | **$1,282,720.99** | |
| **Pedestrian and Bicycle Safety** | | | | | |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| PS23-O-01 | HPD Pedestrian and Bicycle Enforcement | Honolulu Police Department | Reduce pedestrian and bicycle fatalities and injuries by conducting overtime outreach, community efforts and enforcement. | $195,523.76 | FAST 405h FHLE, NHTSA 402 PS; BIL 405h FHLE, NHTSA 402 PS; Supplemental BIL 405h FHLE, NHTSA 402 PS |
| PS23-O-02 | DTS Pedestrian Safety | City & County of Honolulu Department of Transportation Services | The Honolulu Department of Transportation Services (DTS) will continue to implement safe routes to school to educate children about safe walking practices to keep pediatric deaths at zero. This includes distributing the Safe Walking Pledge flyer to the Department of Education (DOE) to distribute to students and giving Halloween activity books to public elementary schools on Oahu. DTS will attend public events to educate the public about pedestrian safety by distributing safety items and brochures. DTS will also present walking safety tips to senior | $34,540.00 | FAST 405h FHLE, NHTSA 402 PS; BIL 405h FHLE, NHTSA 402 PS; Supplemental BIL 405h FHLE, NHTSA 402 PS |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | citizen groups and elementary school children. | | |
| PS23-S-03 | Pedestrian Safety Media Contractor and Campaign | Hawaii Department of Transportation | HDOT will hire a media contractor to conduct educational presentations and a media campaign and use grant funds to purchase radio, movie theater and/or television air time for public service announcements. | $170,000.00 | FAST 405h FHX, NHTSA 402 PS; BIL 405h FHX, NHTSA 402 PS; Supplemental BIL 405h FHX, NHTSA 402 PS |
| PS23-S-PM | Program Management | Hawaii Department of Transportation | Staff salaries and related program area costs. | $80,000.00 | FAST 405h FHPE, NHTSA 402 PS; BIL 405h FHPE, NHTSA 402 PS; Supplemental BIL 405h FHPE, NHTSA 402 PS |
| | | | **SUBTOTAL** | **$480,063.76** | |

## SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| PT23-O-01 | HPD STEP | Honolulu Police Department | HPD will use funds to conduct Selective Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings. | $709,616.70 | FAST NHTSA 402 PT/SC/DD; BIL NHTSTA 402 PT/SC/DD; Supplemental NHTSA 402 PT/SC/DD |
| PT23-H-02 | HCPD STEP | Hawaii County Police Department | HCPD will use funds to conduct Selective Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings. | $574,234.00 | FAST NHTSA 402 PT/SC/DD; BIL NHTSTA 402 PT/SC/DD; Supplemental NHTSA 402 PT/SC/DD |
| PT23-M-03 | MPD STEP | Maui Police Department | MPD will use funds to conduct Selective Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police | $588,020.05 | FAST NHTSA 402 PT/SC/DD; BIL NHTSTA 402 PT/SC/DD; Supplemental NHTSA 402 PT/SC/DD |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | Traffic Services-related trainings. | | |
| PT23-K-04 | KPD STEP | Kauai Police Department | KPD will use funds to conduct Selective Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings. | $44,509.00 | FAST NHTSA 402 PT/SC/DD; BIL NHTSTA 402 PT/SC/DD; Supplemental NHTSA 402 PT/SC/DD |
| PT23-S-05 | Law Enforcement Liaison | To be determined | HDOT will use funds to contract a Law Enforcement Liaison (LEL) to oversee Hawaii's ignition interlock program, and provide law enforcement expertise as needed (e.g., enforcement grant site selection, selection of appropriate grant strategies and countermeasures, grant development for Hawaii's law enforcement community to mazimize effective leadership, funding and programming). | $100,000.00 | FAST NHTSA 402 PT/SC/DD, 154 AL, 164 AL, 405d M5X; BIL NHTSTA 402 PT/SC/DD, 154 AL, 164 AL, 405d M5X; Supplemental NHTSA 402 PT/SC/DD, 405d M5X |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | Funds may also be used for project-related costs. | | |
| PT23-S-06 | HDOT Traffic Branch – Traffic Safety | Hawaii Department of Transportation | HDOT Highway Division's Traffic Branch will use funds to host traffic safety meetings and send representatives to attend the annual Lifesavers Conference. | $39,336.00 | FAST NHTSA 402 PT/SC/DD; BIL NHTSTA 402 PT/SC/DD; Supplemental NHTSA 402 PT/SC/DD |
| PT23-S-07 | HDOT STEP Media Campaigns | Hawaii Department of Transportation | HDOT will use funds to conduct media campaigns for distracted driving and speeding. Funds may also be used to hire a media contractor, and the production of public service announcements, as needed. | $600,000.00 | FAST NHTSA 402 SC/DD; BIL NHTSTA 402 SC/DD; Supplemental NHTSA 402 SC/DD |
| PT23-S-PM | Program Management | Hawaii Department of Transportation | HDOT will used grant funds for staff salaries and program area-related costs. | $100,000.00 | FAST NHTSA 402 PT; BIL NHTSTA 402 PT; Supplemental NHTSA 402 PT |
| | | | **SUBTOTAL** | **$2,891,846.47** | |

## Traffic Records

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| TR23-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 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-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 one representative to the International Forum on Traffic Records. | $304,350.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-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; purchase a laptop and printer for data collection and entry into their | $74,100.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | RMS; and send three representatives to the International Forum on Traffic Records. | | |
| TR23-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. | $262,099.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-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 one representative to the International Forum on Traffic Records. | $57,660.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-S-06 | Judiciary eCitation | Judiciary | The Hawaii State Judiciary will continue to support the | $108,094.00 | FAST 402 TR; BIL 405c M3DA, |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | Traffic Records | | eCitation pilot project with purchase of eCitation user licenses, issue tracking software and Kofax services, as well as contracting engineering hours to make improvements to the system processes and participating in Hawaii TRCC and eCitation Subcommittee meetings. | | BIL 402 TR; Supplemental BIL 402 TR |
| TR23-M-07 | Maui Prosecutors Traffic Records | Maui County Department of the Prosecuting Attorney | Maui's Department of the Prosecuting Attorney will continue to participate in the eCitation pilot project with purchase of user licenses, as well as attend eCitation Subcommittee meetings and send one representative to the International Forum on Traffic Records. | $8,735.99 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-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 to participate in the eCitation pilot project with purchase of user licenses and | $21,244.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |

| Project Number | Grant Title | Agency | Use of funds | Estimated Funding Amount | Funding Sources |
|---|---|---|---|---|---|
| | | | attend eCitation Subcommittee meetings. | | |
| TR23-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 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| TR23-S-PM | Program Management | Hawaii Department of Transportation | Staff salaries and related program area costs. | $40,000.00 | FAST 402 TR; BIL 405c M3DA, BIL 402 TR; Supplemental BIL 402 TR |
| | | | **SUBTOTAL** | **$1,034,389.99** | |
| | | | **FFY 2023 TOTAL** | **$12,421,685.34** | |

# Equipment List

| # | Agency | Equipment Description | Program Area | Source of Funding | Unit Cost | # of Units | Total Cost |
|---|---|---|---|---|---|---|---|
| 1 | HCPD | Data diagramming software upgrade; Enterprise license | Traffic Records | FAST NHTSA 402 TR; BIL 405c M3DA, NHTSA 402 TR; Supplemental BIL NHTSA 402 TR | $5,400.00 | 1 | $5,400.00 |
| 2 | DOH | Gas Chromatograph with flame ionization detector and headspace (GC-Dual FID with headspace) | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $125,000.00 | 1 | $125,000.00 |
| 3 | DOH | Gas Chromatograph with mass spectrometer and flame ionization detectors and headspace (GC-MS-FID with headspace) | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $550,000.00 | 1 | $550,000.00 |
| 4 | DOH | Biosafety cabinet | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $45,000.00 | 1 | $45,000.00 |
| 5 | DOH | Analytical balance | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $12,000.00 | 1 | $12,000.00 |
| 6 | DOH | Zero-Air gas generator | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $12,000.00 | 1 | $12,000.00 |
| 7 | DOH | Hydrogen gas generator | Impaired Driving | FAST 154 AL, 164 AL, 405d M5X; BIL 154 AL, 164 AL, 405d M5X; Supplemental 405d M5X | $15,000.00 | 1 | $15,000.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8 | DOH | Laboratory Information System | Impaired Driving | FAST 405d M5X; BIL 405d M5X; Supplemental 405d M5X | $500,000.00 | 1 | $500,000.00 |
| 9 | DOH | Triple Quadrople Liquid Chromatograph Spectrometer | Impaired Driving | FAST 405d M5X; BIL 405d M5X; Supplemental 405d M5X | $600,000.00 | 1 | $600,000.00 |
| 10 | MFD | Extrication Equipment | EMS | FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 | $45,474.18 | 1 | $45,474.18 |
| 11 | KPD | Software update and vehicle connection cables | STEP | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT | $16,500.00 | 1 | $16,500.00 |
| 12 | HPD | Speed Message Boards | STEP | FAST NHTSA 402 SC; BIL NHTSA 402 SC; Supplemental BIL NHTSA 402 SC | $5,500.00 | 10 | $55,000.00 |
| 13 | MPD | Scanner software & maintenance subscriptions and support | STEP | FAST NHTSA 402 PT; BIL NHTSA 402 PT; Supplemental BIL NHTSA 402 PT | $18,000.00 | 1 | $18,000.00 |
| 14 | MPD | Crash data recorder hardware updates and tools to access/download vehicle data | STEP | FAST NHTSA 402 PT; BIL NHTSA 402 PT Supplemental BIL NHTSA 402 PT | $17,000.00 | 1 | $17,000.00 |
| 15 | HDOT | Distracted Driving Simulator | STEP | FAST NHTSA 402 DD; BIL NHTSA 402 DD Supplemental BIL NHTSA 402 DD | $10,000.00 | 1 | $10,00.00 |

$2,016,374.18

*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.*