

**HAWAII 2014
HIGHWAY SAFETY
PLAN**



**HAWAII DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE SAFETY OFFICE
HIGHWAY SAFETY SECTION**

HAWAII
HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2014
(October 1, 2013 through September 30, 2014)

PREPARED FOR

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
&
THE FEDERAL HIGHWAY ADMINISTRATION

PREPARED BY

STATE OF HAWAII
Neil Abercrombie, Governor

DEPARTMENT OF TRANSPORTATION
Glenn M. Okimoto, Director/Governor's Highway Safety Representative

HIGHWAY SAFETY SECTION
Lee Nagano, Highway Safety Manager

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OVERVIEW

Aloha!

During federal fiscal year 2013, the Hawaii Department of Transportation's (HDOT) Highway Safety Section and our safety partners have continued to work hard to keep the traffic safety program moving forward.

As a result of the hard work of our many partners, we're thrilled to report that Hawaii now has statewide Distracted Driving and Universal Seat Belt laws.

Prior to the approval of the statewide Distracted Driving law, each of Hawaii's four counties had their own ordinances regarding hand held electronic mobile devices. The new statewide law, which includes a total ban for teenage drivers, will take effect on July 1, 2013.

The new Universal Seat Belt law took effect on May 20, 2013 during the launch of the national Click It or Ticket mobilization. Hawaii residents and visitors are now required to wear a seat belt or use a child restraint in every seating position. We helped promote the law through both earned and paid media/education campaigns, which included television and radio public service announcements and interviews.

Impaired driving continues to be one of the priorities of our traffic safety program. During calendar year 2012, there were 126 fatalities. Out of the 138 drivers involved in fatal motor vehicle crashes, 44 percent had drugs and/or alcohol in their system.

We have continued to increase the number of Drug Recognition Experts (DRE) in Hawaii. Currently, we have 16 DRE instructors and 51 DREs. During federal fiscal year 2012, the county police departments coordinated the first Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings in Hawaii. A total of 6 ARIDE trainings were held, with 70 officers and 6 county prosecutors in attendance.

Additionally, we hosted and coordinated a two-day Drug & Alcohol Conference that featured innovative trainings such as the "You Can't Stop What You Don't Know" and "Fake IDs, Party Patrol and Retail Alcohol Enforcement" presentations by Officer Jermaine Galloway from the Boise Police Department in Idaho; and DRE updates by Chuck Hayes, International Association of Chiefs of Police Drug Evaluation & Classification Program Regional Operations Coordinator. The conference was attended by approximately 175 traffic safety partners from county police departments, Sheriffs Division, county prosecutors' offices, Hawaii Department of Transportation, Hawaii Department of Education, Hawaii Department of Health, and community coalitions.

The Highway Safety Section staff is also working with the HDOT's Traffic Branch and other stakeholders to update Hawaii's Strategic Highway Safety Plan for the next five years. The massive undertaking involves updating all existing emphasis areas and expanding the plan to include other areas such as first responders and speeding. The revised plan should be completed by the end of calendar year 2013.

Highway Safety Section

Scott Haneberg, Motor Vehicle Safety Administrator, continues to lead the HDOT's Motor Vehicle Safety Office, which includes the Highway Safety Section.

Lee Nagano continues to lead the Highway Safety Section as Highway Safety Manager. She provides guidance and safety expertise by helping communities and organizations target their problem areas, thereby empowering communities to find solutions.

The Highway Safety Section staff also includes:

- Lianne Yamamoto, who coordinates the alcohol programs and processes reimbursement requests, in addition to coordinating media campaigns;
- Karen Kahikina, who coordinates the Drug Recognition Expert/SFST programs, speeding, and traffic records programs;
- Christy Cowser, who coordinates the emergency medical services, motorcycle, pedestrian and bicycle safety programs along with the Driver Education/GDL programs;
- Robert Lung, who serves as the Law Enforcement Liaison, works with the four county police departments and coordinates statewide enforcement meetings with traffic safety partners; and
- Cherise Ishida, who, as the Highway Safety Section's fiscal coordinator, manages our section's daily administrative tasks, processes grant agreements and reviews grant reimbursement requests.

We will continually reevaluate our processes and projects to maximize outcome and ensure we are moving towards our ultimate goal of saving lives.

As always, we remain committed to ensuring that Hawaii's roadway users arrive at their destinations safely, in all modes of transportation. Through our highway safety projects and grants, we strive to reduce the number of fatalities and injuries caused by motor vehicle crashes in Hawaii.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.
Director of Transportation
Governor's Highway Safety Representative

BACKGROUND

The Governors of all states are mandated by federal law 23 U.S.C. 402 to establish and implement a statewide highway safety program. The Hawaii Revised Statutes (HRS) delegates this authority to the Director of Transportation as the Governor's Highway Safety Representative. The HRS also establishes a State Highway Safety Council to advise the Director of Transportation on highway safety issues and establishes County Traffic Safety Councils.

To assist states in carrying out the highway safety program, Congress provides annual grants for highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grant funds only for highway safety purposes; at least 40% of these funds are to be used to address local traffic safety problems.

SAFETEA-LU Behavioral Highway Safety Programs

Sections 2001 and 2002 of SAFETEA-LU reauthorize the State and Community Highway Safety formula grant program (Section 402 of Chapter 4 of Title 23) to support state highway safety programs. In addition, there are incentive grants to states that meet certain requirements, including Sections 405, 408, 410, 2010 and 2011. The grants support planning to identify and quantify highway safety problems, provide start up "seed" money for new programs, and give new direction to existing safety programs. The funds are intended to catalyze innovative programs at the state and local level, and leverage commitments of state, local, and private resources.

Section 402	General Use.
Section 405	Restricted to seat belt projects.
Section 408	Restricted to traffic data projects.
Section 410	Restricted to alcohol projects.
Section 2010	Restricted to motorcycle projects.
Section 2011	Restricted to child safety seat projects.

MAP-21 Behavioral Highway Safety Programs

Moving Ahead for Progress in the 21st Century (MAP-21) is the surface transportation bill that authorizes the federal surface transportation programs – including highway safety programs – for Federal Fiscal Years (FFY) 2013 and 2014. It provides guidelines and criteria for grant distribution. The federal fiscal year runs from October 1 through September 30.

HDOT is currently operating under MAP-21. The following is a list of federal highway safety programs authorized under MAP-21:

- Section 402
State and Community Highway Safety Grant Program
- Section 154
Open Container Transfer Provision
- Section 164
Repeat Offender Transfer Provision
- Section 405
National Priority Safety Program
Includes sub-sections for:
 - Impaired Driving

- o Occupant Protection
- o Traffic Records
- o Motorcyclist Safety
- o Distracted Driving
- o Graduated Driver Licensing

Hawaii expects to receive an estimated \$2 million (MAP-21) in highway safety grants in Federal Fiscal Year 2014, October 1, 2013 to September 30, 2014.

Additionally, Hawaii expects to carry forward approximately \$4.5 million on SAFETEA-LU funds and \$2 million in MAP-21 FFY 2013 funds.

In addition, beginning with the 2010 Highway Safety Plan (HSP), NHTSA and the Governors Highway Safety Association (GHSA) have agreed upon a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures. The initial minimum set contains 14 measures: 10 core outcome measures, one core behavior measure, and three activity measures. States are required to set goals for and report progress on each of the 11 core outcome and behavior measures annually, beginning with their 2010 Highway Safety Plans and Annual Reports. NHTSA will use the core measures as an integral part of its reporting to the Congress, the public and others. Hawaii's core measures and performance goals are presented throughout this HSP are listed on page 5.

17 YEAR STATISTICS

Hawaii Summary of Traffic Demographics and Fatalities, 1995-2011

Year	Population	Licensed Drivers	Registered Vehicles	Vehicle Miles Traveled (Million)	Traffic Fatalities	Fatality Rate	Alcohol Involved Fatalities	Alcohol Involved
1995	1,196,854	732,508	901,291	7,944.1	130	1.6	64	49.2%
1996	1,203,755	733,486	907,770	8,005.9	148	1.8	62	41.9%
1997	1,211,640	738,865	906,964	8,003.0	131	1.6	57	43.5%
1998	1,215,233	746,329	915,753	8,090.2	120	1.5	61	50.8%
1999	1,210,300	752,693	929,474	8,215.2	98	1.2	42	42.9%
2000	1,212,109	769,383	964,738	8,525.7	132	1.5	50	37.9%
2001	1,222,011	787,820	986,555	8,142.2	140	1.6	53	37.9%
2002	1,234,514	814,668	1,013,594	8,937.3	119	1.3	45	37.8%
2003	1,248,755	834,188	1,057,625	9,325.0	133	1.4	71	53.4%
2004	1,262,840	843,876	1,100,646	9,734.6	142	1.6	60	42.3%
2005	1,275,194	856,163	1,149,403	10,129.1	140	1.4	67	47.9%
2006	1,285,498	867,003	1,159,256	10,196.3	161	1.6	79	49.1%
2007	1,283,388	882,455	1,167,240	10,259.9	138	1.3	69	48.0%
2008	1,288,198	895,941	1,160,643	10,189.1	107	1.0	47	43.9%
2009	1,295,178	905,704	1,149,928	10,095.2	109	1.1	59	54.1%
2010	1,360,301	911,417	1,151,681	10,111.0	113	1.1	50	44.0%
2011	1,374,810	915,033	1,210,370	10,653.9	100	.94	44	44.0%

C-1: Traffic Fatalities in Hawaii, 2005-2011

	2005	2006	2007	2008	2009	2010	2011
<u>Actual numbers:</u>							
Traffic Fatalities	140	161	138	107	109	113	100
<u>Utilizing 5-year moving average:</u>							
Traffic Fatalities	135	139	143	138	131	126	113

Based on our 11-year trendline analysis of Hawaii's motor vehicle fatalities, our goal is to decrease the number of motor vehicle fatalities to 115 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-2: Serious Injuries* in Traffic Crashes in Hawaii, 2005-2009

	2005	2006	2007	2008	2009
<u>Actual numbers:</u>					
Serious Injuries	462	418	335	330	320
<u>Utilizing 5-year moving average:</u>					
Serious Injuries	441	453	435	402	373

Based on our five-year trendline analysis of serious injuries in traffic crashes in Hawaii, our goal is to decrease the number of serious injuries in traffic crashes to 250 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

* A serious injury is defined as: Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This is often defined as "needing help from the scene."

Please note that this is the most current data available.

C-3: Fatalities/VMT in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Rural	64	58	41	42	42
Urban	74	49	68	71	58
Total Fatalities	138	107	109	113	100
<u>Fatalities/VMT Utilizing 5-year moving average:</u>					
Rural	.62	.56	.41	.42	.39
Urban	.72	.48	.68	.71	.54
Total Fatalities	1.3	1.0	1.1	1.1	.94

Hawaii's goal is:

- a) Based on our five-year trendline analysis of fatalities/VMT in Hawaii, our goal is to decrease the number of fatalities/VMT 1.0 by the end of FFY 2014. Given our relatively low number annual number of fatalities, it is statistically possible for anomalies to occur.
- b) Based on our five-year trendline analysis of fatalities/VMT in Hawaii, our goal is to decrease the number of fatalities/VMT in rural areas to .40 by the end of FFY 2014. Given our relatively low number annual number of fatalities, it is statistically possible for anomalies to occur.
- c) Based on our five-year trendline analysis of fatalities/VMT in Hawaii, our goal is to decrease the number of fatalities/VMT in urban areas to .60 by the end of FFY 2014. Given our relatively low number annual number of fatalities, it is statistically possible for anomalies to occur.

C-4: Unrestrained Passenger Vehicle Occupant Fatalities in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	29	27	27	25	14

Based on our five-year trendline analysis of unrestrained passenger vehicle occupant fatalities in Hawaii, our goal is to decrease the number of unrestrained passenger vehicle occupant fatalities to 12 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

B-1: Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Seat Belt Use Rate (Observational Survey)	94.5%	96.12%	97.92%	97.62%	96.03%
Child Safety Seat Usage (Observational Survey)					
Infants	91.45%	96.77%	93.62%	93.78%	96.8%
Toddlers	62.29%	78.47%	86.96%	90.06%	89.4%

Based on our five-year trendline analysis of observed seat belt use for passenger vehicle, front seat outboard occupants in Hawaii, our goal is to increase the seat belt usage rate to 96 percent by the end of FFY 2014. During FFY 2013, Hawaii began using the new seat belt observation methodology; it is statistically possible for anomalies to occur.

Based on our five-year trendline analysis of child restraint for infants in Hawaii, our goal is to increase the usage rate to 95% by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

Based on our five-year trendline analysis of child restraint for toddlers in Hawaii, our goal is to increase the usage rate to 95% by the end of FFY 2014. Given our relatively low number annual number of fatalities, it is statistically possible for anomalies to occur.

C-5 : Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 g/dL or higher, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08/g/dL or higher	44	42	52	43	44

Based on our five-year trendline analysis of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 g/dL or higher in Hawaii, our goal is to decrease the number to 45 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-6: Number of Speeding-Related Fatalities, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Speed-related fatalities	66	50	59	51	45
<u>Utilizing 5-year moving average:</u>					
Speeding-Related Fatalities	70	66	64	61	54

Based on our five-year trendline analysis of Hawaii's speed-related fatalities, our goal is to decrease the number of speed-related fatalities to 38 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-7: Motorcyclist Fatalities in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Motorcyclist fatalities	29	25	35	26	32
<u>Utilizing 5-year moving average:</u>					
Motorcyclist fatalities	23	25	28	29	29

Based on our five-year trendline analysis of Hawaii's motorcycle fatalities, our goal is to decrease the number of motorcycle fatalities to 35 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-8: Unhelmeted Motorcyclist Fatalities in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
Actual Number of Unhelmeted Motorcyclist Fatalities	23	18	21	21	25

Based on our five-year trendline analysis of Hawaii's unhelmeted motorcycle fatalities, our goal is to decrease the number of unhelmeted motorcycle fatalities to 25 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-9: Drivers Age 20 or Younger Involved in Fatal Crashes, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Number of Drivers 20 or Younger Involved in Fatal Crashes	21	18	16	14	12
<u>Utilizing 5-year moving average:</u>					
Number of Drivers 20 or Younger Involved in Fatal Crashes	24	23	20	18	16

Based on our five-year trendline analysis of the number of drivers 20 years or younger involved in fatal crashes, our goal is to decrease the number of fatalities to 5 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

C-10: Pedestrian Fatalities in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Number of Pedestrian Fatalities	28	21	16	26	23
<u>Utilizing 5-year moving average:</u>					
Number of Pedestrian Fatalities	30	30	27	25	23

Based on our five-year trendline analysis of Hawaii's pedestrian fatalities, our goal is to decrease the number of pedestrian fatalities to 23 or fewer by the end of FFY 2014. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

2014 Performance Goals

The following is a summary of the performance goals the Hawaii Department of Transportation has set for the highway safety program for FFY 2014:

Program Group or Area	Performance Measure	Base Level*	Base Date*	Goal	By Year
Total Program					
C-1: Total Fatalities	Fatalities	113	2007-2011	Decrease to 113 or fewer	2014
C-2: Total Serious Injuries	Serious injuries	373	2005-2009	Decrease to 250 or fewer	2014
C-3: Total Fatalities/VMT	Fatalities/VMT	1.1	2007-2011	Decrease to 1.0	2014
Rural		.48		Decrease to .40	
Urban		.63		Decrease to .60	
Occupant Protection					
C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions	All occupants	24	2007-2011	Decrease to 12 or fewer	2014
B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants	Front seat occupants	96.44	2007-2011	Increase to 96%	2014
Child Safety Seat Usage	Infants	94.48	2007-2011	Increase to 95%	2014
Child Safety Seat Usage	Toddlers	81.44	2007-2011	Increase to 95%	2014
All Occupant Fatalities	Restrained	24	2007-2011	Increase to 95%	2014
Alcohol					
C-5: Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	Drivers or motorcycle operator with .08 & above BAC	45	2007-2011	Decrease to 45 or fewer	2014
Speed Control					
C-6: Number of speeding-related fatalities	Speed-related fatalities	63	2007-2011	Decrease to 55	2014

Motorcyclists					
C-7: Number of motorcyclist fatalities	Motorcyclist fatalities	29	2007-2011	Decrease to 35 or fewer	2014
C-8: Number of unhelmeted motorcyclist fatalities	Unhelmeted motorcyclists	22	2007-2011	Decrease to 25 or fewer	2014
Drivers 20 or Younger					
C-9: Number of drivers 20 or younger involved in fatal crashes	Drivers 20 or younger	16	2007-2011	Decrease to 5 or fewer	2014
Pedestrians					
C-10: Number of pedestrian fatalities	Pedestrians	23	2007-2011	Decrease to 23 or fewer	2014

* The base level and base date for each performance measure is based upon a 5-year trendline analysis that includes the most recent year and the four immediately preceding years.

PART 1

EXECUTIVE SUMMARY (PERFORMANCE PLAN)

PROCESS DESCRIPTION

During calendar year 2011, the number of traffic fatalities decreased slightly to 100, from 113 in calendar year 2010. Alcohol, speed, motorcyclists and pedestrians continued to be major factors in the high fatality rate.

A brief summary of 2011 fatal data showed:

- Of the 100 traffic fatalities, 23 were pedestrians
- Motorcycle/moped fatalities increased from 26 to 32
- Bicycle fatalities decreased from 3 to 2

In federal fiscal year 2014, Hawaii will continue to focus on reducing its fatal crashes in six high priority areas that have been identified as the greatest areas of concern. The state will concentrate its education, enforcement and engineering efforts in these areas, utilizing a variety of countermeasures to address the problems.

HIGHEST PRIORITY

The Highway Safety Office has studied both Hawaii's fatality and enforcement data to identify the statewide problem areas in highway safety. Data that was reviewed came from the Fatality Analysis Reporting System (FARS), state motor vehicle crash report data, enforcement data from the county police departments, HEMSIS, motor vehicle registration and driver license information and population data.

The areas below have been identified as the most critical problem areas in highway safety in Hawaii and grants addressing these areas were given priority:

- ◆ Programs to reduce the number of repeat driving while intoxicated violations
- ◆ Programs to enforce traffic laws in the areas of speed, occupant protection and alcohol/drugs
- ◆ Programs to reduce motorcycle crashes
- ◆ Programs to reduce pedestrian injuries and fatalities for persons of all ages
- ◆ Programs to increase the use of seat belts, especially between 9 p.m. – 3 a.m.
- ◆ Programs to modernize Hawaii's traffic records system
- ◆ Reduce distracted driving

LOWER PRIORITY

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

- ◆ Programs to increase use of child safety seats (including booster)
- ◆ Programs to reduce bicycle crashes
- ◆ Equipment request by first responders

All of the safety projects funded in federal fiscal year 2014 are targeted to these key programs.

Once the priorities were set, the Highway Safety Office issued a Request for Proposals (RFP) in March 2013, which invited interested agencies and traffic safety advocates to propose countermeasures. To simplify the process, the RFP included data in each priority area and requested solutions on how to help

reduce injuries and fatalities. Applicants were requested to identify specific problems within their communities using data, develop their solution and provide us with a quantifiable evaluation to show effectiveness of their programs. Copies of the RFP were mailed to all previous grantees and those who requested copies. Additionally, the RFP was posted on the State's procurement website.

A total of 65 proposals were received by the Highway Safety Office, compiled and submitted to the County Traffic Safety Councils on each island for their review and ranking, based on the needs of that island. Once the County Traffic Safety Council information was received, the State Highway Safety Council (SHSC) met and reviewed all the proposals and provided recommendations to the Highway Safety Staff, who made the final decision on which proposals should be funded. Proposals that supported strategies in Hawaii's Strategic Highway Safety Plan also received priority. The Governor's Highway Safety Representative (GR) reviewed the process and approved the recommendations made by the Highway Safety Office.

Once Hawaii's Highway Safety Plan has been officially approved by NHTSA Region 9, the Highway Safety Office will release approved grant agreements so that grant activities may begin on October 1, 2013. A mandatory orientation meeting is scheduled with all grantees to review the grant process, how to submit requests for reimbursements, project monitoring and reporting requirements.

Federal Fiscal Year 2014 Highway Safety Plan Summary

Project Title	Total	To Local
Program Administration	\$186,000.00	\$0
Police Traffic Services	\$339,810.00	\$256,760.00
Alcohol Countermeasures	\$3,094,313.54	\$1,418,233.54
Traffic Records	\$2,232,595.48	\$593,080.00
Emergency Medical Services	\$55,653.51	\$50,653.51
Occupant Protection	\$1,337,658.87	\$787,658.87
Speed Control	\$824,089.30	\$474,089.30
Motorcycle Countermeasures	\$315,000.00	\$115,000.00
Pedestrian/Bicycle Safety	\$539,952.42	\$89,952.42
Distracted Driving	\$813,125.85	\$332,027.60
NHTSA TOTAL	\$9,738,198.97	\$4,117,455.24
Share to Local (percentage)	42.28%	

PART II

PROGRAM AREAS

All projects will be funded on the condition that the State of Hawaii Department of Transportation receives federal appropriations for federal fiscal year 2014.

PLANNING & ADMINISTRATION

Program Overview

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the Highway Safety Office. These activities include:

- ◆ Identifying the state's most significant traffic safety problems;
- ◆ Prioritizing problems and developing methods for the distribution of funds;
- ◆ Developing the annual Highway Safety Plan (HSP);
- ◆ Selecting individual projects to be funded;
- ◆ Evaluating accomplishments;
- ◆ Increasing public awareness and community support;
- ◆ Participating in various traffic safety committees and task forces;
- ◆ Organizing traffic safety groups and trainings;
- ◆ Coordinating statewide public information and education programs; and
- ◆ Generally promoting and coordinating traffic safety in Hawaii.

Goals & Performance Measures

The goal is to provide management and support services for the activities necessary to operate the traffic safety program in the State of Hawaii. The performance goals include:

- ◆ Develop a coordinated Highway Safety Plan/Performance Plan by July 1, 2013;
- ◆ Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan;
- ◆ Conduct an active public awareness and community support program during federal fiscal year 2014.
- ◆ Support highway safety legislation;
- ◆ Develop the Annual Report for FFY 2014 by December 31, 2014; and
- ◆ Utilize all available means for improving and promoting the Hawaii traffic safety program.

SAFETEA-LU Section 402 - Program Administration

1	<p>Project Title: Program Administration Project Number: PA14-00 (01-S-01) Project Goal: To implement the Hawaii Department of Transportation's traffic safety program. Project Description: The funds will be used to administer the highway safety program for the State of Hawaii. Funds will also be used for travel to meetings and conferences such as the NHTSA Region 9 Partners Meeting and the Lifesavers Conference. Project Cost: \$129,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
2	<p>Project Title: Hawaii Department of Transportation – Fiscal Coordinator Project Number: PA14-00 (02-S-01) Project Goal: To ensure that all reimbursements are correct and processed in a timely manner. Project Description: The funds will be used to continue funding a fiscal coordinator position to manage the Highway Safety Section's daily administrative tasks, process grant agreements and review grant reimbursement requests. Project Cost: \$57,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
	<p>Program Administration Total: \$186,000.00 (Section 402 FFY 2012 funds)</p>

SAFETEA-LU Section 402 - Police Traffic Services

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

Continual training is necessary due to promotions, transfers and new hires.

1	<p>Project Title: Honolulu Police Department Traffic Services Project Number: PT14-01 (01-O-01) Project Goal: To improve the accuracy and timeliness of collecting crash scene data by training a minimum of 16 law enforcement officers in highway safety-related disciplines by September 30, 2014. Project Description: Funds will be used to host three Institute of Police Technology and Management (IPTM) courses on Oahu. The three courses are "At-Scene Traffic Crash/Traffic Homicide Investigation," "Traffic Crash Reconstruction" and "Human Factors in Traffic Crash Reconstruction." The neighbor island police departments will be participating in these courses. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$60,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
2	<p>Project Title: Hawaii County Police Department Traffic Services Project Number: PT14-01 (02-H-01) Project Goal: To improve the accuracy and timeliness of collecting crash scene data by training two law enforcement officers in highway safety-related disciplines by September 30, 2014. Project Description: The project will enable the Hawaii County Police Department to send Traffic Enforcement Unit officers to participate in three courses on Oahu. In addition, funds will be used to purchase crash data retrieval software for reconstructing cases. Grant funds may also be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$44,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
3	<p>Project Title: Maui Police Department Traffic Services Project number: PT14-01 (03-M-01) Program Goal: To improve the accuracy and timeliness of collecting crash scene data by training a minimum of two law enforcement officers in highway safety-related disciplines by September 30, 2014. Project Description: Funds will be used to train officers in the following classes: "CDR Train-the-Trainer Course," "CDR Technician & Analyst" course and to attend the three courses on Oahu. Funds will also be used to send one officer to the annual ARC-CSI Crash Conference and purchase software and hardware to ensure continuity of investigation completion. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$41,300.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>

4	<p>Project Title: Kauai Police Department Traffic Services Project Number: PT14-01 (04-K-01) Program Goal: To improve the accuracy and timeliness of collecting crash scene data by training two law enforcement officers in highway safety-related disciplines by September 30, 2014. Project Description: The project will enable the Kauai Police Department (KPD) to send two traffic officers to participate in the three IPTM courses being offered on Oahu. Funds will also be used to host a statewide CDR class and to purchase a van to store all crash scene investigation materials so that KPD crash investigators can quickly respond to crash scenes. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$111,460.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
5	<p>Project Title: Traffic Safety Community/NHTSA Law Enforcement Liaison Project Number: PT14-01 (05-S-01) Program Goal: To improve communication between the four county police departments by coordinating a minimum of four Traffic Commanders meetings and conduct a minimum of one speed laser training. Project Description: The funds will be used to fund a Traffic Safety Community/Law Enforcement Liaison (LEL) position to develop stronger grassroots support for traffic safety initiatives and to coordinate quarterly meetings and training with the four county police departments. One of the liaison's main responsibilities is to assist with the statewide DRE program and coordinating DRE training and meetings. The LEL is also tasked with overseeing Hawaii's Ignition Interlock program and facilitating the monthly Hawaii Traffic Records Core Committee meetings. Funds will also be used to send the LEL to the annual DRE Conference, Lifesavers Conference, NHTSA Region 9 Partners Meeting and GHSA Annual Meeting. The LEL will also provide speed laser training for county police departments who request the training and will provide assistance with all traffic safety related legislation and research. Grant funds may be used for traffic safety-related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$78,050.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
6	<p>Project Title: Program Management Project Number: PT14-01 (06-S-01) PM Project Goal: To oversee and provide guidance to police traffic services projects. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans. Project Cost: \$5,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
<p>Police Traffic Services Total: \$339,810.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>	

**Hawaii Police Traffic Services Summary Sheet
SAFETEA-LU FFY 2012
Federal Fiscal Year 2014**

	POLICE TRAFFIC SERVICES FISCAL SUMMARY	Allocation
PT14-01 (01-O-01)	HPD - Traffic Services	\$60,000.00
PT14-01 (02-H-01)	HCPD - Traffic Services	\$44,000.00
PT14-01 (03-M-01)	MPD - Traffic Services	\$41,300.00
PT14-01 (04-K-01)	KPD - Traffic Services	\$111,460.00
PT14-01 (05-S-01)	Law Enforcement Liaison	\$78,050.00
PT14-01 (06-S-01) PM	Program Management	\$5,000.00
Traffic Services Total:	SAFETEA-LU Section 402 FFY 2012 funds	\$339,810.00

SPEED CONTROL

Excessive speeding continues to be a major contributing factor in fatal crashes in Hawaii, resulting in 45 fatalities in 2011.

A component of Police Traffic Services, speed enforcement is a top priority for Hawaii's four county police departments. The departments use grant funds to enforce the speeding laws; conduct high visibility checkpoints and stealth operations; and curb speeding and aggressive driving.

Speed on Hawaii Highways, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Number of Speeding-Related Fatalities	66	50	59	51	45
Speeding Citations*	65,359	53,798	66,340	61,836	58,176
*Information provided by local police departments					
<u>Utilizing 5-year moving average:</u>					
Number of Speeding-Related Fatalities (C-6)	70	66	55	61	54

SAFETEA-LU Section 402 Speed Control Countermeasures

1	<p>Project Title: Honolulu Police Department Speed Enforcement Project Number: SC14-06 (01-O-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing speed-related crashes and fatalities. The Honolulu Police Department (HPD) will conduct a minimum of 2,802 hours of high visibility speed enforcement. Project Description: HPD will use funds to pay for 2,802 speed enforcement overtime hours for officers to detect and enforce the traffic violation of speeding. By conducting 2,802 hours of highly visible sustained enforcement, HPD anticipates issuing 7,005 citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$207,959.30 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
2	<p>Project Title: Hawaii County Police Department Speed Enforcement Project Number: SC14-06 (01-H-02) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing speed-related crashes and fatalities. The Hawaii County Police Department (HCPD) will conduct 100 highly visible speeding checkpoints and issue 600 citations. Project Description: The funds will be used to pay for overtime for officers to enforce the speed-related laws. HCPD will use crash, fatal and injury data to focus their enforcement efforts in those areas that show a speeding problem. HCPD plans to conduct 100 or more checkpoints, specifically in locations known for excessive speed violations and locations of recent crashes involving serious injuries or death. They plan on issuing 600 or more speeding citations and other violations, using grant funding. Funds will be used to purchase 10 radar units to be used by patrol officers in areas where speed-related accidents and fatalities have occurred. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$81,603.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
3	<p>Project Title: Maui Police Department Speed Enforcement Project Number: SC14-06 (01-M-03) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing speed-related crashes and fatalities. The Maui Police Department (MPD) will conduct a minimum of 900 overtime hours of speed enforcement and issue 1,500 citations. Project Description: MPD will use 900 overtime hours to enforce the speeding laws. They plan to issue 1,500 citations using grant funds. Funds will also be used to purchase three Kustom radar units and host one LTI Laser Instructor Course on Maui. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$134,469.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>

4	<p>Project Title: Kauai Police Department Speed Enforcement Project Number: SC14-06 (01-K-04) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing speed-related crashes and fatalities. The Kauai Police Department (KPD) will conduct a minimum of 450 hours of high visibility enforcement and issue 1,000 citations. Project Description: KPD will use 450 overtime hours to enforce the speeding laws and issue 1,000 citations for speeding. KPD will also use grant funds to purchase three Stalker DSR X2 radars, three LTI laser speed guns and a Stealth Stat computer. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$50,058.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
5	<p>Project Title: Department of Transportation – Speeding Media Campaign Project Number: SC14-06 (02-S-01) Project Goal: To conduct a statewide media campaign in support of Hawaii’s high visibility speeding mobilizations. Project Description: This grant will be administered through HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our speeding public service announcement to educate the public about the dangers of speeding and/or enforcement efforts. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$300,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
6	<p>Project Title: Program Management Project Number: SC14-06 (03-S-01) PM Project Goal: To oversee and provide guidance to speed-related projects. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for speed control-related countermeasures. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$50,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
<p>Speed Control Total: \$824,089.30 (SAFETEA-LU Section 402 FFY 2012 funds)</p>	

**Hawaii Police Traffic Services Summary Sheet
SAFETEA-LU Section 402 FFY 2012
Federal Fiscal Year 2014**

	SPEED CONTROL FISCAL SUMMARY	Allocation
SC14-06 (01-O-01)	HPD - Speed Enforcement	\$207,959.30
SC14-06 (01-H-02)	HCPD - Speed Enforcement	\$81,603.00
SC14-06 (01-M-03)	MPD - Speed Enforcement	\$134,469.00
SC14-06 (01-K-04)	KPD - Speed Enforcement	\$50,058.00
SC14-06 (02-S-01)	DOT – Speed Media Campaign	\$300,000.00
SC14-06 (03-S-01) PM	Program Management	\$50,000.00
Speed Control Total:	SAFETEA-LU Section 402 FFY 2012 funds	\$824,089.30

IMPAIRED DRIVING

Impaired driving continues to be a major problem in Hawaii. Of the 100 traffic fatalities in 2011, 45 or 45% were alcohol-related.

During FFY 2014, we will continue our “52/12” enforcement and media campaign. As part of the “52/12” enforcement program, Hawaii’s four county police departments have, at a minimum, one sobriety checkpoint every week of the year, which means 52 weeks of enforcement during the 12-month federal fiscal year. The county police departments will also implement checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaigns. Additional sobriety checkpoints will be established during major holiday periods.

In FFY 2013, we switched our media slogan to align with the national impaired driving slogan, “Drive Sober or Get Pulled Over.”

Impaired Driving in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
<u>Actual numbers:</u>					
Fatalities	138	107	109	113	100
Alcohol-Involved Fatalities	66	50	59	51	44
% Alcohol-Involved Fatalities	48.0%	43.9%	54.1%	44%	44%
 <u>Utilizing 5-year moving average:</u>					
Fatalities	143	138	131	126	113
Alcohol-Involved Fatalities	69	64	64	61	54

SAFETEA-LU Section 410 Impaired Driving Countermeasures

1	<p>Project Title: Honolulu Police Department Impaired Driving Project Number: AL14-02 (01-O-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Honolulu Police Department (HPD) will conduct a minimum of 302 highly visible DUI sobriety checkpoints and 25 DUI saturation patrols during the grant period. Project Description: HPD will use funds to establish approximately 302 sobriety checkpoints, a minimum of one each week (52 per year) and during designated holidays (Thanksgiving, Memorial Day and Labor Day). HPD will also send three officers to the Drug Recognition Expert (DRE) national conference/local training, the Lifesavers Conference and to host the quarterly Traffic Commanders meetings. Funds will also be used to send two Advanced Roadside Impaired Driving Enforcement instructors to assist with training on the neighbor islands. Additionally, funds will be used to purchase 15 DRE Medical kits for the DRE officers to conduct evaluations. The Department will also conduct quarterly earned media events during this fiscal year. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$556,718.46 (SAFETEA-LU Section 410 FFY 2012 funds)</p>
2	<p>Project Title: Hawaii County Police Department Impaired Driving Project Number: AL14-02 (01-H-02) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Hawaii County Police Department (HCPD) will establish at least 120 impaired driving roadblocks and make 25 or more arrests using grant funds. Project Description: HCPD will use grant funds to pay for overtime for officers to enforce Hawaii's impaired driving laws. HCPD will conduct sobriety checkpoints every week, or 52 weeks during the grant period in locations that show the greatest possibility of arresting drunk drivers. HCPD will participate in all national mobilization efforts as well as special holiday periods locally. HCPD hopes to establish at least 120 sobriety checkpoints and screen at least 22,668 vehicles or more at the roadblocks utilizing the federal funds. The funds will also be used to send officers to attend a DRE Instructor School and certification nights on Oahu, the Drug Recognition Expert conference, the Lifesavers Conference and to the quarterly Traffic Commanders meetings. Funds will also be used to purchase 10 AlcoPro portable breathalyzer test units and DUI Roadblock signs. HCPD will also conduct quarterly earned media events during this fiscal year. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$153,180.00 (SAFETEA-LU Section 410 FFY 2012 funds)</p>

3	<p>Project Title: Maui Police Department Impaired Driving/Youth Deterrence Project Project Number: AL14-02 (01-M-03) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Maui Police Department (MPD) will conduct a minimum of 78 high visibility impaired driving sobriety checkpoints during the grant period. Project Description: MPD will use funds to raise public awareness of and deter drunk driving by increasing arrests, citations, frequency of sobriety checkpoints, DUI training for police officers and youth deterrent enforcement efforts. MPD will establish 78 sobriety checkpoints and train patrol officers to be proficient in detecting and apprehending impaired drivers, as well as train patrol officers in rural districts such as Hana, Molokai and Lanai. MPD will also increase enforcement during all national mobilization efforts as well as special holiday periods. MPD plans to deter illegal underage drinking through Youth Deterrent Enforcement efforts, including increasing the number of youth deterrent operations in rural areas. The grant will allow MPD to send key personnel to attend the Drug Recognition Expert (DRE) conference; DRE certification/recertification training; and Users Group conference. Funds will also be used to purchase six Alco-Sensor IV preliminary breath tester, one CMI Intoxilyzer and two Guth simulators. MPD will also conduct quarterly earned media events this fiscal year. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$232,762.08 (SAFETEA-LU Section 410 FFY 2012 funds)</p>
4	<p>Project Title: Kauai Police Department Impaired Driving Project Number: AL14-02 (01-K-04) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Kauai Police Department (KPD) will conduct a minimum of 54 high visibility sobriety checkpoints during the grant period. Project Description: KPD will use funds to conduct a minimum of 54 sobriety checkpoints throughout the fiscal year in locations that show the greatest possibility of alcohol-related violations. KPD will also participate in national mobilization campaigns as well as special holiday periods locally. KPD will use grant funds for travel to the Lifesavers conference, DRE conferences/trainings, ARIDE training, Intoxilyzer Supervisor Training and quarterly Traffic Commanders meetings. They will also conduct quarterly earned media events. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$130,000.00 (SAFETEA-LU Section 410 FFY 2012 funds)</p>

Hawaii Impaired Driving Summary Sheet
SAFETEA-LU Section 410 FFY 2012
Federal Fiscal Year 2014

	IMPAIRED DRIVING COUNTERMEASURES FISCAL SUMMARY	Allocation
AL14-02 (01-O-01)	HPD – Impaired Driving	\$556,718.46
AL14-02 (01-H-02)	HCPD – Impaired Driving	\$153,180.00
AL14-02 (01-M-03)	MPD – Impaired Driving/Youth Deterrence Project	\$232,762.08
AL14-02 (01-K-04)	KPD – Impaired Driving	\$130,000.00
Total	SAFETEA-LU Section 410 FFY 2012 funds	\$1,072,660.54

MAP-21 Section 405d Impaired Driving Countermeasures

5	<p>Project Title: Judges Training Project Number: AL14-02 (02-S-01) Project Goal: To conduct one statewide judicial training for all district court judges to focus on impaired driving and highway safety issues. Project Description: The funds will be used to host a statewide impaired driving update for all circuit court judges. The ideas generated from the training will help them better address problems facing judges adjudicating traffic matters, particularly impaired driving cases and sentencing recommendations. Grant funds may be used for traffic safety related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$16,840.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
6	<p>Project Title: Traffic Safety Resource Prosecutor Project Number: AL14-02 (03-S-01) Project Goal: To coordinate one statewide training for prosecutors, law enforcement and first responders to provide current information on the proper interpretation of Hawaii's OVUII and other contemporary trial techniques. Project Description: Funds will be used to provide training to statewide prosecutors, law enforcement officers and first responders to help provide current information on the proper interpretation of Hawaii's often-changing OVUII and other traffic laws and contemporary trial techniques. They will also be kept abreast of the latest trends and tools used in traffic enforcement. The bringing together of the three disciplines will increase cooperation between these agencies for a more uniform and consistent approach to OVUII law enforcement throughout the state. Prosecutors will gain the most possible knowledge concerning their trial advocacy skills; gain knowledge of current case law; learn innovative procedures and arguments that will help build within the judicial system a passion for traffic safety and result in preventing case law that negatively affect traffic safety. Police will be given the skills they need to present a quality OVUII case beginning with an investigation, collection of evidence through the presentation of the case in front of a judge or jury, keep officers informed of the current laws and also to allow the officers to increase their testifying abilities. The critical role of first responders is often overlooked. Through this training they will realize how much they can contribute to an OVUII investigation. This will also make the prosecutor and officer aware of what kind of evidence first responders can provide and how to incorporate that evidence into an investigation and ultimately at a trial. Funds will also be used to attend a national conference such as the annual Lifesavers Conference and for the TSRP to attend the NHTSA Partners Meeting. Grant funds may be used for traffic safety-related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$101,110.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>

7	<p>Project Title: Kauai Prosecutors Office Project Number: AL14-02 (04-K-01) Project Goal: The Goal of the County of Kauai, Office of the Prosecuting Attorney is to maintain the conviction rate of 75 percent by enhancing the prosecutorial skills of the County's Vehicular Crimes Deputy and a Deputy County Prosecutor. Project Description: Grant funds will be used to enhance the prosecutorial skill of the County's Vehicular Crimes Deputy and a Deputy County Prosecutor through the annual Prosecutor's Training in Hawaii County. Funds will also be used to send one representative to the annual Lifesavers Conference and two representatives to each of the quarterly Traffic Commanders meetings. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$10,700.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
8	<p>Project Title: Hawaii County Police Department – Youth Deterrence Project Number: AL14-02 (05-H-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Hawaii County Police Department (HCPD) will conduct a minimum of 20 high visibility youth deterrence enforcement projects. Project Description: HCPD will conduct a minimum of 20 high visibility underage enforcement projects in parks and other locations where underage drinkers are known to congregate. HCPD will conduct projects during holidays, summer and graduation when there is an increase in activity. HCPD anticipates 25 liquor violations arrests during the project. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$23,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
9	<p>Project Title: Kauai Police Department – Youth Deterrence Project Number: AL14-02 (06-K-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving-related crashes and fatalities. The Kauai Police Department (KPD) will conduct a minimum of 20 high visibility youth deterrence enforcement projects. Project Description: KPD will conduct a minimum of 20 high visibility underage enforcement project in locations where underage drinkers are known to congregate. In addition to overtime enforcement, police officers will also conduct stings at liquor establishments and rent vehicles to use in an undercover capacity during enforcement. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$25,631.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
10	<p>Project Title: Hawaii Department of Transportation – Traffic Branch Lifesavers Conference Project Number: AL14-02 (07-S-01) Project Goal: To send one HDOT Traffic Branch representative to the annual Lifesavers Conference to learn the most current trends, data and programs that affect traffic safety. Project Description: The funds will be used to pay for the travel expenses for one traffic branch representative to attend the annual Lifesavers Conference. The traffic branch oversees the Traffic Accident Reporting System and coordinates traffic safety meetings to address behavioral issues such as impaired driving. Grant funds may be used for traffic safety-related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$3,130.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>

11	<p>Project Title: Hawaii Department of Transportation - Alcohol Media Campaign Project Number: AL14-02 (08-S-01) Project Goal: To conduct a minimum of two statewide media campaigns in support of the national impaired driving mobilizations. Project Description: This grant will be administered through the Hawaii Department of Transportation's Highway Safety Office. We will continue to air our "Drunk Driving. Over The Limit. Under Arrest." media campaign in support of the national mobilizations. We are also planning to use grant funds to sponsor local sporting events. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$600,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
12	<p>Project Title: Hawaii Department of Transportation – Behavioral Survey Project Number: AL14-02 (09-S-01) Project Goal: Conduct a minimum of two telephone surveys regarding traffic safety to determine whether or not Hawaii residents are familiar with HDOT's media/education campaigns and to understand their attitudes towards impaired driving and other behavioral issues. Project Description: The funds will be used to hire a consultant to conduct two surveys on traffic behavior, awareness and attitudes. Project Cost: \$60,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
13	<p>Project Title: Hawaii Department of Transportation - DRE In-Service Recertification Training Project Number: AL14-02 (10-S-01) Project Goal: Coordinate and implement a minimum of one DRE In-Service Recertification Training in order to retain current DREs. Project Description: This grant will be administered through HDOT. The funds will be used to coordinate and implement a DRE In-Service Recertification Training for certified DREs, Traffic Commanders, county prosecutors and other personnel directly involved with Hawaii's DRE program and impaired driving initiatives. Training and travel may be a part of the grant activity for Highway Safety Staff. Project Cost: \$20,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
14	<p>Project Title: Hawaii Department of Transportation – Impaired Driving Task Force Project Number: AL14-02 (11-S-01) Project Goal: Conduct a minimum of two statewide Impaired Driving Task Force meetings in order to address issues relating to impaired driving in Hawaii. Project Description: This grant will be administered through the HDOT. Funds will be used to provide airfare and meeting room space for the statewide Impaired Driving Task Force meetings. The task force meetings will be used to review current impaired driving programs and strategies and to determine how the program can be improved. Training and travel may be a part of the grant activity for Highway Safety Staff. Project Cost: \$50,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>

15	<p>Project Title: Hawaii Department of Transportation – Drug Impaired Media Campaign Project Number: AL14-02 (12-S-01) Project Goal: To conduct a statewide media campaign to educate the public about the dangers of driving under the influence of drugs. Project Description: This grant will be administered through HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our drug impaired driving public service announcement to educate the public about the dangers of drug-impaired driving. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$600,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
16	<p>Project Title: State Judiciary – Honolulu DWI Court Project Number: AL14-02 (13-O-01) Project Goal: To enroll a minimum of 10 DWI Court participants into the program. Project Description: The funds will be used to implement court strategies to reduce recidivism through effective sentencing and close monitoring through the newly established DWI Court in Honolulu. The first phase was to develop all the procedures, hire staff and conduct training. Now that all phase one objectives have been accomplished, phase two involves admitting DWI Court participants, who meet DWI Court criteria, into the program. Funds will be used for DWI Court Coordinator and case management/monitoring costs. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$227,242.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
17	<p>Project Title: Hawaii County – Impaired Driving Education Program Project Number: AL14-02 (13-O-01) Project Goal: To facilitate a minimum of three meetings of the multi-disciplinary motor vehicle reduction group in order to reduce impaired driving fatalities in Hawaii County. Project Description: The funds will be used to coordinate a minimum of three meetings of Hawaii County’s traffic safety stakeholders to review and begin implementation of strategies included in Hawaii’s Strategic Highway Safety Plan. Funds will also be used to support and facilitate the efforts of the three Level III trauma hospitals in Hawaii County to reduce impaired driving and to implement screening and brief intervention. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$59,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
18	<p>Project Title: The Limtiaco Company – Impaired Driving Awareness Program Project Number: AL14-02 (15-O-01) Project Goal: To create a minimum of two impaired driving public service announcements and four earned media/community events. Project Description: The Limtiaco Company will use grant funds to expand current HDOT impaired driving campaigns and educational efforts by securing media appearances, community events and creating two new impaired driving television public service announcements that will be aired during national impaired driving mobilizations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$115,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>

19	Project Title: Program Management Project Number: AL14-02 (16-S-01) PM Project Goal: To oversee and provide guidance to impaired driving-related projects. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans and application for impaired driving related countermeasures. Training and travel may be a part of the grant activity for Highway Safety Staff. Project Cost: \$100,000.00 (MAP-21 Section 405d FFY 2013/2014 funds)
	Impaired Driving Countermeasures Total: \$2,316,902.20

Hawaii Impaired Driving Summary Sheet
MAP-21 Section 405b FFY 2013/2014
Federal Fiscal Year 2014

	IMPAIRED DRIVING COUNTERMEASURES FISCAL SUMMARY	Allocation
AL14-02 (02-S-01)	Statewide Judges Training	\$16,840.00
AL14-02 (03-S-01)	Traffic Safety Resource Prosecutor	\$101,110.00
AL14-02 (04-K-01)	Kauai Prosecutors Office	\$10,700.00
AL14-02 (05-H-01)	Hawaii County Police Department – Youth Deterrence	\$23,000.00
AL14-02 (06-K-01)	Kauai Police Department – Youth Deterrence	\$25,631.00
AL14-02 (07-S-01)	DOT Traffic Branch – Lifesavers Conference	\$3,130.00
AL14-02 (08-S-01)	DOT - Alcohol Media Campaign	\$600,000.00
AL14-02 (09-S-01)	DOT – Behavioral Survey	\$60,000.00
AL14-02 (10-S-01)	DOT DRE In-Service Training	\$20,000.00
AL14-02 (11-S-01)	DOT – Impaired Driving Task Force	\$50,000.00
AL14-02 (12-S-01)	DOT – Impaired (Drug) Driving Media Campaign	\$600,000.00
AL14-02 (13-O-01)	State Judiciary – Honolulu DWI Court	\$227,242.00
AL14-02 (14-H-01)	Hawaii County – Impaired Driving Education Program	\$59,000.00
AL14-02 (15-S-01)	The Limtiaco Company – Impaired Driving Awareness	\$115,000.00
AL14-02 (16-S-01) PM	Program Management	\$100,000.00
Impaired Driving Total	MAP-21 Section 405b FFY 2013/2014 Funds	\$2,011,653.00

TRAFFIC RECORDS

Following Hawaii's most recent Traffic Records Assessment in September 2011, the State's main priority in the area of traffic records is to develop an electronic data transfer system that will allow the county police departments to regularly and quickly upload Motor Vehicle Accident Reports (MVAR) from their Record Management Systems (RMS) to the Hawaii Department of Transportation's Traffic Accident Reporting System (TARS). This will improve upon timeliness and completeness in the submission of crash reports. In conjunction with this, the four county police departments are moving towards an electronic version of the MVAR. Another of the Hawaii Traffic Records Coordinating Committee's (HTRCC) priorities is the implementation of an electronic citation project, which will improve upon completeness, uniformity and timeliness of citations issued by officers and submitted to the Judiciary.

The Hawaii Department of Transportation will also continue to work closely with other Traffic Safety Information Systems stakeholders, such as the state Department of Health, to further their goals of improving data linkage, quality and availability.

SAFETEA-LU Section 408 -Traffic Records

1	<p>Project Title: Hawaii Traffic Records Coordinating Committee Project Number: TR14-03 (01-S-01) Project Goal: The mission and goal of the committee is to 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. The committee will meet regularly to discuss the implementation of priority projects such as electronic citations and the electronic transfer of crash records from the county police departments to the Hawaii Department of Transportation. Project Description: The funds will be used to continue the monthly meetings of the Hawaii Traffic Records Coordinating Committee (HTRCC). The HTRCC will be the driving force in implementing the Hawaii Traffic Safety Information Systems Strategic Plan to develop electronic capabilities for the Motor Vehicle Accident Report (MVAR) form; develop an electronic citations process; and enable electronic transfer of traffic data amongst state and county agencies. The HTRCC will also implement action plans based on the major recommendations of the most recent Traffic Records Assessment in September 2011 and recommended strategies from the Hawaii Strategic Highway Safety Plan. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$60,000.00 (SAFETEA-LU Section 408 FFY 2009 funds)</p>
2	<p>Project Title: Hawaii Department of Transportation - Traffic Records Project Project Number: TR14-03 (02-S-01) Project Goal: To improve upon the integration of county police departments' Records Management Systems (RMS) and HDOT's Traffic Accident Reporting System (TARS). Project Description: The HDOT Traffic Safety Section is responsible for the Highway Safety Improvement Program (HSIP) and maintains TARS, the state's crash reporting database. Data from major traffic accidents in all counties are collected in TARS and analyzed to recommend safety improvement projects in the State of Hawaii. As such, funds will be used to purchase a new server for TARS, and a consultant will be hired to assist in the development of the Request for Proposal for the server, as well as guide the creation and implementation of the new system. Funds will also be used to send three representatives from the HDOT's Traffic Safety Section and Information Technology Division to the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$1,127,035.00 (SAFETEA-LU Section 408 FFY 2009/2010/2011 funds)</p>
3	<p>Project Title: Honolulu Police Department Traffic Records Grant Project Number: TR14-03 (03-O-01) Project Goal: To improve upon integration of the Honolulu Police Department's (HPD) RMS with HDOT's TARS as measured in terms of an increase in the number of major accident MVARs that are electronically transferred from HPD to HDOT. Also, HPD will improve upon the timeliness of transferring citation information from HPD to the Judiciary by implementing an electronic citation program. Project Description: HPD will purchase equipment, software programs and database licenses to be used towards electronic transfer of crash records from HPD to HDOT, as well as development of an electronic citation project. The Hawaii Information Consortium will be contracted to develop the transfer system. In addition, HPD will participate in the monthly HTRCC meetings and send two supervisors to the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$273,120.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>

4	<p>Project Title: Hawaii County Police Department Traffic Records Grant Project Number: TR14-03 (04-H-01) Project Goal: To improve upon the timeliness in the transfer of crash records from the Hawaii County Police Department (HCPD) to HDOT's TARS. Also, HCPD will improve upon the timeliness of transferring citation information from HCPD to the Judiciary through the implementation of an electronic citation system. Project Description: The funds will be used to continue implementation of electronic transfer of crash records from HCPD to HDOT. To assist in timelier and easier input of crash records into the department's RMS, HCPD will purchase laptop mounting systems for patrol cars' in-vehicle computer systems. HCPD will also use grant funds to develop an electronic citation system, as well as participate in monthly HTRCC meetings on Oahu and send two representatives to the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$134,500.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>
5	<p>Project Title: Maui Police Department Traffic Records Grant Project Number: TR14-03 (05-M-01) Project Goal: To improve upon integration of the Maui Police Department's (MPD) RMS with HDOT's TARS as measured in terms of an increase in the number of major accident MVARs that are electronically transferred from MPD to HDOT. MPD will also improve upon the timeliness of transferring citation information from HPD to the Judiciary by implementing an electronic citation program. Project Description: The funds will be used to continue implementation of electronic transfer of crash records from MPD to HDOT. To assist in timelier input of crash data into the department's RMS, MPD will purchase a Total Robotic Station to map crash scenes and record data from the scene. The Total Robotic Station only requires one person to operate, whereas MPD's current equipment requires 3-4 personnel, which will contribute to faster crash investigation. In addition, MPD will use grant funds to develop an electronic citation system, as well as participate in monthly HTRCC meetings on Oahu and send two representatives to the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$113,900.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>
<p>Traffic Records Total: \$1,708,555.00</p>	

**Hawaii Traffic Records Summary Sheet
SAFETEA-LU FFY 2009/2010/2011/2012
Federal Fiscal Year 2014**

	TRAFFIC RECORDS FISCAL SUMMARY	Allocation
TR14-03 (01-S-01)	DOT - Traffic Records Committee	\$60,000.00
TR14-03 (02-S-01)	DOT - Traffic Records Forum	\$1,127,035.00
TR14-03 (03-O-01)	HPD - Traffic Records Grant	\$273,120.00
TR14-03 (04-H-01)	HCPD - Traffic Records Grant	\$134,500.00
TR14-03 (05-M-01)	MPD - Traffic Records Grant	\$113,900.00
Traffic Records Total:	SAFETEA-LU Section 408 FFY 2009/2010/2011/2012	\$1,708,555.00

MAP-21 Section 405c -Traffic Records

6	<p>Project Title: Kauai Police Department Traffic Records Grant Project Number: TR14-03 (06-K-01) Project Goal: To improve upon integration of the Kauai Police Department's (KPD) RMS with HDOT's TARS as measured in terms of an increase in the number of major accident MVARs that are electronically transferred from KPD to HDOT. KPD will also improve upon the timeliness of transferring citation information from KPD to the Judiciary by implementing an electronic citation program. Project Description: The funds will be used to continue implementation of electronic transfer of crash records from KPD to HDOT. KPD will also use grant funds to develop an electronic citation system, as well as participate in monthly HTRCC meetings on Oahu and send two representatives to the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$71,560.00 (MAP-21 Section 405c FFY 2013/2014)</p>
7	<p>Project Title: Judiciary Citation Software Project Number: TR14-03 (07-S-01) Project Goal: To improve upon integration of the county police departments' citation systems with the Judiciary Information Management System (JIMS) as measured in terms of an increase in the number of citations that are electronically transferred from the police departments to JIMS. Project Description: The funds will be used to purchase software that will interface between the police departments' electronic citation systems and JIMS. This will allow the Judiciary to have a platform to store incoming data from the police and enter it into their own system, as well as to allow citations to be submitted to the Judiciary electronically. This will save Judiciary many hours of inputting data into the JIMS system. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$125,000.00 (MAP-21 Section 405c FFY 2013/2014 funds)</p>
8	<p>Project Title: Department of Motor Vehicles – Bar Coding Project Project Number: TR14-03 (08-S-01) Project Goal: To improve upon integration of the county police departments' traffic records systems with the Department of Motor Vehicles' (DMV) records system as measured in terms of an increase in the number of fields autopopulated on police forms. Project Description: The funds will be used to purchase special bar coding software and printers that the DMVs may use on motor vehicle registration forms. The bar coding software would enable stored information on the motor vehicle registration to be read and allow for data fields in electronic MVARs and electronic citations to autopopulate instantaneously with the stored information. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$52,000.00 (MAP-21 Section 405c FFY 2013/2014 funds)</p>

9	<p>Project Title: Emergency Medical Services HEMSIS/NEMSIS Project Number: TR14-03 (09-S-01) Project Goal: To improve upon NEMSIS 3.0 compliance as measured in terms of an increase in the number of data elements in the Hawaii Department of Health's Hawaii Emergency Medical Services Information System (HEMSIS). To improve upon integration in Hawaii's "Crash" and "EMS/Injury" core data systems as measured in terms of an increase in the number of major MVARs, EMS reports and Hawaii Health Information Corporation (HHIC) records linked together. To improve upon the HEMSIS system statewide through the continued integration of Computer Aided Dispatch (CAD) systems and mobile access points in each county. Project Description: The funds will be used to improve upon NEMSIS 3.0 compliance; and completeness, accuracy and timeliness in the HEMSIS system through different initiatives: 1) Hosting of the HEMSIS User Conference, which provides HEMSIS software training and updates to first responders; 2) Establishing a CAD interface project on Maui; 3) Conduct semi-monthly HEMSIS Data and Injury Records Committee meetings via teleconference; 4) Continue to establish wireless access points statewide. Additionally, funds will be used to continue the data linkage project, which will link traffic-related injury data from calendar year 2011 MVARs, EMS reports and HHIC inpatient records and hospital emergency department abstracts. One representative will attend the 39th International Forum on Traffic Records. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$215,480.48 (MAP-21 Section 405c FFY 2013/2014 funds)</p>
10	<p>Project Title: Program Management Project Number: TR14-03 (10-S-01) PM Project Goal: To oversee and provide guidance to traffic records-related projects. Project Description: The funds will be used for program operations, including reporting, monitoring, technical assistance and development of plans and application for traffic records and data management grants. Training and travel may be a part of the grant activity for Highway Safety staff. Project Cost: \$60,000.00 (MAP-21 Section 405c FFY 2013/2014 funds)</p>
	<p>Traffic Records Total: \$524,040.48</p>

**Hawaii Traffic Records Summary Sheet
MAP-21 Section 405c FFY 2013/2014
Federal Fiscal Year 2014**

	TRAFFIC RECORDS FISCAL SUMMARY	Allocation
TR14-03 (06-K-01)	KPD - Traffic Records Grant	\$71,560.00
TR14-03 (07-S-01)	State Judiciary – Citation Software	\$125,000.00
TR14-03 (08-S-01)	DMV – Barcoding Project	\$52,000.00
TR14-03 (09-S-01)	DOH/EMS – HEMSIS/NEMSIS	\$215,480.48
TR14-03 (10-S-01)	Program Management	\$60,000.00
Traffic Records Total:	MAP-21 405c FFY 2013/2014 Funds	\$524,040.48

EMERGENCY MEDICAL SERVICES

Every second counts. Reducing the amount of time it takes to extricate and transport accident victims to a hospital emergency room is vital and can make the difference between life or death.

EMS Response Time in Hawaii, 2007-2010

	2007	2008	2009	2010
<u>Actual numbers:</u>				
Urban	7.0	7.0	7.6	7.6
Rural	10.2	10.4	10.1	10.2

Data is from the Hawaii Department of Health

SAFETEA-LU Section 402 - Emergency Medical Services Countermeasures

1	<p>Project Title: Kauai Fire Department - Ringor Extrication Gloves Project Number: EM14-04 (01-K-01) Project Goal: Purchase and distribute the 25 Ringor gloves to fire department personnel. Project Description: The project will use grant funds to purchase 25 pairs of Ringor extrication gloves for fire department personnel. The special gloves will be worn to prevent injury when extricating motor vehicle crash victims. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$1,574.75 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
2	<p>Project Title: Honolulu Fire Department – Hilti Reciprocating Saws Project Number: EM14-04 (02-O-01) Project Goal: To equip all front line apparatus with Hilti cordless reciprocating saws. Project Description: The project will purchase 37 Hilti cordless reciprocating saws and accessories for all front line apparatus responding to motor vehicle accidents on Oahu. The reciprocating saws will allow first responders to gain earlier access to victims and decrease the amount of time it takes to begin first aid. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$23,926.79 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
3	<p>Project Title: Maui Fire Department – Pneumatic Lifting Bags Project Number: EM14-04 (03-M-01) Project Goal: To reduce the amount of time it takes to extricate motor vehicle victims by quickly stabilizing vehicles. Stabilizing vehicles also prevents unnecessary injuries to first responders. Project Description: Funds will be used to purchase three pneumatic lift bag kits to assist first responders in stabilizing vehicles in order to safely and quickly extricate motor vehicle crash victims. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$25,151.97 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
4	<p>Project Title: Program Management Project Number: EM14-04 (04-S-01) PM Project Goal: Monitor all emergency medical services sub-grantees to ensure that project goals are met. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for EMS-related countermeasures. Training and travel may be a part of the grant activity for Highway Safety staff. Project Cost: \$5,000.00 (SAFETEA-LU Section 402 FFY 2012 funds)</p>
<p>Emergency Medical Services Total: \$55,653.51</p>	

**Hawaii Emergency Medical Services Summary Sheet
 SAFETEA-LU Section 402 FFY 2012
 Federal Fiscal Year 2014**

	EMS COUNTERMEASURES FISCAL SUMMARY	Allocation
EM14-04 (01-K-01)	KFD – Extrication Gloves	\$1,574.75
EM14-04 (02-O-01)	HFD – Hilti Reciprocating Saws	\$23,926.79
EM14-04 (03-M-01)	MFD – Pneumatic Lifting Bags	\$25,151.97
EM14-04 (04-S-01) PM	Program Management	\$5,000.00
EMS Total	SAFETEA-LU Section 402 FFY 2012 funds	\$55,653.51

Occupant Protection

As of June 2012, Hawaii had a seat belt usage rate of 93.42%.

In this section, occupant protection refers to both seat belt and child restraint programs.

Occupant Protection in Hawaii, 2007-2011

	2007	2008	2009	2010	2011
Child Safety Seat Usage (Observational Survey)					
Infants	91.45%	96.77%	93.62%	93.78%	96.8%
Toddlers	62.29%	78.47%	86.96%	90.06%	89.4%
Restraint Use in Motor Vehicle Fatalities	49.4%	40.0%	29.1%	35.8%	37.5%
No. Not Using Occupant Protection in Fatal Crash by Age					
Under 17	0	2	2*	1	2
17-20	5	1	10	3	1
21-24	9	3	6	7	2
25-34	3	9	6	7	3
35-44	6	4	1	3	4
45-54	5	3	1	1	2
55-64	1	4	3	0	0
65-74	1	1	0	1	0
75+	0	2	0	0	0
Citations Issued for Failure to Use Occupant Protection					
Driver	16,443	12,678	11,883	13,154	14,167
Child	1,307	1,585	1,695	2,116	2,206

* Includes one child seat used improperly

Seat Belt Use Rate (Observational Survey)	94.5%	96.12%	97.92%	97.62%	96.03%
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MAP-21 Section 402/405b – Occupant Protection Countermeasures

1	<p>Project Title: Honolulu Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP14-05 (01-O-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. The Honolulu Police Department (HPD) will conduct 2,745 hours of highly visible overtime enforcement of Hawaii’s seat belt and child restraint laws. Project Description: HPD will use funds to pay for 2,745 overtime hours to enforce occupant protection violations. Approximately 288 overtime hours will be used for officers to conduct child restraint inspections. Approximately 288 overtime hours will be used to conduct a minimum of 12 nighttime seat belt operations. Police estimate that they will issue 5,490 seat belt/child restraint citations and 1,372 other citations as a result of their overtime enforcement. Grant funds will also be used towards the recertification of HPD child seat technicians; the purchase of child safety seats; and the printing and purchasing of occupant protection educational materials and promotional specialty items to distribute at meetings, traffic safety fairs and child restraint inspection sites. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$206,803.87 (MAP-21 Section 402 FFY 2014 funds)</p>
2	<p>Project Title: Hawaii County Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP14-05 (01-H-02) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. The Hawaii County Police Department (HCPD) will conduct a minimum of 100 high visibility seat belt/child restraint enforcement checkpoints during the grant period. Project Description: HCPD will use funds to pay for overtime for officers to enforce the mandatory seat belt and child restraint laws. HCPD will participate in the national Click It or Ticket campaign and other mobilization efforts by NHTSA. HCPD will conduct at least 100 seat belt checkpoints, issue 800 or more seat belt citations and child restraint citations, issue 500 or more citations for other traffic violations, affect 25 or more arrests and conduct a media campaign via public service announcements during the CIOT campaign and other enforcement periods. Funds will also be used to purchase two Prism Inflatable Light 1000 systems to use at nighttime seat belt checkpoints. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$85,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>

<p>3</p>	<p>Project Title: Maui Police Department Seat Belt Enforcement Program Project Number: OP14-05 (01-M-03) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. The Maui Police Department (MPD) will conduct 1,000 hours of highly visible overtime enforcement of Hawaii's seat belt and child restraint laws. Project Description: MPD will use funds to continue their aggressive seat belt enforcement program throughout FFY 2014, including participation in the national Click It or Ticket campaign and other mobilization efforts by NHTSA. The department will use 1,000 overtime hours to enforce seat belt and child restraint laws. They estimate that their enforcement efforts will result in 3,000 occupant protection violation citations during the grant period. MPD will also conduct a minimum of one nighttime seat belt/child restraint checkpoint per quarter. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$115,610.00 (MAP-21 Section 405b FFY 2013 funds)</p>
<p>4</p>	<p>Project Title: Kauai Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP14-05 (01-K-04) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. The Kauai Police Department (KPD) will conduct a minimum of 650 hours of highly visible seat belt/child restraint overtime enforcement. Project Description: KPD will use funds to implement an aggressive seat belt enforcement program and participate in the national Click It or Ticket campaign in FFY 2014. They will utilize 650 hours of overtime to enforce seat belt and child restraint laws. They estimate that their enforcement efforts will result in 1,550 occupant protection violations and 50 child restraint citations during the grant period. In addition, they will oversee the child passenger safety program for Kauai County. Funds will also be used to send one representative to Honolulu for monthly child passenger safety meetings and 10 instructors/technicians to the statewide child passenger safety update in Honolulu. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$110,195.00 (MAP-21 Section 402 FFY 2014 funds)</p>

5	<p>Project Title: Hawaii County Police Department – Click It or Ticket Awareness Campaign Project Number: OP14-05 (02-H-01) Project Goal: To increase compliance with Hawaii’s seat belt and child restraint laws through highly visible community events and educational presentations. Hawaii County’s compliance for seat belt use among teenagers in the backseat is 97.8 percent, which is attributed to their community events. Project Description: Hawaii County is primarily rural and traditional media messages are not always as effective as community outreach. Recognizing this, the Hawaii County Police Department (HCPD) has requested to use grant funds to conduct four “Click It or Ticket” 3-on-3 basketball tournaments, for youths aged 5 through 18, with each event running 1-3 days. It is a unique and positive approach to reach their target audience, the youth and the parents. During each tournament, the police do seat belt/child restraint presentations to all participants and spectators. Additionally, traffic safety booths and community car seat checks are held in conjunction with the events. The project will involve the community and student volunteers to assist in operating the tournaments and coordinating a media event to be held during each tournament. The tournaments will be held on or about the “Click It or Ticket” mobilization effort. Funds will also be used to conduct a minimum of four educational events at elementary and/or intermediate schools. Given the low cost and the positive feedback from the community, we strongly support this project. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$18,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>
6	<p>Project Title: Maui Child Restraint Program Project Number: OP14-05 (03-M-01) Project Goal: To maintain child restraint inspection stations in Maui County (Maui, Molokai and Lanai) and host free community car seat checks to ensure compliance with Hawaii’s child restraint law and correct usage. Project Description: The funds will be used to provide free child restraint inspections; conduct seat belt education and awareness campaigns; conduct child passenger safety technician training; and a child restraint photo ID program. Funds will also be used to deploy 25 child passenger safety enforcement teams to ensure compliance with Hawaii’s child passenger safety laws. In addition, the project will send one individual to attend the Lifesavers or Kids in Motion conference; one statewide child passenger safety training for instructors/technicians; and send representatives to attend monthly child passenger safety meetings on Oahu. Between the child restraint inspection stations and community car seat checks, 100 percent of Maui’s population, including rural and high risk, will have access to child restraint services. Additionally, the Maui Police Department will purchase a laptop computer to be used for training purposes. Grant funds may be used for related training and equipment and supply purchases if approved by the Highway Safety Office. Project Cost: \$74,100.00 (MAP-21 Section 405b FFY 2013 funds)</p>

7	<p>Project Title: Oahu Child Restraint Program Project Number: OP14-05 (04-O-01) Project Goal: To maintain child restraint inspection stations on the island of Oahu and host free community car seat checks to ensure compliance with Hawaii's child restraint law and correct usage. Project Description: The Keiki Injury Prevention Coalition (KIPC) will use funds toward the expansion of education on child passenger safety to include the three most common mistakes made when installing car seats. The program will also include in-service educational sessions within medical centers and training sessions with select retailers that sell car seats. KIPC will provide car seat education, installation and inspections at fixed child restraint inspection stations and at community car seat checks. Between the child restraint inspection stations and community car seat checks, 100 percent of Oahu's population, including rural and high risk, will have access to child restraint services. Funds will also be used to maintain the statewide child passenger safety website and send one instructor to a national conference. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$113,300.00 (MAP-21 Section 402 FFY 2014 funds)</p>
8	<p>Project Title: University of Hawaii Observational Survey Project Number: OP14-05 (05-S-01) Project Goal: To conduct a minimum of five observational surveys by September 30, 2014. Project Description: The University of Hawaii (UH) will provide observational surveys for seat belts, child restraints (infant/toddler), booster seats, helmet, truck bed and handheld cellular phone use. The UH will expand their survey to conduct seat belt surveys on the islands of Lanai and Molokai. The data will be provided to the Hawaii Department of Transportation (HDOT) to evaluate the present occupant protection programs and initiate other countermeasures based on this data. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Costs: \$100,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>

9	<p>Project Title: Hawaii County Child Restraint Program Project Number: OP14-05 (06-H-01) Project Goal: To maintain child restraint inspection stations on the island of Hawaii and host free community car seat checks to ensure compliance with Hawaii’s child restraint law and correct usage. Project Description: The Hawaii Alliance for Community Health will use funds to continue its responsibility for the child passenger safety program in Hawaii County. They will train and provide equipment for child passenger safety technicians, instructors and volunteers. They will have presentations for new parents once a month, conduct a minimum of 12 monthly clinics, 8 community child safety seat clinics and maintain five fitting stations. They will also update current technicians and instructors; work with community partners to develop professional relationships and provide training/support to their organizations (police, fire, EMS, hospitals, etc.); assist the Hawaii County Police Department in their recruit training; and certify EMS personnel in CPS. They will also plan to purchase a Spark 28 Classroom Performance System and on conducting two standardized CPS Technician Courses and one Recertification and/or technician update. Funds will also be used to send one representative to the Lifesavers Conference and one to the Kids In Motion conference. Between the child restraint inspection stations and community car seat checks, 100 percent of Hawaii County’s population, including rural and high risk, will have access to child restraint services. Funds will also be used to send one representative to Honolulu for monthly child passenger safety meetings and 10 instructors/technicians to the statewide child passenger safety update in Honolulu. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$53,250.00 (MAP-21 Section 402 FFY 2014 funds)</p>
10	<p>Project Title: Hawaii Fire Department – Child Restraint Inspection Station Project Number: OP14-05 (07-H-01) Project Goal: The objective of Hawaii Fire Department’s (HFD) Child Passenger Safety Clinics will be to increase awareness, education and proper usage of child restraints throughout Hawaii County. Project Description: By educating and ensuring the proper utilization of car seats, it is the goal of the HFD to reduce injuries and save lives. The HFD will use grant funds to purchase child restraints for families in need. In return, the HFD will absorb the personnel cost and conduct an earned media campaign to promote the program and child restraint use. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$11,400.00 (MAP-21 Section 402 FFY 2014 funds)</p>
11	<p>Project Title: DOT Click It or Ticket Media Campaign Project Number: OP14-05 (08-S-01) Project Goal: To conduct a minimum of one statewide media campaign in support of the national Click It or Ticket mobilization. Project Description: This grant will be administered through HDOT. We will continue to air our “Click It or Ticket” television, movie theatre and radio public service announcements in support of the national mobilizations. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$300,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>

12	<p>Project Title: DOT Child Passenger Safety Media Campaign Project Number: OP14-05 (09-S-01) Project Goal: To conduct a minimum of one statewide media campaign in support of the national Child Passenger Safety Week. Project Description: This grant will be administered through the Hawaii Department of Transportation. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our booster seat law public service announcement to educate the public about the law. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$100,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>
13	<p>Project Title: Program Management Project Number: OP14-05 (10-S-01) PM Project Goal: Monitor all occupant protection sub-grantees to ensure that project goals are met. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for occupant protection-related countermeasures. Training and travel may be a part of the grant activity for Highway Safety staff. Project Cost: \$50,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>
	<p>Occupant Protection Total: \$1,337,658.87</p>

**Hawaii Occupant Protection Summary Sheet
MAP-21 402/405b Funds FFY 2013/2014
Federal Fiscal Year 2014**

	OCCUPANT PROTECTION FISCAL SUMMARY	Allocation
OP14-05 (01-O-01)	HPD - Seat Belt Enforcement	\$206,803.87
OP14-05 (01-H-02)	HCPD - Seat Belt Enforcement	\$85,000.00
OP14-05 (01-M-03)	MPD - Seat Belt Enforcement	\$115,610.00
OP14-05 (01-K-04)	KPD - Seat Belt Enforcement	\$110,195.00
OP14-05 (02-H-01)	HCPD - Click It or Ticket	\$18,000.00
OP14-05 (03-M-01)	Maui Child Restraint Program	\$74,100.00
OP14-05 (04-O-01)	Oahu Child Restraint Program	\$113,300.00
OP14-05 (05-S-01)	University of Hawaii Observational Survey	\$100,000.00
OP14-05 (06-H-01)	Hawaii County Child Restraint Program	\$53,250.00
OP14-05 (07-H-01)	HFD – Child Restraint Inspection Station	\$11,400.00
OP14-05 (08-S-01)	DOT - Click It or Ticket Media Campaign	\$300,000.00
OP14-05 (09-S-01)	DOT - Child Passenger Safety Media Campaign	\$100,000.00
OP14-05 (10-S-01) PM	Program Management	\$50,000.00
OP Total:		\$1,337,658.87
	MAP-21 402 FFY 2014 funds:	\$1,147,948.87
	MAP-21 405b FFY 2013 funds:	\$189,710.00

MOTORCYCLE SAFETY

During 2011, 32 motorcyclists were killed in traffic crashes.

Motorcycles on Hawaii's Roadways, 2006-2011

	2006	2007	2008	2009	2010	2011
<u>Actual numbers:</u>						
Number of Motorcyclist Fatalities	29	29	25	35	26	32
Number of Unhelmeted Motorcyclist Fatalities	23	21	18	17	13	25
Motorcycle Registrations	26,183	26,978	28,447	28,879	29,436	33,022
Helmet Use Observation Study						
Rider Helmeted	44.08%	49.13%	52.76%	67.62%	58.10%	47.66%
Passenger Helmeted	23.81%	66.67%	53.80%	45.45%	57.89%	45%

SAFETEA-LU Section 2010 - Motorcycle Countermeasures

1	<p>Project Title: Leeward Community College – Motorcycle Safety Education Program Project Number: MC14-07 (01-S-01) Project Goal: To coordinate, schedule and offer a variety of basic and advanced motorcycle rider courses in Hawaii in order to reduce motorcycle fatalities and injuries. Project Description: The Leeward Community College will use grant funds to enhance Hawaii’s motorcycle education, safety and training programs by continuing to offer basic and advanced motorcycle safety courses. Funds will also be used to offer advanced rider training certification courses so that local instructors can become certified to teach the course and offer it on a regular basis to local riders. Additional motorcycles will be purchased and distributed among the Oahu and Maui county programs. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$100,000.00 (SAFETEA-LU Section 2010 FFY 2012 Funds)</p>
	<p>Motorcycle Safety Total: \$100,000.00</p>

Hawaii Project Summary Sheet
SAFETEA-LU Section 2010 FFY 2012 Funds
Federal Fiscal Year 2014

	MOTORCYCLE SAFETY FISCAL SUMMARY	Allocation
MC14-07 (01-S-01)	LCC - Motorcycle Safety Education	\$100,000.00
Motorcycle Total:	SAFETEA-LU Section 2010 FFY 2012 funds	\$100,000.00

MAP-21 Section 405f - Motorcycle Countermeasures

2	<p>Project Title: University of Hawaii, Kauai Community College – Motorcycle Safety Education Program Project Number: MC14-07 (02-K-01) Program Goal: To purchase four or more motorcycles for the motorcycle basic rider course. Project Description: The University of Hawaii’s Kauai Community College will use grant funds to upgrade Kauai County’s motorcycle program training equipment and facilities. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$15,000.00 (MAP-21 Section 405f FFY 2013/2014 funds)</p>
3	<p>Project Title: Department of Transportation Motorcycle Media/Education Campaign Project Number: MC14-07 (03-S-01) Program Goal: To conduct a minimum of one statewide media campaign in support of the national Motorcycle Safety Month. Project Description: This grant will be administered through the Hawaii Department of Transportation. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our motorcycle safety public service announcement to educate the public about sharing the road. Grant funds may be used for related media training, equipment purchases and media activities. Project Cost: \$170,000.00 (MAP-21 Section 405f FFY 2013/2014 funds)</p>
4	<p>Project Title: Program Management Project Number: MC14-07 (04-S-01) PM Project Goal: Monitor all motorcycle sub-grantees to ensure that project goals are met. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for motorcycle-related countermeasures. Training and travel may be a part of the grant activity for Highway Safety Staff. Project Cost: \$30,000.00 (MAP-21 Section 405f FFY 2014 funds)</p>
<p>Motorcycle Safety Total: \$215,000.00</p>	

**Hawaii Project Summary Sheet
MAP-21 Section 405f FFY 2013/2014 Funds
Federal Fiscal Year 2014**

	MOTORCYCLE SAFETY FISCAL SUMMARY	Allocation
MC14-07 (02-K-01)	KCC - Motorcycle Safety Education	\$15,000.00
MC14-07 (03-S-01)	DOT - Motorcycle Safety Media/Education	\$170,000.00
MC14-07 (04-S-01) PM	Program Management	\$30,000.00
Motorcycle Total:	MAP-21 Section 405f FFY 2013/2014 funds	\$215,000.00

PEDESTRIAN AND BICYCLE SAFETY

During 2011, 23 pedestrians were killed by motor vehicles, which accounted for 23% of Hawaii's traffic fatalities.

The state will continue to concentrate its efforts in the area of pedestrian safety in 2014 through coordinated education, awareness and enforcement activities.

To address the needs of those pedestrians who recently moved to Hawaii from a foreign country, we have translated our pedestrian safety materials into nine foreign languages and worked with ethnic community groups to assist in our outreach activities.

Age Group	
0-4	0
5-9	0
10-15	0
16-20	4
21-24	3
25-34	1
35-44	1
45-54	4
55-64	3
65-74	1
75-over	6
Total	23

Bicycles on Hawaii's Roadways, 2006-2011

	2006	2007	2008	2009	2010	2011
<u>Actual numbers:</u>						
Number of Bicyclist Fatalities	4	4	2	3	3	2
Bicycle Helmet Use Rate	50.0%	28.6%	60.6%	55.68%	37.21%	33.02%
Moped Helmet Use Rate	11.5%	20.4%	25.5%	36.89%	23.91%	20.28%
<u>Utilizing 5-year moving average:</u>						
Number of Bicyclist Fatalities	5	5	4	3	3	3

SAFETEA-LU Section 402 - Pedestrian/Bicycle Safety Countermeasures

1	<p>Project Title: Honolulu Police Department Pedestrian Enforcement Program Project Number: PS14-09 (01-O-01) Project Goal: Highly visible and sustained enforcement remains an effective countermeasure in reducing pedestrian-related fatalities and injuries. The Honolulu Police Department (HPD) will conduct a minimum of 1,212 hours of high visibility pedestrian enforcement. Project Description: Funds will be used to initiate pedestrian enforcement programs in select areas, citing motorists and pedestrians in violation of the pedestrian laws. HPD will expend 1,212 overtime hours in enforcement and project that they will issue 2,424 pedestrian related citations and 606 other types of traffic citations to pedestrians and motorists. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$89,952.42 (SAFETEA-LU Section 402 FFY2013 funds)</p>
2	<p>Project Title: Department of Transportation – Pedestrian Safety Media Campaign Project Number: PS14-09 (02-S-01) Project Goal: To conduct a minimum of one statewide media campaign in support of Hawaii’s Pedestrian Safety Month. Project Description: This grant will be administered through the Hawaii Department of Transportation. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our pedestrian safety public service announcement to educate the public about pedestrian safety during Hawaii’s Pedestrian Safety Month. Training and travel may be a part of the grant activity for Highway Safety staff. Project Cost: \$400,000.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
3	<p>Project Title: Program Management Project Number: PS14-09 (03-S-01) PM Project Goal: Monitor all pedestrian/bicycle sub-grantees to ensure that project goals are met. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for the pedestrian/bicycle safety program. Training and travel may be a part of the grant activity for Highway Safety staff. Project Cost: \$50,000.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
<p>Pedestrian/Bicycle Total: \$539,952.42 (Section 402 funds)</p>	

Hawaii Pedestrian Safety Summary Sheet SAFETEA-LU Section 402 FFY 2013 Federal Fiscal Year 2014

	PEDESTRIAN/ BICYCLE SAFETY FISCAL SUMMARY	Allocation
PS14-09 (01-O-01)	HPD - Pedestrian Enforcement Program	\$89,952.42
PS14-09 (02-S-01)	DOT - Pedestrian Media Campaign	\$400,000.00
PS14-09 (03-S-01) PM	Program Management	\$50,000.00
Ped/Bike Total:	SAFETEA-LU Section 402 FFY 2013 funds	\$539,952.42

Distracted Driving

Effective July 1, 2013, Hawaii now has a state law banning the use of hand held electronic mobile devices while driving.

The state will continue to concentrate its efforts in the area of distracted driving safety in 2014 through coordinated education, awareness and enforcement activities.

SAFETEA-LU Section 402 Distracted Driving Countermeasures

1	<p>Project Title: Honolulu Police Department – Distracted Driving Enforcement Project Number: DD14-10 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing crashes and fatalities. The Honolulu Police Department (HPD) will conduct 2,502 hours of highly visible overtime enforcement of Hawaii’s electronic mobile device law. Project Description: Grant funds will be used to conduct 2,502 hours of overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, HPD estimates that they will issue approximately 5,004 citations for cell phone use and 1,251 other citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$185,693.84 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
2	<p>Project Title: Hawaii County Police Department – Distracted Driving Enforcement Project Number: DD14-10 (02-H-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing crashes and fatalities. The Hawaii County Police Department will conduct a minimum of 138 high visibility distracted driver checkpoints. Project Description: Grant funds will be used to conduct 138 checkpoints to enforce Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 400 citations for cell phone use and 100 other citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$50,000.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
3	<p>Project Title: Maui Police Department – Distracted Driving Enforcement Project Number: DD14-10 (03-M-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing crashes and fatalities. MPD will conduct 400 hours of highly visible enforcement of Hawaii’s electronic mobile device law. Project Description: Grant funds will be used to conduct 400 hours of overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 750 citations for electronic mobile device use while driving and 200 other citations. MPD officers will also conduct educational presentations at traffic safety events. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$46,449.76 (SAFETEA-LU Section 402 FFY 2013 funds)</p>

4	<p>Project Title: Kauai Police Department – Distracted Driving Enforcement Project Number: DD14-10 (04-K-01) Project Goal: Highly visible and sustained enforcement remains the most effective countermeasure in reducing crashes and fatalities. The Kauai Police Department will conduct 700 hours of overtime enforcement Hawaii’s electronic mobile device law. Project Description: Grant funds will be used to conduct 700 hours of highly visible overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 950 citations for cell phone use and 400 other citations during the grant period. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$49,884.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
5	<p>Project Title: Hawaii DOT – Distracted Driving Media/Education Campaign Project Number: DD14-10 (05-S-01) Project Goal: Conduct a minimum of one statewide media campaign to promote the high visibility distracted driving enforcement projects and support national Distracted Driving Awareness month. Project Description: This grant will be administered through the Hawaii Department of Transportation. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our distracted driving public service announcement in support of national Distracted Driving Awareness Month in April 2014. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$385,000.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
6	<p>Project Title: The Limtiaco Company – Distracted Driving Awareness/Education Project Number: DD14-10 (06-S-01) Project Goal: Highly visible media/education campaign to promote enforcement of distracted driving. Project Description: The Limtiaco Company will use grant funds to develop and implement a Distracted Driver awareness campaign. The campaign will educate the public about Hawaii’s new electronic mobile device law and the dangers of driving while distracted. Approximately \$25,000 will be used to produce a new distracted driving awareness television public service announcement. Funds will also be used to purchase a distracted driving simulator program for participants to determine whether or not they can drive safely when using an electronic mobile device. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$76,098.25 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
7	<p>Project Title: Program Management Project Number: DD14-10 (07-S-01) PM Project Goal: Monitor all distracted driving sub-grantees to ensure that project goals are met Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for the distracted driving program. Training and travel may be a part of the grant activity for Highway Safety Staff. Project Cost: \$20,000.00 (SAFETEA-LU Section 402 FFY 2013 funds)</p>
	<p>Distracted Driving Total: \$813,125.85 (SAFETEA-LU Section 402 FFY 2013 funds)</p>

**Hawaii Distracted Driving Summary Sheet
SAFETEA-LU Section 402 FFY 2013
Federal Fiscal Year 2014**

	DISTRACTED DRIVING FISCAL SUMMARY	Allocation
DD14-10 (01-O-01)	Honolulu Police Department – Distracted Driving	\$185,693.84
DD14-10 (02-H-01)	Hawaii County Police Department – Distracted Driving	\$50,000.00
DD14-10 (03-M-01)	Maui Police Department – Distracted Driving	\$46,449.76
DD14-10 (04-K-01)	Kauai Police Department – Distracted Driving	\$49,884.00
DD14-10 (05-S-01)	DOT Distracted Driving Media Campaign	\$385,000.00
DD14-10 (06-S-01)	The Limtiaco Company – Media/Education Campaign	\$76,098.25
DD14-10 (07-S-01) PM	Program Management	\$20,000.00
Distracted Driving Total:	SAFETEA-LU Section 402 FFY 2013 funds	\$813,125.85

Hawaii Department of Transportation

FFY 2014 Equipment Request

July 1, 2013

Mr. David Manning, Ph.D.
Regional Administrator – Region 9
National Highway Traffic Safety Administration
201 Mission Street, Suite 1600
San Francisco, California 94105

Re: Hawaii's 2014 Highway Safety Plan

Dear Dr. Manning:

The Hawaii Department of Transportation is requesting approval to fund the purchase of the following equipment during federal fiscal year 2014.

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
PT	SAFETEA-LU 402 FFY 2012	PT14-01 (02-H-01)	Hawaii County Police Department	Crash data retrieval software	\$8,000	1	\$8,000
PT	SAFETEA-LU 402 FFY 2012	PT14-01 (03-M-01)	Maui Police Department	Visual Statements FX/EDGE FX diagramming software	\$1,000	9	\$9,000
PT	SAFETEA-LU 402 FFY 2012	PT14-01 (03-M-01)	Maui Police Department	CDR hardware updates	\$1,700	1	\$1,700

2014 Highway Safety Plan
 Equipment Request
 July 1, 2013

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
PT	SAFETEA-LU 402 FFY 2012	PT14-01 (04-K-01)	Kauai Police Department	Crash data retrieval tool	\$10,000	1	\$10,000
PT	SAFETEA-LU 402 FFY 2012	PT14-01 (01-K-04)	Kauai Police Department	Response van	\$50,000	1	\$50,000
AL	SAFETEA-LU 410 FFY 2012	AL14-02 (01-M-03)	Mauai Police Department	CMI Intoxilyzer 5000EN	\$8,500	1	\$8,500
AL	SAFETEA-LU 410 FFY 2012	AL14-02 (01-M-03)	Mauai Police Department	Guth simulators	\$1,050	2	\$2,100
AL	SAFETEA-LU 410 FFY 2012	AL14-02 (01-K-04)	Kauai Police Department	Light trailer	\$13,000	1	\$13,000
AL	SAFETEA-LU 410 FFY 2012	AL14-02 (01-K-04)	Kauai Police Department	Intoxilyzer 8000 portable breath tester	\$6,850	1	\$6,850
TR	SAFETEA-LU 408 FFY 2009/ 2010/2011	TR14-03 (02-S-01)	Hawaii Department of Transportation, Traffic Branch	Computer server for Traffic Accident Reporting System (TARS)	\$1,000,000	1	\$1,000,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (03-O-01)	Honolulu Police Department	Computer server for crash reports and electronic citations	\$25,000	1	\$25,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (03-O-01)	Honolulu Police Department	Database licenses for electronic citations and crash reports	\$15,000	2	\$30,000

2014 Highway Safety Plan
 Equipment Request
 July 1, 2013

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (03-O-01)	Honolulu Police Department	Data diagramming software	\$200,000	1	\$200,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (04-H-01)	Hawaii County Police Department	Laptop mounting systems	\$210.73	261	\$55,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (04-H-01)	Hawaii County Police Department	Electronic citation hardware	\$1,000	50	\$50,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (05-M-01)	Maui Police Department	Electronic citation hardware	\$1,000	50	\$50,000
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (05-M-01)	Maui Police Department	Robotic Total Station	\$48,045.50	1	\$48,045.50
TR	SAFETEA-LU 408 FFY 2012	TR14-03 (05-M-01)	Maui Police Department	Computers to be used with Robotic Total Station	\$2,380.54	11	\$26,185.89
TR	MAP-21 405c FFY 2013	TR14-03 (06-K-01)	Kauai Police Department	Electronic citation hardware	\$1,000	50	\$50,000
TR	MAP-21 405c FFY 2013	TR14-03 (07-S-01)	Judiciary	Electronic citation software	\$125,000	1	\$125,000
TR	MAP-21 405c FFY 2013	TR14-03 (08-S-01)	Department of Motor Vehicles	Bar coding software	\$52,000	1	\$52,000
TR	MAP-21 405c FFY 2013	TR14-03 (09-S-01)	Department of Health, EMS	Computer Aided Dispatch Software for Maui project	\$50,000	1	\$50,000

2014 Highway Safety Plan
 Equipment Request
 July 1, 2013

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
TR	MAP-21 405c FFY 2013	TR14-03 (09-S-01)	Department of Health, EMS	Ambulance routers for Mobile Access Points project	\$1,225	48	\$58,800
EM	SAFETEA-LU 402 FFY 2012	EM14-04 (03-K-01)	Maui Fire Department	Pneumatic Strut Kits	\$8,383.99	3	\$25,151.97
OP	MAP-21 402 FFY 2014	OP14-05 (01-H-02)	Hawaii County Police Department	Prism Inflatable Light 1000 systems	\$6,000	2	\$12,000
OP	MAP-21 402 FFY 2014	OP14-05 (01-K-04)	Kauai Police Department	7'x14' enclosed trailer to store and transport equipment for car seat inspections	\$13,500	1	\$13,500
OP	MAP-21 405b FFY 2013	OP14-05 (03-M-01)	Maui Police Department – Maui CPS Program	Laptop computer with software to be used for CPS presentations and at car seat checks	\$2,500	1	\$2,500
OP	MAP-21 402 FFY 2014	OP14-05 (04-O-01)	Keiki Injury Prevention Coalition – Oahu CPS Program	Pop-up tent for car seat inspections	\$5,000	1	\$5,000
OP	MAP-21 402 FFY 2014	OP14-05 (06-H-01)	Hawaii Alliance for Community Health – Big Island CPS Program	Classroom Performance System for in-class instruction	\$1,550	1	\$1,550
SC	SAFETEA-LU 402 FFY 2012	SC14-06 (01-H-02)	Hawaii County Police Department	Radar speed detection devices	\$2,700	10	\$27,000

2014 Highway Safety Plan
 Equipment Request
 July 1, 2013

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
SC	SAFETEA-LU 402 FFY 2012	SC14-06 (01-M-03)	Maui Police Department	Kustom Signals radar speed detection devices	\$3,500	3	\$10,500
SC	SAFETEA-LU 402 FFY 2012	SC14-06 (01-K-04)	Kauai Police Department	LTI laser speed guns	\$2,333.34	3	\$7,000
SC	SAFETEA-LU 402 FFY 2012	SC14-06 (01-K-04)	Kauai Police Department	Stalker DSR X2 radar speed detection devices	\$2,166.67	3	\$6,500
SC	SAFETEA-LU 402 FFY 2012	SC14-06 (01-K-04)	Kauai Police Department	Kustom Signals Stealth Stat speed computer survey system	\$4,000	1	\$4,000
MC	SAFETEA-LU 2010 FFY 2012	MC14-07 (01-S-01)	Leeward Community College	Training motorcycles	\$4,428.58	7	\$31,000
MC	MAP-21 405f FFY 2013/2014	MC14-07 (01-K-01)	Kauai Community College	Training motorcycles	\$5,000	3	\$15,000
DD	SAFETEA-LU 402 FFY 2013	DD14-10 (06-S-01)	The Limtiaco Company	Virtual Driver Interactive VT Touch simulator	\$13,000	1	\$13,000
TOTAL							\$2,096,383.36
Total	SAFETEA-LU 402						\$165,351.97
Total	SAFETEA-LU 410						\$30,450
Total	SAFETEA-LU 408						\$1,484,231.39

2014 Highway Safety Plan
Equipment Request
July 1, 2013

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
Total	SAFETEA-LU 2010						\$31,000
Total	MAP-21 402						\$32,050
Total	MAP-21 405						\$353,300

This equipment is essential to our highway safety program and is included in Hawaii's 2014 Highway Safety Plan.

If the requested equipment is approved, please sign this letter where it is indicated and return to the Hawaii Department of Transportation. Should you have any questions regarding this request, please do not hesitate to contact me at (808) 587-6301.

Much mahalo,



Lee Nagano
Highway Safety Manager

Approved:

David Manning, Ph.D.
NHTSA Region 9 Administrator

Date

Hawaii Department of Transportation

Appendix A to Part 1200

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Hawaii

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

JUN 17 2013
Date

Glenn M. Okimoto, Ph.D.

Printed name of Governor's Representative for Highway Safety

Hawaii Department of Transportation

Appendix B to Part 1200



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

APPENDIX B TO PART 1200

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Hawaii Number: 2014 HSP Date: June 28, 2013

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA	\$186,000.00					
PT	\$339,810.00					
AL	\$3,094,313.54					
TR	\$2,232,595.48					
EM	\$55,653.51					
OP	\$1,337,658.87					
SC	\$824,089.30					
MC	\$315,000.00					
PS	\$539,952.42					
DD	\$813,125.85					
Total NHTSA	\$9,738,198.97					
Total FHWA						
Total NHTSA & FHWA						

State Official Authorized Signature:

NAME: Glenn M. Okimoto, Ph.D.
TITLE: Governor's Representative
DATE: June 28, 2013

Federal Official Authorized Signature:

NHTSA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Hawaii

Highway Safety Plan Cost Summary

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2014-HSP-1

Report Date: 06/28/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-00-00-00		\$.00	\$186,000.00	\$.00	\$186,000.00	\$186,000.00	\$.00
	Planning and Administration Total		\$.00	\$186,000.00	\$.00	\$186,000.00	\$186,000.00	\$.00
Alcohol								
	AL-2014-00-00-00		\$.00	\$120,676.11	\$.00	\$482,704.42	\$482,704.42	\$482,704.42
	Alcohol Total		\$.00	\$120,676.11	\$.00	\$482,704.42	\$482,704.42	\$482,704.42
Emergency Medical Services								
	EM-2014-00-00-00		\$.00	\$13,913.38	\$.00	\$55,653.51	\$55,653.51	\$55,653.51
	Emergency Medical Services Total		\$.00	\$13,913.38	\$.00	\$55,653.51	\$55,653.51	\$55,653.51
Motorcycle Safety								
	MC-2014-00-00-00		\$.00	\$8,545.02	\$.00	\$34,180.07	\$34,180.07	\$34,180.07
	Motorcycle Safety Total		\$.00	\$8,545.02	\$.00	\$34,180.07	\$34,180.07	\$34,180.07
Occupant Protection								
	OP-2014-00-00-00		\$.00	\$239,377.76	\$.00	\$957,511.03	\$957,511.03	\$957,511.03
	Occupant Protection Total		\$.00	\$239,377.76	\$.00	\$957,511.03	\$957,511.03	\$957,511.03
Pedestrian/Bicycle Safety								
	PS-2014-00-00-00		\$.00	\$134,988.11	\$.00	\$539,952.42	\$539,952.42	\$539,952.42
	Pedestrian/Bicycle Safety Total		\$.00	\$134,988.11	\$.00	\$539,952.42	\$539,952.42	\$539,952.42
Police Traffic Services								
	PT-2014-00-00-00		\$.00	\$84,952.50	\$.00	\$339,810.00	\$339,810.00	\$339,810.00
	Police Traffic Services Total		\$.00	\$84,952.50	\$.00	\$339,810.00	\$339,810.00	\$339,810.00
Traffic Records								
	TR-2014-00-00-00		\$.00	\$1,500.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Hawaii

Highway Safety Plan Cost Summary

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For Approval

Report Date: 06/28/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Traffic Records Total			\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
Speed Management								
	SC-2014-00-00-00		\$0.00	\$206,022.33	\$0.00	\$824,089.30	\$824,089.30	\$824,089.30
Speed Management Total			\$0.00	\$206,022.33	\$0.00	\$824,089.30	\$824,089.30	\$824,089.30
Distracted Driving								
	DD-2014-00-00-00		\$0.00	\$203,281.46	\$0.00	\$813,125.85	\$813,125.85	\$813,125.85
Distracted Driving Total			\$0.00	\$203,281.46	\$0.00	\$813,125.85	\$813,125.85	\$813,125.85
NHTSA 402 Total			\$0.00	\$1,199,256.67	\$0.00	\$4,239,026.60	\$4,239,026.60	\$4,053,026.60
405 OP SAFETEA-LU								
	K2-2014-00-00-00		\$0.00	\$29,130.33	\$0.00	\$9,710.11	\$9,710.11	\$9,710.10
405 Occupant Protection Total			\$0.00	\$29,130.33	\$0.00	\$9,710.11	\$9,710.11	\$9,710.10
405 OP SAFETEA-LU Total			\$0.00	\$29,130.33	\$0.00	\$9,710.11	\$9,710.11	\$9,710.10
408 Data Program SAFETEA-LU								
	K9-2014-00-00-00		\$0.00	\$6,094,031.58	\$0.00	\$2,031,343.86	\$2,031,343.86	\$2,031,343.86
408 Data Program Incentive Total			\$0.00	\$6,094,031.58	\$0.00	\$2,031,343.86	\$2,031,343.86	\$2,031,343.86
408 Data Program SAFETEA-LU Total			\$0.00	\$6,094,031.58	\$0.00	\$2,031,343.86	\$2,031,343.86	\$2,031,343.86
410 High Fatality Rate								
	K8FR-2014-00-00-00		\$0.00	\$1,507,580.64	\$0.00	\$1,507,580.64	\$1,507,580.64	\$1,507,580.64
410 High Fatality Rate Total			\$0.00	\$1,507,580.64	\$0.00	\$1,507,580.64	\$1,507,580.64	\$1,507,580.64
2010 Motorcycle Safety								
	K6-2014-00-00-00		\$0.00	\$0.00	\$0.00	\$246,533.55	\$246,533.55	\$246,533.55
2010 Motorcycle Safety Incentive Total			\$0.00	\$0.00	\$0.00	\$246,533.55	\$246,533.55	\$246,533.55
2010 Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$246,533.55	\$246,533.55	\$246,533.55
2011 Child Seats								
	K3-2014-00-00-00		\$0.00	\$23,528.23	\$0.00	\$23,528.23	\$23,528.23	\$23,528.23

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Hawaii

Highway Safety Plan Cost Summary

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For Approval

Report Date: 06/28/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	2011 Child Seat Incentive Total		\$.00	\$23,528.23	\$.00	\$23,528.23	\$23,528.23	\$23,528.23
	2011 Child Seats Total		\$.00	\$23,528.23	\$.00	\$23,528.23	\$23,528.23	\$23,528.23
	MAP 21 405b OP High							
	M1HVE-2014-00-00-00		\$.00	\$80,488.16	\$.00	\$321,952.65	\$321,952.65	\$321,952.65
	405b High HVE Total		\$.00	\$80,488.16	\$.00	\$321,952.65	\$321,952.65	\$321,952.65
	405b High Community CPS Services							
	M1CPS-2014-00-00-00		\$.00	\$6,239.21	\$.00	\$24,956.85	\$24,956.85	\$24,956.85
	405b High Community CPS Services Total		\$.00	\$6,239.21	\$.00	\$24,956.85	\$24,956.85	\$24,956.85
	MAP 21 405b OP High Total		\$.00	\$86,727.37	\$.00	\$346,909.50	\$346,909.50	\$346,909.50
	MAP 21 405c Data Program							
	M3DA-2014-00-00-00		\$.00	\$73,936.02	\$.00	\$295,744.08	\$295,744.08	\$295,744.08
	405c Data Program Total		\$.00	\$73,936.02	\$.00	\$295,744.08	\$295,744.08	\$295,744.08
	MAP 21 405c Data Program Total		\$.00	\$73,936.02	\$.00	\$295,744.08	\$295,744.08	\$295,744.08
	MAP 21 405d Impaired Driving Mid							
	M5HVE-2014-00-00-00		\$.00	\$276,007.12	\$.00	\$1,104,028.48	\$1,104,028.48	\$1,104,028.48
	405d Mid HVE Total		\$.00	\$276,007.12	\$.00	\$1,104,028.48	\$1,104,028.48	\$1,104,028.48
	MAP 21 405d Impaired Driving Mid Total		\$.00	\$276,007.12	\$.00	\$1,104,028.48	\$1,104,028.48	\$1,104,028.48
	MAP 21 405f Motorcycle Programs							
	M9MA-2014-00-00-00		\$.00	\$8,571.60	\$.00	\$34,286.38	\$34,286.38	\$34,286.38
	405f Motorcyclist Awareness Total		\$.00	\$8,571.60	\$.00	\$34,286.38	\$34,286.38	\$34,286.38
	MAP 21 405f Motorcycle Programs Total		\$.00	\$8,571.60	\$.00	\$34,286.38	\$34,286.38	\$34,286.38
	NHTSA Total		\$.00	\$9,298,769.56	\$.00	\$9,838,691.43	\$9,838,691.43	\$9,652,691.42
	Total		\$.00	\$9,298,769.56	\$.00	\$9,838,691.43	\$9,838,691.43	\$9,652,691.42

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Hawaii

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

JUN 21 2013

Date

Glenn M. Okimoto

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
_____.
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint
- _____ Coverage of all passenger motor vehicles
- _____ Minimum fine of at least \$25
- _____ Exemptions from restraint requirements

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
 - The State's NHTSA-facilitated occupant protection program assessment was conducted on ___/___/____;

OR

 - The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in at least one blank for each bullet below.*]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on ___/___/____.
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on ___/___/____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on ___/___/____.
- The name and title of the State's Traffic Records Coordinator is _____.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on ___/___/____.
- [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application

due date in relation to one or more of the significant data program attributes: pages _____.

OR

If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on ___/___/_____.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [Check one box below and fill in any blanks under that checked box.]
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on ___/___/_____ and is provided as HSP attachment # _____;
- OR**
 - For this first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [Check one box below and fill in any blanks under that checked box.]
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on ___/___/_____;
- OR**
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [Check one box below and fill in any blanks under that checked box.]
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
 - OR**
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on ___/___/_____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [Fill in all blanks below.]

- The State’s ignition interlock law was enacted on ___/___/_____ and last amended on ___/___/_____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
_____.

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on ___/___/_____ and last amended on ___/___/_____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving
- _____ Definition of covered wireless communication devices
- _____ Minimum fine of at least \$25 for first offense
- _____ Increased fines for repeat offenses
- _____ Exemptions from texting ban

Prohibition on Youth Cell Phone Use While Driving

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines

for repeat offenses, was enacted on ___/___/_____ and last amended on ___/___/_____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving
 - _____ Driver license testing of distracted driving issues
 - _____ Minimum fine of at least \$25 for first offense
 - _____ Increased fines for repeat offenses
 - _____ Exemptions from youth cell phone use ban
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

- Letter from the Governor’s Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # _____.
- Data used to identify and prioritize the State’s motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State’s impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State’s impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):**

_____.

AND

- The State's law appropriating funds for FY ____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____

_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[*Fill in all applicable blanks below.*]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on ___/___/_____ and last amended on ___/___/_____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- _____ Testing and education requirements
- _____ Driving restrictions
- _____ Minimum duration

- _____ Applicability to novice drivers younger than 21 years of age
- _____ Exemptions from graduated driver licensing law

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- _____ Driving restrictions
- _____ Minimum duration
- _____ Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age
- _____ Exemptions from graduated driver licensing law

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency. **Legal citation(s):** _____

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage. **Legal citation(s):** _____

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

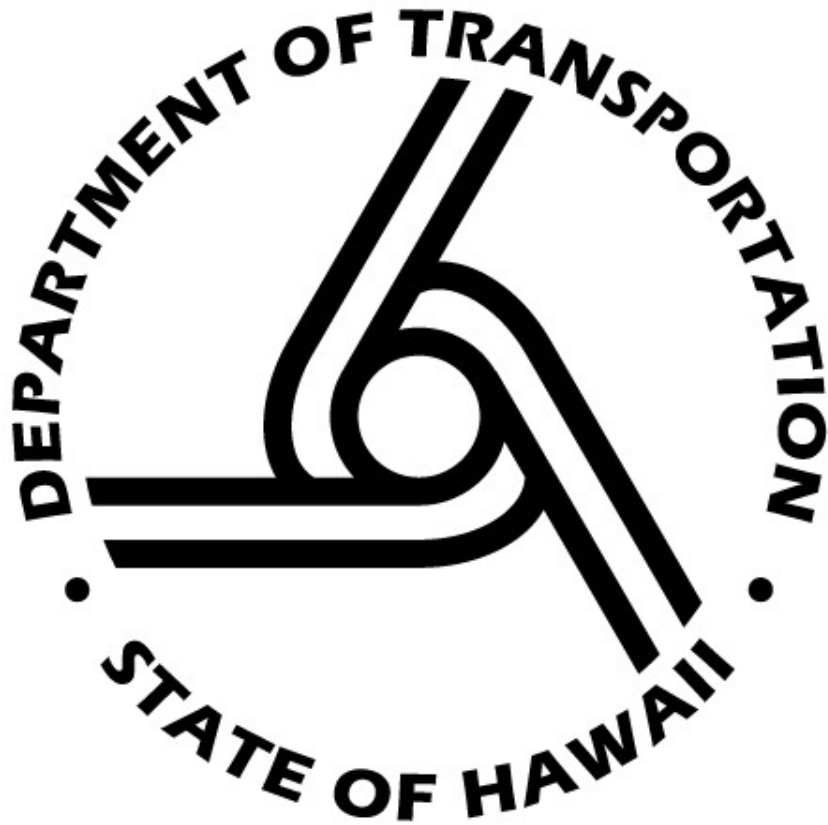
Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable. **Legal citation(s):** _____

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.

OR

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.



**APPENDIX D TO PART 1200-
Part 1: Section 405b Occupant Protection
(23 CFR 1200.21)**

Hawaii Application - Federal Fiscal Year 2014

Prepared by

**State of Hawaii
Department of Transportation
Highway Safety Section**

**Hawaii Department of Transportation
405b Grant Application – Occupant Protection
Federal Fiscal Year 2014**

Part 1: Occupant Protection (23 CFR 1200.21)

- **The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405 (a)(1)(H))**

Hawaii will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405 (a)(1)(H))

- **The State will participate in the Click It or Ticket national mobilization in FFY 2014. The description of the State’s planned participation is provided as HSP attachment or page # 1.**

Hawaii continues to have one of the highest seat belt usages rates in the nation. Our June 2012 observational survey showed that Hawaii’s seat belt use rate is 93 percent. We have been able to maintain a usage rate above 90 percent for the last 10 years.

In order to main a high usage rate, Hawaii will participate in the May Click It or Ticket (CIOT) national mobilization, May 20-June 3, 2014. Hawaii’s planned participation includes a high visibility enforcement campaign supported by a strong media and education campaign.

CIOT Enforcement Efforts

All four of Hawaii’s police departments will participate in the CIOT national mobilization in the federal fiscal year of the grant. Combined, the four county police departments will be able to cover 100 percent of the state’s population.

In addition to participating in the May 2014 CIOT mobilization, all four county police departments will continue to conduct year-round enforcement of Hawaii’s seat belt and child restraint laws. They will also focus their

enforcement efforts in areas with continued low usage rates, as identified in our annual observational survey.

All four counties' police departments will continue to conduct a minimum of one nighttime seat belt/child restraint enforcement activity per quarter.

During federal fiscal year 2012, the four county police departments collectively issued 7,441 (grant & county funded) seat belt citations and 624 (grant & county funded) child safety seat citations.

CIOT Media/Education Campaign

Hawaii will continue to conduct a statewide paid media campaign to promote the seat belt and child restraint laws during the May 2014 CIOT mobilization. We have budgeted \$200,000 for the statewide media campaign that will include radio, television and movie theatre spots.

During FFY 2013, Hawaii has developed two 30-second public service announcements (PSA) to show during the FFY 2014 campaign and throughout the year. One PSA has a strong enforcement message to remind people about the law and that the police are enforcing day and night, year round. The second PSA has an injury-based message to remind people why seat belts are important.

In addition to the paid media campaign, we will also be promoting the CIOT mobilization using banners and posters that are distributed statewide. State and county offices, schools, fire departments, military bases and local businesses have offered to display the banners and flyers.

To supplement the paid media campaign, HDOT will also work with local media to inform the public about the risks and costs of motor vehicle crashes and the benefits of increased occupant protection use. HDOT will conduct a minimum of one media event prior to the beginning of the mobilization. In addition, news releases will also be distributed to the media statewide to remind the public about the mobilization along with weekly counts of CIOT-related citations.

To further promote the CIOT mobilization, we will be deploying variable message boards on state highways that display the message "Click It or

Ticket - \$92 fine.” The message boards will be placed in high traffic areas such as highways and areas known for low seat belt usage rates.

- **The State’s occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page #3.**

During FFY 2014, the HDOT will continue to promote occupant protection issues in order to increase compliance with Hawaii’s laws and reduce the number of unnecessary motor vehicle-related deaths and injuries. Hawaii will achieve this through enforcement, media, education and partnerships such as the Strategic Highway Safety Plan.

Enforcement

We will continue to fund year-round enforcement of Hawaii’s occupant protection laws, both seat belt and child restraint.

Hawaii’s seat belt law requires everyone in all seating positions to wear a seat belt.

The child restraint law requires children under the age of 8 to be properly restrained in a child safety seat or a booster seat.

On May 20, 2013, Hawaii’s Governor Neil Abercrombie signed the Universal Seat Belt bill into law. The new law took effect the same day. To educate the public about the new law, the HDOT created new television and radio public service announcements. New posters were also created and distributed statewide to rental car agencies, government agencies, DMVs and military bases. During FFY 2014, we will continue to educate the public about the new law.

Along with enforcement efforts, the Hawaii County Police Department used its highly successful CIOT basketball tournaments to proactively educate elementary, intermediate and high school students and their families about seat belts and child restraints. During the FFY 2012 grant period, there were four tournaments, 372 participants and 3,000 spectators. Additionally, the tournaments generated substantial earned media coverage, which further promoted the CIOT message.

Media/Education

We had received feedback from the public that they did not know the police enforce the seat belt law year round, and as such, only felt compelled to wear seat belts during the national mobilization. To address this misconception, we decided to develop a year-round CIOT media/education campaign.

To assist us with this, we hired a media contractor, the Limtiaco Company, to develop and implement a year-round campaign. Through a combination of paid media, earned media and community events, we hope to achieve our goal of increasing compliance year round and at night.

To evaluate the success of the CIOT campaign, we are using both observational and attitudinal surveys.

Child Passenger Safety Plan

The HDOT and its partners work to increase compliance with Hawaii's child restraint law and to maintain statewide child passenger protection education programs. This includes media and educational programs about proper seating positions for children in air bag-equipped motor vehicles and instruction on how to reduce the improper use of child restraint systems.

Enforcement

We will continue to fund year-round enforcement of Hawaii's occupant protection laws, both seat belt and child restraint.

Police departments in three of Hawaii's counties conduct special child passenger safety operations. Violators are given the choice between being issued a citation or being taught how to properly install their child restraint.

CPS Media/Education

The Limtiaco Company was hired to create a media awareness campaign to promote the child passenger safety law and proper usage of safety restraint systems, as well as well as publicizing child safety seat restraint inspection stations and community car seat checks. In addition to participating in the

national Child Passenger Safety Week campaign, Hawaii will conduct year-round earned media events such as interviews on the radio and television.

During FFY 2013, we will develop a new 30-second PSA that will debut during the 2013 Child Passenger Safety Week and aired again during the holiday season. The new 30-second PSA will remind the public about the booster seat law, as compliance isn't very high in that area. The new spot will be shown on television and in movie theatres statewide beginning during the 2013 Child Passenger Safety Week.

Hawaii has created a brochure to help parents and caregivers understand the child restraint law and what type of seat is right for their child's age and size. The brochure was also translated into several foreign languages (Tagalog, Marshallese and Chuukese) that child passenger safety technicians conducting community outreach have identified as populations needing these specialized brochures.

Additionally, we are in the process of developing a new poster to promote the booster seat law. The posters will be distributed statewide for posting at inspection stations, community car seat checks, hospitals and pediatrician offices.

Child Restraint Inspection Stations/Community Car Seat Checks

Our program seeks to improve child passenger safety through standardized training, increased public access to child passenger safety installation services at community child safety seat events and child restraint inspection stations.

During FFY 2012, 44 free community car seat checks were held on the islands of Oahu, Maui, Hawaii, Kauai, Molokai and Lanai. Having car seat checks on each of these islands ensured that 100 percent of the population had access to our programs. Approximately 904 child safety seats were checked at these events. Community car seat checks will continue to be held statewide during FFY 2014.

Our education component includes education at community car seat checks and child restraint inspection stations; information distributed through new parent classes; and participation in traffic safety community events and safety/health fairs.

Between the child restraint inspection stations and free community child restraint checks, 100 percent of Hawaii's population, including rural and high risk populations, have access to these services.

Hawaii Strategic Highway Safety Plan

The HDOT spearheaded the development of the Strategic Highway Safety Plan through a collaboration that involved traffic safety, public safety and public health experts from government and community agencies statewide. There are eight emphasis areas, with Occupant Protection (OP) as one of the areas.

One of the main strategies in the OP emphasis area was to develop a statewide occupant protection task force to meet regularly to ensure a comprehensive statewide program. To address this strategy, the HDOT created a statewide occupant protection work group that meets once a month to discuss best practices and challenges in each county, and to develop ideas to promote occupant protection issues. The group oversees the development of new educational materials, such as brochures and posters, as well as new television and radio campaigns. The group also encourages support for occupant protection-related legislative issues.

Usage Rates and Attitudinal Survey

Prior to the May 2013 CIOT mobilization, the HDOT will conduct a statewide seat belt usage observational study to determine the state's pre-mobilization seat belt usage rate. An additional survey will be conducted after the mobilization to see if the seat belt usage rate has increased.

Additionally, the HDOT has hired a contractor to conduct two statewide telephone surveys to determine residents' understanding/knowledge of Hawaii's traffic safety laws, driving habits, view of enforcement and familiarity of our media messages.

In September 2012, Hawaii conducted an attitudinal survey to see how many Hawaii residents were familiar with the CIOT program. We were pleased to see that 96 percent of the survey respondents said that they have heard of the CIOT program.

- **Documentation of the State’s active network of child restraint inspection stations is provided as HSP attachment or page # 7 & 8.**

During the FFY 2014 grant period, Hawaii will continue to coordinate free community car seat checks and maintain child restraint inspection stations statewide.

Currently, there are 22 permanent child restraint inspection stations in the State of Hawaii. Child restraint inspection stations are located on each major island in the state, ensuring that 100 percent of the population has access to them and that there are no under served populations. The islands of Oahu, Maui, Kauai, Molokai, Lanai and Hawaii each have at least one inspection station that provide free child safety seat services to the public.

These child restraint inspection stations, which include a wide variety of venues from hospitals, health centers, a car dealership, and police departments, provide free car seat inspections to parents who cannot attend the community car seat checks. During FFY 2012, 1,646 seats were checked and installed at the child restraint inspection stations.

The child restraint inspection stations provide much more to the community than just installations. They also provide installation instructions and child safety seat awareness as part of local maternity and pre-natal classes. Each child restraint inspection station is staffed by a certified child passenger safety technician.

Child Restraint Inspection Station and County

- American Medical Response (Kauai)
- Castle Medical Center (Oahu)
- Central Fire Station (Hawaii)
- Family Support Services – West Hawaii (Hawaii)
- First Insurance (Oahu)
- Hilo Medical Center (Hawaii)
- Kaiser Permanente (Oahu)
- Kalihi-Palama Health Center (Oahu)
- Kapiolani Medical Center for Women and Children (Oahu)
- Kauai Police Department (Kauai)
- King Auto Center (Kauai)
- Marine Corp Base Hawaii (Oahu)

- Maui Police Department –Hana (Maui)
- Maui Police Department – Lahaina (Maui)
- Maui Police Department – Lanai (Maui)
- Maui Police Department – Molokai (Maui)
- Maui Police Department – Wailuku (Maui)
- Partner for Safe Keiki (Hawaii)
- The Queen’s Medical Center (Oahu)
- Tripler Medical Center (Oahu)
- Waianae Coast Comprehensive Health Center (Oahu)
- Waimea Health Center (Hawaii)

Please note that the island of Kahoolawe is uninhabited by people. The island of Niihau is privately owned. As such, child passenger safety services are not provided to either of these islands.

Also, the islands of Lanai and Molokai are part of Maui County.

Child Safety Seat Stats (October 1, 2011 – September 30, 2012)

	Hawaii	Maui	Kauai	Oahu	Total
Population in 2011	187,229	156,756	67,781	966,363	1,378,129
4-Day Classes	2	1	1	3	7
Trained	18	10	9	41	78
Types of Participants (EMS, Police)	EMS, Fire Police, Nurses, Community	Police, Nurses	Police, EMS, Judiciary	Judiciary, Police, Military, DOT, Nurses, health center staff	
Fitting Stations	5	4	3	9	21
No. Checked at Fitting Stations	147	56	7	1,436	1,646
Community Car Seat Checks	6	13	8	17	44
Number of Seats Checked	107	209	172	416	904

- **The State's plan for child passenger safety technicians is provided as HSP attachment or page # 9.**

Ensuring that every child is properly restrained in a child safety seat or booster seat is the goal of Hawaii's child restraint program. To achieve this, we provide training for instructors and technicians using the National Highway Traffic Safety Administration's (NHTSA) child passenger curriculum.

We also provided grants for certified CPS instructors to attend national conferences to learn about new advances in child passenger safety and to network with other instructors and child safety seat manufacturers.

Each county provides recertification and refresher courses to ensure that all child passenger safety technicians retain their certification and have the most current information. This enables Hawaii to retain as many certified child passenger safety technicians as possible.

Also, the high visibility of the program helps attract new volunteers to become technicians. We also continuously reach out to key partners such as the fire departments, police departments and health care providers to send key staff to the trainings.

NHTSA Standardized Child Passenger Training

During FFY 2012, there were seven 4-Day CPS training sessions held in the State of Hawaii, resulting in a total of 78 certified CPS technicians. The CPS training classes follow NHTSA guidelines.

The CPS training classes included: health care professionals, EMS technicians, fire fighters, police officers and military personnel, as well as concerned members of the community.

The CPS technician training sessions will be offered in each county during FFY 2014. Refresher courses will also be offered in each county during the grant period.

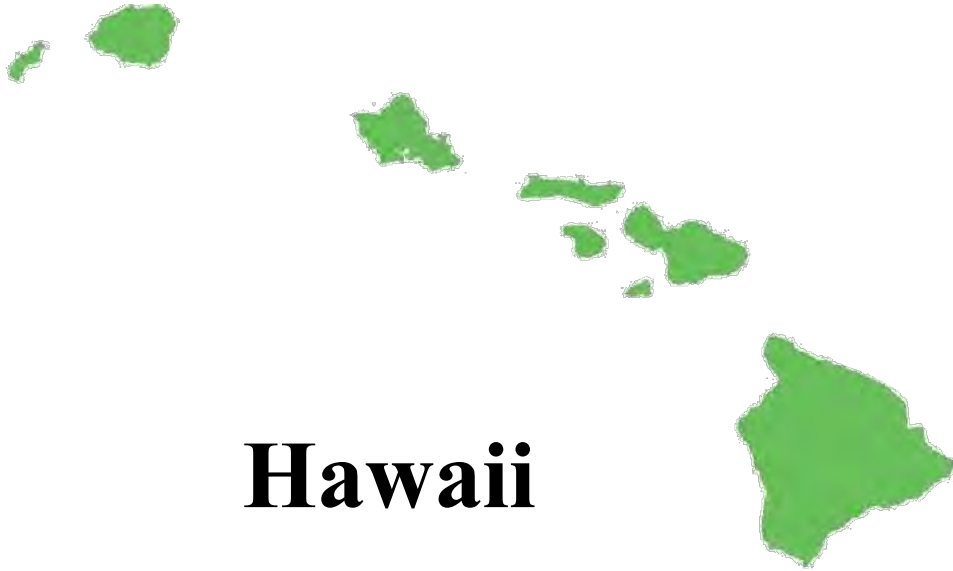
Instructor Updates

In November 2013, the HDOT will host a statewide CPS Instructor/Technician update with approximately 80 instructors and technicians. A mainland CPS instructor will be brought in to provide an update and also improve teaching techniques.

The goal of the two-day training was to provide the most up-to-date information to instructors and technicians. Additionally, we wanted to improve the teaching techniques for our instructors.

Contact Information

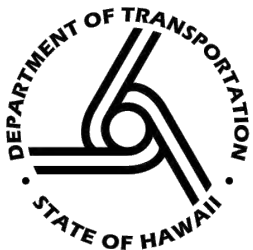
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**Part 2: State Traffic Safety Information System Improvements
(23 CFR 1200.22)**

**Hawaii Application for
Section 405(c) Grant
for
Federal Fiscal Year 2014**

Prepared by



**State of Hawaii
Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813**





**FFY 2014 Section 405
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



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**FFY 2014 Section 405
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



Hawaii Highway Safety Data and Traffic Records System Assessment Recommendations

Hawaii's most recent Highway Safety Data and Traffic Records System Assessment took place in Honolulu from September 11-16, 2011.

According to a major recommendation of the assessment (under 2-A: Crash Data Component), the HTRCC should "make solving the crash timeliness problem as the number one traffic records priority for the State." The assessment team urged that "Hawaii devote the bulk of its Section 408 grant funds to electronic field data collection and electronic submission until the problems are solved." As a result, the HTRCC has deemed projects relating to electronic transfer of crash records and electronic Motor Vehicle Accident Reports (MVAR) as top priority and has dedicated most of its funding and resources towards these projects.

Performance measures used to demonstrate quantifiable and measurable progress on these electronic transfer/electronic MVAR projects include:

- Number of crash records electronically transferred from police departments to HDOT
- Time it takes for crash records to be transferred from police departments to HDOT
- Time it takes for crash records to be input into TARS, once received from police departments (at the current time, TARS has no connectivity to any intranet or internet, which means that electronic data must be either manually inputted or imported via CD, DVD or flash drive)

Most other projects within Hawaii's Traffic Safety Information Systems Strategic Plan have been placed on hold, such as electronic citations (although the TRCC is conducting research to possibly implement this project). A few projects have continued because they have shown great progress and achieved their milestones and goals.

The following is a list of all recommendations from the most recent assessment. Below select recommendations are updates on progress. Recommendations without updates have been put on hold by the HTRCC due to lack of resources and the HTRCC's dedication of resources to the electronic MVAR and electronic data transfer projects.



FFY 2014 Section 405
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation



Section 1: Traffic Records System Management

1-A: Traffic Records Coordinating Committee

- Establish an Executive Level of the Traffic Records Coordinating Committee.
- Formalize the structure of the Traffic Records Coordinating Committee by developing a Charter and Memoranda of Understanding. A formal structure will serve as a reminder to the working level of the import of their efforts and to the executives of their obligation to provide direction and support for traffic records initiatives.
 - A Charter has been developed and voted on by the HTRCC.
- Review the Traffic Records Coordinating Committee membership on a regular basis to ensure that all interested parties and stakeholders are included, contributing, and being heard.
- Make quality measure reporting a regular agenda item for the Traffic Records Coordinating Committee meetings thereby increasing understanding of how to measure performance as well as providing a forum for discussion of data quality problems and ideas for improvements or solutions.
- Re-establish a vision for the Traffic Records Coordinating Committee, in order that priority-setting of grant awards is consistent with the strategic direction of the State's traffic records stakeholders.
 - The HTRCC has revised its vision and mission statements. These statements have been voted upon and adopted by the HTRCC.

1-B: Strategic Planning

- Charge the TRCC with the development of a new Traffic Safety Information Systems Strategic Plan addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially each traffic records system component custodian.
- Assure that all TRCC members participate in the development of the Traffic Safety Information Systems Strategic Plan and the selection and priority setting of the projects in the Plan. It is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.
- Assure that the information needs suggested by strategies developed for the SHSP are addressed in the strategic planning process.
 - Hawaii is currently in the process of updating its SHSP for the next five years (2013-2017). The Data & Safety Management Systems Emphasis Area just finalized its strategies for the SHSP. These strategies will also help the HTRCC in developing a new Traffic Safety Information Systems Strategic Plan.



FFY 2014 Section 405
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- Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's *Model Performance Measures for State Traffic Records Systems*.
- Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for Traffic Records.

1-C: Data Integration

- Develop a project plan for electronic submission of crash reports by law enforcement agencies to the Hawaii Department of Transportation.
 - The Hawaii Information Consortium (HIC) has developed a project plan for electronic submission of crash reports by the four county police departments to the Hawaii Department of Transportation (HDOT). Statements of Work between each individual county police department, HDOT and HIC have been or are in the process of being signed.
 - Performance measures for this recommendation are:
 - Number of crash records electronically transferred from police departments to HDOT
 - Time it takes for crash records to be transferred from police departments to HDOT
 - Time it takes for crash records to be input into TARS, once received from police departments (at the current time, TARS has no connectivity to any intranet or internet, which means that electronic data must be either manually inputted or imported via CD, DVD or flash drive)
- Develop a project plan for electronic citations.
 - The HTRCC is researching how to overcome potential obstacles to this project.
- Create a Traffic Records System Inventory that can be shared broadly with the user community.
- Establish a data sharing and data use subcommittee of the Traffic Records Coordinating Committee. Charge this subcommittee with developing guidance to address the needs of users for access to data, including merged datasets.
- Develop annual crash facts summary reports and publish statistics on the HDOT website. Ensure that safety data and safety program web pages are easy to find by simple navigation aids on the HDOT website. Ideally, the data presentations would include statewide and county/city level summaries in each key safety program area as represented by the Highway Safety Office and the SHSP emphasis areas.



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1-D: Data Uses and Program Management

- Promote electronic capture and submission of crash reports by law enforcement to the Hawaii Department of Transportation.
 - Addressed in the beginning paragraphs of this section.
- Develop public-use versions of key transportation safety data sources including crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance system information.
- Provide the Highway Safety Office program managers with access to the crash data, analytic tools, and ongoing training in their use.
- Establish a data sharing and data use subcommittee of the Traffic Records Coordinating Committee. Charge this subcommittee with developing guidance to address the needs of users for access to data, including merged datasets.
- Develop annual crash facts summary reports and publish statistics on the HDOT website. Ensure that safety data and safety program web pages are easy to find by simple navigation aids on the HDOT website. Ideally, the data presentations would include statewide and county/city level summaries in each key safety program area as represented by the Highway Safety Office and the SHSP emphasis areas.

Section 2: Traffic Records System Components

2-A: Crash Data Component

- Make solving the crash timeliness problem as the number one traffic records priority for the State. This should result in high visibility projects promoting electronic data collection, electronic data submission, and close tracking of one or more measures of timeliness. It is our recommendation that Hawaii devote the bulk of its Section 408 grant funds to electronic field data collection and electronic submission until the problems are solved. This will require cooperative action of HDOT, the four law enforcement agencies, the eHawaii.gov organization (or some other source of IT services), and the Traffic Records Coordinating Committee. HDOT and the TRCC must also work closely with the four county law enforcement agencies to ensure that data are submitted (electronically) within a few days (at most) of the crash event. Through links with each of the agencies' RMS, HDOT should be able to monitor crash report submissions and provide formal, weekly feedback to agencies requesting the submission of any delinquent reports.
 - Addressed in the beginning paragraphs of this section.



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- Establish immediately a process for scanning all crash reports and creating pdf images. The images should be stored in an archive for the purposes of reducing the amount of paper storage and making the crash reports more accessible to users, especially engineers in HDOT and in local agencies. After scanning, HDOT should create an index file allowing users to look up crash reports using a small number of key variables, including location information.
- Time-stamp all crash reports upon arrival (prior to scanning) and enter this information into TARS. Time-stamp individual crash records in TARS records with the date the information was entered into the system. These two time stamps will give HDOT the ability to separately report the major components of timeliness: number of days from crash even to submission, number of days delay for data entry, and overall timeliness. This information should be reported in the aggregate for all crash reports and separately for each law enforcement agency.
 - Addressed in the beginning paragraphs of this section.
- Develop a plan for the eventual phasing out of paper crash reporting. A reasonable time frame should be established for achieving the goal of 100 percent electronic reporting and submission—perhaps as soon as the end of 2012. The plan should also include a set of action items and milestones for each of the four county law enforcement agencies to achieve 100 percent electronic data collection. A separate set of actions and milestones should be developed for the sub-project of achieving 100 percent electronic data submission from law enforcement to HDOT.
 - Addressed in the beginning paragraphs of this section.
- Plan in the longer term to develop a formal, comprehensive data quality management system. Implementation of this plan may need to be deferred until after the problems with data timeliness have been resolved since it is likely that methods for improving the other quality attributes will be ineffective if the data are too old. The data quality metrics developed as part of this effort should be used for day-to-day management of the system as well as for reporting in aggregate to users and data collectors.
- Publish a standard set of edit checks to be performed on the electronic crash report information prior to its submission to HDOT. These edit checks should be comprehensive and include standard validations of the data in each field of the crash report form (i.e., checks to insure that there is valid data in each field, no inappropriate blanks, and all data are of the appropriate type for the field). Other standard data edits should be implemented to verify logical consistency across fields on the form. For example, the time-of-day field should be checked against the lighting condition field to make sure that the two agree.
 - Addressed in the beginning paragraphs of this section.



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2-B: Roadway Data Component

- Implement a systems enhancement project to interface the TARS and the roadway features file.
- Re-evaluate the use of the analytic tools recommended in the *Highway Safety Manual*, in particular the Safety Analyst tool. This strategy should be presented to the Traffic Records Coordinating Committee for inclusion in the Traffic Safety Information System Strategic Plan.

2-C: Driver Data Component

- Vest driver licensing authority in a State agency and move the Administrative Driver Licensing Revocation Office to the Executive branch of government.
 - ADLRO and the Judiciary have reorganized, and the ADLRO is now under Judiciary Finance, which means they have new leadership and supervising personnel.
- Build a complete driver database which includes complete driver history information for all drivers licensed in Hawaii and the records of convictions of non-Hawaii drivers.
- Include crash involvements in the driver record, not just those that require future proof of financial responsibility, or those of commercial driver license holders.

2-D: Vehicle Data Component

- Encode vehicle data on a bar code on the registration document which can be used to speed electronic processing by law enforcement officers in crash reports and citations.
 - The HTRCC will work with the City & County of Honolulu DMV to address this issue and implement a bar coding system.
- Harmonize data fields as much as possible to facilitate integration of data systems. Capture full legal name on registration and title documents.

2-E: Citation/Adjudication Data Component

- Facilitate meetings between the Judiciary, law enforcement agencies' electronic citation vendors and Records Management System vendors to address current problems with e-citation implementation.
 - If the county police departments are amenable to an e-citation program, the HTRCC will form a subcommittee to work on research and implementation of this program.
- Complete the implementation of electronic citation software use by the State's law enforcement agencies.
- Move the Administrative Driver License Revocation Office to an Executive, rather than a Judicial agency.

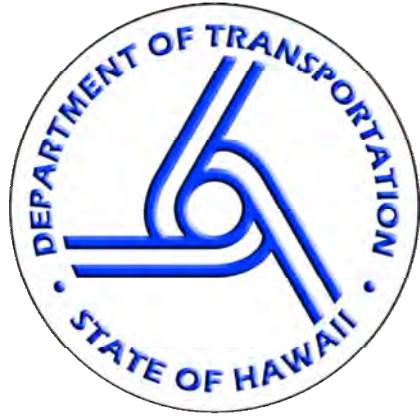


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2-F: Statewide Injury Surveillance System (SWISS) Data Component

- Promote the use of HEMSIS data to all TRCC partners.
 - The Hawaii SHSP Core Committee has incorporated HEMSIS data into presentations to all traffic safety partners in the eight Emphasis Areas. The Department of Health has also used the HEMSIS data in presentations to transportation planning groups, support legislation, etc.
- Request access to traffic volume data from the Hawaii Department of Transportation.
- Begin implementing quality assurance checks on data from the Level III trauma centers.
- Incorporate data from the Level II and Level III trauma centers into a single dataset.
- Collect trauma registry data from all non-designated hospitals.
- Include data from the VA hospital in the emergency department dataset.
- Increase the number of users at the Hawaii Department of Health and The Injury Prevention and Control Program that have access to the hospital discharge and emergency department data files.
- Incorporate data from the trauma and death certificate registries into future linkage projects.
- Produce annual traffic safety and injury reports or fact sheets to serve as updates or supplements to the routine formal reports. Make these available at the Hawaii Department of Health website.
- Create traffic statistics from the injury surveillance components to be stored on the Hawaii Health Data Warehouse website.
- Create an online system where users can generate customizable queries of all appropriate data elements and databases.
- Conduct regular comparisons of the traffic fatality counts between the death certificate registry and FARS.



Hawaii

Traffic Safety Information Systems Strategic Plan

Last revision June 2013



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**Hawaii Traffic Safety Information Systems Strategic Plan
Hawaii Traffic Records Coordinating Committee**

Vision Statement

An efficient and integrated traffic records system that optimizes the safety and operation of Hawaii's roadways.

Mission Statement

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.

**STATE OF HAWAII
TRAFFIC RECORDS COORDINATING COMMITTEE**

CHARTER

Vision

An efficient and integrated traffic records system that optimizes the safety and operation of Hawaii's roadways.

Mission

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.

Goal

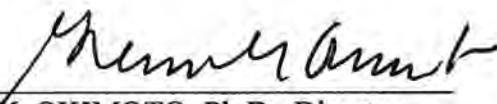
To improve timeliness, accuracy, completeness, uniformity, integration and accessibility of data in the state and counties to identify priorities for state and local traffic safety programs.

Duties and Responsibilities

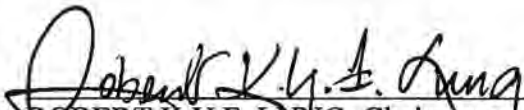
- Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, motor vehicle, motor carrier and driver licensing agencies.
- Consider and coordinate the views of organizations in the State of Hawaii that are involved in the administration, collection and use of the highway safety data and traffic records system.
- Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.
- Identify 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.
- Identify and prioritize projects/project activities.
- Determine the projects/project activities funding levels for a multi-year financial-constrained Hawaii Traffic Safety Information Systems (TSIS) budget.
- Ensure TSIS projects/project activities are on schedule and targeted deadlines are met.

- Ensure measurable progress is made toward achieving the goals and objectives of the TSIS projects/project activities.
- Review, comment and approve the multi-year Hawaii TSIS Strategic Plan.
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.
- Represent the interests of the agencies and organizations within the traffic records system to outside organizations.
- Encourage and provide for the sharing of data amongst all members, owners, users and collectors and collaborate on interagency projects.
- Provide for adequate communication and review between members of all changes or modifications to systems, regulations, collection procedures, or usage and analysis needs.
- Approve annually the membership of the TRCC, the TRCC coordinator, any change to Hawaii's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.


Agreement with the nature and intent of this Charter and authority of the Hawaii Traffic Records Coordinating Committee to carry out its mission is indicated by the following signatures:



 GLENN M. OKIMOTO, Ph.D., Director
 Hawaii Department of Transportation
 Governor's Highway Safety Representative



 ROBERT R.Y.F. LUNG, Chairperson
 Hawaii Traffic Records Coordinating
 Committee



 KAREN G.M.T. KAHIKINA, Coordinator
 Hawaii Traffic Records Coordinating Committee



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Hawaii Traffic Records Coordinating Committee

Membership Roster

The Hawaii Traffic Records Coordinating Committee is comprised of the following representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor carrier agencies and organizations:

Name	Title	Organization
Mabel Antonio	Computer Systems Officer	IT Division Department of Finance County of Kauai
Kari Benes	Traffic Safety Coordinator	EMS & Injury Prevention System Branch Department of Health
Nilda Cabato	Financial Responsibility Supervisor	Motor Vehicle, Licensing and Permits Division Department of Customer Services City & County of Honolulu
Radford Cameros	Supervising Driver License Examiner II	Motor Vehicle, Licensing and Permits Division Department of Customer Services City & County of Honolulu
Russell Castagnaro	President	Hawaii Information Consortium/eHawaii.gov
Clay Chan	Program Specialist	Emergency Medical Services Branch Department of Health
Susan Chang	Motor Carrier Safety Supervisor	Motor Vehicle Safety Office Department of Transportation
Patrick Chau	IT Manager	IT Division Honolulu Police Department
Sharon Cravalho	Division Administrator	Federal Motor Carrier Safety Administration
Dan Galanis	Epidemiologist	Injury Prevention and Control Department of Health
Brian Gibson	Executive Director	Oahu Metropolitan Planning Organization



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Jenny Gong	Research Statistician	EMS & Injury Prevention Program Department of Health
Scott Haneberg	Motor Vehicle Safety Administrator/ Highway Safety Specialist (FARS)	Motor Vehicle Safety Office Department of Transportation
Jan Higaki	Traffic Safety Engineer Supervisor	Traffic Branch Highways Division Department of Transportation
Sean Hiraoka	State Traffic Safety Engineer	Traffic Branch Highways Division Department of Transportation
Lynn Inafuku	Senior Staff Attorney	Judiciary
Wade Isobe	Section Leader for Driver's Licensing/CDL System	Department of Information Technology City & County of Honolulu
Charles Izumoto	Administrative Planner for Computer Technology	Department of the Prosecuting Attorney City & County of Honolulu
Karen Kahikina	Highway Safety Specialist	Highway Safety Section Department of Transportation
Wayne Kaneshiro	Highway Engineer (Tech Deploy)	Federal Highway Administration
Lance Kaupalolo	Sergeant	IT Division Maui Police Department
Jay Kawakami	Court Administrator	Wahiawa District Court Judiciary
Mark Kikuchi	Traffic Division Chief	Traffic Engineering Division Department of Transportation Services City & County of Honolulu
Marie Laderta	Chief Adjudicator	Administrative Driver's License Revocation Office
Robert Lung	Chairperson/ Law Enforcement Liaison	
David Maeshiro	Chief Information Officer	Judiciary
Iris Murayama	Deputy Chief Court Administrator, First Circuit	First Circuit Judiciary
Lee Nagano	Highway Safety Manager	Highway Safety Section Department of Transportation
Dean Nakagawa	Planner	Planning Process Section Statewide Transportation Planning Office Department of Transportation
Danton Nakama	Sergeant	Traffic Division Honolulu Police Department
Dana Nakasato	JIMS Specialist	Judiciary
Mai Nguyen Van	JIMS Program Manager	Judiciary



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Thomas Nitta	Major	Records Division Honolulu Police Department
Jason Overmyer	Sergeant	Traffic Safety Unit Kauai Police Department
C.S. Papacostas	Director	Hawaii Local Technical Assistance Program University of Hawaii at Manoa
Robert Pauole	Sergeant	Traffic Division Hawaii County Police Department
Burt Ramos	Project Manager	Hawaii Information Consortium/eHawaii.gov
Robert Sequeira	IT Manager	Engineering Services Office Highways Division Department of Transportation
Gregg Silva	Officer	Records Division Hawaii County Police Department
Jon Takamura	Lieutenant	Traffic Services Kauai Police Department
Bill Talley	JIMS Program Manager	Judiciary
Dana Teramoto	Traffic Education Specialist	Traffic Engineering Division Department of Transportation Services City & County of Honolulu
Linda Tom	Court Administrator	Traffic Violations Bureau First Circuit Judiciary
Ricky Uedoi	Lieutenant	Traffic Division Maui Police Department
Tony Velasco	Systems Analyst	Department of Information Technology City & County of Honolulu
Elaine Yamamoto	Hearing Officer	Administrative Driver's License Revocation Office



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Hawaii Traffic Safety Information Systems Strategic Plan

Project Summaries

The Hawaii Traffic Safety Information Systems Strategic Plan encompasses three major projects that the HTRCC deemed high priority:

1. Revision of the Motor Vehicle Accident Report (MVAR) Form/Electronic MVAR
2. Electronic Citations
3. Electronic Transfer of Crash Records

Within these main projects are project activities that aim to ensure the successful implementation of these goals. The strategic plan also includes supplemental projects that are just as important towards the overall achievement of the plan, such as the Hawaii Emergency Medical Services Information System (HEMSIS) and linkage of crash data with EMS and hospital inpatient records.

The following are the project summaries. Amendments to the strategic plan (since its update in FFY2012) are noted in red.

PROJECT NAME	
Revision of Statewide Motor Vehicle Accident Report (MVAR) Form/Electronic MVAR	
Project ID	I
Lead Agency	Traffic Safety Section, Traffic Branch, Department of Transportation
Project Manager	Sean Hiraoka, State Traffic Safety Engineer
Project Description	<p>The State of Hawaii’s MVAR form had not undergone a major revision in nearly 25 years. Until November 2008, the four county police departments utilized the outdated hard copy MVAR form to record major accidents of \$3,000 or more in vehicle damages or any accident injury.</p> <p>The MVAR project looks to improve the crash data, therefore improving the timeliness, completeness, accuracy, uniformity and consistency of the data that comes into the crash database. The new MVAR increases crash information quality and is consistent with nationally accepted guidelines and standards of the Model Minimum Uniform Crash Criteria (MMUCC).</p> <p>After more than three years of much review and revisions, the revised MVAR was approved by the Director of Transportation and implemented by all four county police departments by</p>



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	<p>November 2008. With the implementation of the revised MVAR, the TARS database is now 88.2 percent (97 out of 110 elements) MMUCC compliant.</p> <p>In conjunction with the major revision of the MVAR form, we are also working towards an electronic version of the revised form. The electronic version will enable the four county police departments to transfer the motor vehicle crash data electronically to the Traffic Accident Reporting System (TARS) in the Traffic Branch of the HDOT.</p>
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MILESTONES

<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Receive approval of the revised MVAR form from the Director of Transportation	Nov 2007	Nov 2007	Completed
Draft and finalize MVAR Training Manual	Mar 2008	May 2008	Completed
MVAR Train-the-Trainer Workshop	May 2008	May 21-23, 2008	Completed
Maui Police Dept. to purchase MVAR software	May 2008	July 2008	Completed
Purchase bar coding software for motor vehicle registration	2009/2010		Dependent on paper/printing issues
Police Departments and other key agencies to train their staff on properly completing the revised MVAR form	June-August 2008	June-August 2008	Completed
Statewide implementation of revised MVAR form	Sept 1, 2008	Sept 2008 - Oahu, Kauai, Big Island Nov 2008 - Maui	Completed
Kauai Police Dept. to purchase MVAR software	August 2008	Purchased in 2005; Implementation in July 2009	Completed
Hawaii County Police Dept. to purchase MVAR software	August 2008	August 2008	Completed
Purchase data diagramming software for all county police departments to use (using FHWA Flex Funding)	2010	2011/2012	MPD – Completed KPD – Completed HCPD – Completed



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Kauai Police Department to implement electronic MVAR	2013	Delayed – Currently working with a new vendor to build their new electronic system
HCPD to purchase 190 GPS units	2012	Delayed – HCPD re-evaluating need for these additional units
HPD to purchase five GPS units	2012	On hold – HPD re-evaluating need for additional units
HPD to purchase a laptop for grant manager	2012	On hold – HPD re-evaluating need for laptop
Honolulu Police Department to implement electronic MVAR	2014	Delayed – Currently working with Motorola on building a new RMS, including electronic MVAR; experiencing delays with building the system
Purchase data diagramming software (using NHTSA Funding)	2013	HPD – On Schedule
Progress	<p>Maui Police Department (MPD) and Hawaii County Police Department (HCPD) are currently using electronic MVAR. Kauai Police Department (KPD) and the Honolulu Police Department (HPD) are working with consultants, VisionAIR and Motorola respectively, on building and implementing electronic MVARs for their departments. HPD is in the process of rebuilding their entire RMS and will focus on the electronic MVAR project beginning in early 2013. They hope to go live with their electronic MVAR in October 2013.</p> <p>MPD, HCPD and KPD have all purchased their data diagramming software. MPD is using the software and incorporating the diagrams into their MVARs; they just need to work with the Hawaii Information Consortium (HIC)/eHawaii.gov on successfully transferring the data to</p>	



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	<p>DOT electronically. HCPD has installed the data diagramming software into their system; however, they are not satisfied with the way it has been installed and are currently working with the vendor on fixing the issues. KPD is working with VisionAIR on incorporating the software into their new system. HPD will look into data diagramming software when they are building their electronic MVAR.</p>
Problems	<ol style="list-style-type: none"> 1) HCPD and KPD’s previous vendor, Denali, was bought out by Intergraph. Since then, HCPD has retained a contract with Intergraph while KPD opted to switch to VisionAIR. HCPD encounters many problems with Intergraph; the vendor will not respond to their calls or e-mails and does not deliver completed tasks or projects by the projected deadlines. 2) KPD is experiencing issues with their vendor, and the completion of their system and live implementation of the electronic MVAR has been delayed. They hope to go live sometime in 2013.
Amendments to Project	<ol style="list-style-type: none"> 1) HPD is experiencing delays in building its new RMS. Because of this, implementation of an electronic MVAR will be pushed back.



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PROJECT NAME			
Electronic Citations			
Project ID	II		
Lead Agency	Honolulu Police Department		
Project Manager	Sergeant Danton Nakama		
Project Description	<p>With the launch of Hawaii’s Judiciary Information Management System (JIMS) and the revision of the citation form by the Judiciary, the HTRCC determined that an electronic citation project would help rectify the numerous deficiencies the police departments and the Judiciary contend with in regards to timeliness, accuracy, completeness, uniformity, accessibility and integration of the citation information.</p> <p>Initially targeted for the motorcycle patrol unit, this electronic citation application would be subsequently transferred and made available to district patrol units in the near future.</p> <p>The electronic citations project looks to improve the time for citation data taken from the field by the police officer to get to the citation database located in the Judiciary, which we’ve been anecdotally told takes approximately three weeks.</p>		
MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Honolulu Police Dept. to purchase citation software for their motorcycle patrol unit’s handheld equipment. (Handheld equipment was purchased in FFY 2005.)	2007	Sept 2008	Software purchased but project is at a standstill due to issues with vendor
Hawaii County Police Dept. to purchase electronic citation equipment	2013		Researching
Kauai Police Dept. to purchase electronic citation equipment	2014		Researching
Maui Police Dept. to purchase electronic citation equipment	2014		Researching
Purchase bar coding software for motor vehicle registration	2014		Dependent on paper/printing issues
Judiciary to purchase software that will interface between the police departments’ electronic citation information systems and JIMS	2014		Researching



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Interface software upgrade for Judiciary	2014	Researching
Purchase citation software for Maui Police Dept. equipment	2015	Researching
Purchase citation hardware for Hawaii County Police Dept. equipment	2015	Researching
Purchase citation hardware for Kauai Police Dept. equipment	2015	Researching
Progress	None	
Problems	<ol style="list-style-type: none"> 1) HPD is at a stalemate with the vendor, Berendo; because of the many software problems that kept surfacing and couldn't be resolved, HPD decided not to pay the annual maintenance fee to the vendor, and the vendor refuses to work on the project until they get paid. As a result, HPD is looking at alternative methods of implementing the electronic citation project, including working with the Hawaii Information Consortium (HIC)/eHawaii.gov. The other county police departments, who have been waiting for the successful launch of HPD's electronic citation project, have all decided to research alternative methods, as well. 2) The Hawaii County Police Department had decided not to pursue an electronic citation system because it would not be cost effective for them and there are no real benefits for them to have such a system. The HTRCC is researching cost-effective solutions for the electronic citation system. 	
Amendments to Project	<ol style="list-style-type: none"> 1) Although this project was on hold following Hawaii's most recent Traffic Records Assessment in September 2011, the HTRCC is conducting research on obstacles and tasks needed to implement this program. 	



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PROJECT NAME			
Electronic Transfer of Crash Records			
Project ID	III		
Lead Agency	Traffic Safety Section, Traffic Branch, Department of Transportation		
Project Manager	Sean Hiraoka, State Traffic Safety Engineer		
Project Description	<p>This project provides for the electronic transfer of crash data from the four county police departments to the Traffic Accident Reporting System (TARS), located in the Traffic Safety Section, Traffic Branch of the Hawaii Department of Transportation (HDOT).</p> <p>The electronic transfer of crash data looks to improve crash data retrieval. The project will improve the time it takes the police officer in the field to get the information to the HDOT crash database.</p>		
MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Honolulu Police Department to purchase software that will interface between the crash records information systems of HPD and TARS	2014		Delayed – HPD will get a new RMS and electronic MVAR in 2014
Maui Police Dept. to purchase software that will interface between the crash information systems of MPD and TARS	2012		Currently working with HIC on building interface and transferring raw data
HDOT representatives to conduct scanning tour of 2-3 states with similar systems and environment as Hawaii	July 2012	July 2012	Completed
Hawaii County Police Dept. to purchase equipment/software for the collection and transmission of crash records to TARS	2013		Currently working with vendor and HIC on building interface/export function
Kauai Police Dept. to purchase equipment/software for the collection and transmission of crash records to TARS	2013		Currently working with vendor and HIC on building interface/export function



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<p>HDOT to begin working with HIC on receiving electronic crash data from police departments</p>	<p>2013</p>	<p>Delayed – The Statement of Work needed to be reviewed by numerous parties before it can be signed</p>
<p>Department of Transportation’s Traffic Branch to hire a consultant to assist in developing the RFP for an upgraded server and implementing a new system for electronic transfer of crash records</p>	<p>2014</p>	<p>On Schedule</p>
<p>Department of Transportation’s Traffic Branch to upgrade server software for the electronic transfer of the crash records to TARS and to improve the capabilities of TARS</p>	<p>2014</p>	<p>On Schedule – The Traffic Branch will use NHTSA Traffic Records funds to purchase a new server</p>
<p>Progress</p>	<p>The HTRCC has been working with the Hawaii Information Consortium (HIC)/eHawaii.gov on the best way to electronically transfer crash data from the county police departments to TARS. This includes having HIC work closely with the agencies to build interfaces, convert crash data into a format that TARS can read, and other project developments.</p> <p>In a pilot project, MPD electronically sent 803 crash reports of major accidents that took place between June 2010 and November 2012. Beginning in February 2013, this data transfer system will be programmed so that MPD’s crash reports will be regularly and automatically imported into the HIC repository once a week.</p>	
<p>Problems</p>	<p>1) At the present time, TARS cannot interface with any other computer systems, nor does it have Internet or e-mail capabilities. The only way to input data into the database is manually or via CD. The Traffic Branch is looking into how this can be resolved.</p>	
<p>Amendments to Project</p>	<p>1) Target date for the HPD electronic MVAR project adjusted to account for the delays in the program and reflect new goals set by HPD and HIC.</p> <p>2) Rather than wait for available funding from Statewide Planning and Research, the HDOT Traffic Branch will use NHTSA Traffic Records funds to purchase a much-</p>	



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needed new server for TARS. This will expedite progress on the electronic transfer of crash records project.

- 3) The HDOT Traffic Branch will hire a consultant to assist in developing the RFP for the new server, as well as implementing the new server and system.



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PROJECT NAME

HEMSIS

Project ID	IV
Lead Agency	EMS & Injury Prevention Program, Department of Health
Project Manager	Dr. Jenny Gong, Research Statistician
Project Description	<p>The State’s electronic data collection system, Hawaii Emergency Medical Services Information System (HEMSIS), is a statewide electronic patient care report and data management system for pre-hospital emergency medical services. HEMSIS includes standardized field entry directly into a single EMS information management system. Whereas previous paperwork brought about such problems as illegible documents and untimely data processing, HEMSIS produces legible patient care charts that document necessary elements, are readily available and is easily accessible.</p> <p>There is a need for knowledge, measures and tools for pre-hospital services research. The HEMSIS project and resultant research will inform decision makers about the effectiveness, outcomes and quality of clinical services and the impact of pre-hospital care. The information developed by HEMSIS serves as a key navigational tool for injury prevention efforts.</p> <p>In regards to NEMSIS compliance, an analysis of the HEMSIS database content revealed that the database in March 2010 was 100 percent silver compliant, with 83 of the 83 required National data elements being actively collected and processed. In the Department of Health’s continued commitment to improve upon HEMSIS, a committed task force was formed, software was re-engineered and tested, and personnel must continue to be trained.</p>

MILESTONES

<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
HEMSIS goes live in the City & County	April 2006	April 2006	Completed
HEMSIS goes live statewide	April 2007	April 2007	Completed
Train-the-trainer conducted	Oct 2007	Dec 2007	Completed
Data elements identified; beta testing on Kauai, Maui and Big Island	Oct-Dec 2007	Dec 2007	Completed



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Software that is NEMSIS silver compliant developed	Oct-Dec 2007	Dec 2007	Completed, but not satisfactory (only 70% compliant)
		Nov 2008-Feb 2009	Completed; 81% Compliant
Beta testing on Oahu	Jan-Mar 2008	December 2007	Completed
HEMSIS Users Conference and statewide training for EMS providers	Jan-Mar 2008	April 16-18, 2008 April 15-17, 2009	Completed Completed
User's manual developed	Jan-Mar 2008	Jan-Mar 2008	Completed
Data dictionary developed	Jan-Mar 2008	Jan-Mar 2008 June 2008	Version 1 completed Version 2.1 completed
New HEMSIS goes live statewide; expect to collect 70% of NEMSIS data elements (70% NEMSIS compliant)	June 2008	Nov 2008-Feb 2009	Completed; 81% compliant
Completed implementation of D- elements (demographic dataset) into the system through a registry module by all the agencies; expect to have 90% of the NEMSIS data elements collected (90% NEMSIS compliant)	July 1, 2009		Delayed due to the need to conduct training on this; new target implementation date is July 1, 2009
Accomplished linking HEMSIS with dispatch system, as well as hospital data system; expect 100% NEMSIS compliant and submit data to NEMSIS	Sept 2008		Completed for City & County of Honolulu; currently working with the Hawaii County Fire Dept.; additional funding needed to interface with Maui and Kauai



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Develop and deploy E5 software that is NEMSIS silver compliant on neighbor islands	Oct-Dec 2008	Oct-Dec 2008	Completed
Conduct train-the-trainer	Oct-Dec 2008	Oct-Dec 2008	Completed
Accomplish beta testing on Oahu; conduct statewide training; data dictionary and user's manual	Jan-Mar 2009	Jan-Mar 2009	Completed
HEMSIS Users Conference, April 15-17; data submitted to NEMSIS for the first time	April-June 2009	April-June 2009	Completed
Data that was submitted to NEMSIS was 91% silver compliant	July-Sept 2009	July-Sept 2009	Completed
Develop HEMSIS user policies and procedures; build injury elements into the HEMSIS system as mandatory; identify missing, incomplete NEMSIS data elements submitted to NEMSIS and present to HEMSIS data committee members	Oct-Dec 2009	Oct-Dec 2009	Completed
Continue monitoring data entry completeness and accuracy by analyzing NEMSIS TAC Data Submission Report; monitor data entry performance for injury information by analyzing HEMSIS; summon HEMSIS data committee members for discussion if problems occur	Jan-Mar 2010	Jan-Mar 2010	Completed
HEMSIS Users Conference on Maui, April 15-17, 2010; present data analysis and reports to HEMSIS users, especially the NEMSIS TAC Data Submission Report and Injury Prevention Report; provide training and feedback to EMS providers through HEMSIS Users Conference; address the data collection issues, problems, and solutions	April-June 2010	April-June 2010	Completed



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Expect to have 100% of the NEMSIS data elements collected (100% NEMSIS compliant)	July-Sept 2010	March 2010	Completed
Complete implementation of D-elements (demographic dataset) into the system through a registry module by all the agencies; 90% of injury data captured	July-Sept 2010	August 2010	Completed
HEMSIS Users Conference on Oahu, April 19-21, 2011; present data analysis and reports to HEMSIS users, especially the NEMSIS TAC Data Submission Report and Injury Prevention Report; provide training and feedback to EMS providers through HEMSIS Users Conference; address the data collection issues, problems, and solutions	April 2011	April 2011	Completed
Semi-monthly HEMSIS Data and Injury Records Committee teleconference meetings to review and discuss NEMSIS 3.0 data elements and injury related elements	October 2011	October 2011	Ongoing
Initialize evaluation of CAD interface on Big Island	February 2012		Completed
Start to purchase equipment and initialize the CAD interface project on the Big Island	February 2012	2012	Completed
HEMSIS Users Conference on Kauai	April 18-20, 2012	April 2012	Completed
Complete 2/3 of the CAD interface project	July 2012	July 2012	Completed
CAD interface accomplished and the rate of longer data entry time reduced from 41% to 31% on Big Island	December 2012	March 2013	Completed
HEMSIS Users Conference on Big Island	April 24-26, 2013		On Schedule



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Initiate evaluation of CAD interface on Kauai and purchase equipment	2012/2013	On Schedule
Implement CAD interface project on Kauai	2013	On Schedule
Purchase laptop for use in data presentations and sharing of large data sets with traffic safety partners		Completed
Expect to achieve 25% NEMSIS 3.0 compliance	2014	On Schedule
HEMSIS Users Conference in April 2014; present data analysis and reports to HEMSIS users, especially the NEMSIS TAC Data Submission Report and Injury Prevention Report; provide training and feedback to EMS providers through HEMSIS Users Conference; address the data collection issues, problems, and solutions	April 2014	On Schedule
Implement CAD interface project on Maui	2014	On Schedule
Progress		
Problems	1) The CAD developer/vendor for the Hawaii County Fire Department, Intergraph, does not always respond or complete tasks in a timely manner, creating delays in the project.	
Amendments to Project	1) New milestones added. 2) The Department of Health will work to become 25% NEMSIS 3.0 compliant 3) The statewide CAD interface project continues, with the Department of Health projecting implementation on Maui. 4) Statewide training on HEMSIS for EMS providers continues to be conducted.	



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PROJECT NAME			
HHIC MOTOR VEHICLE CRASH DATA LINKAGE			
Project ID	V		
Lead Agency	EMS & Injury Prevention Program, Department of Health		
Project Manager	Dr. Jenny Gong, Research Statistician/Dan Galanis, Epidemiologist		
Project Description	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 Motor Vehicle Accident Report (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, Hawaii Health Information Corporation (HHIC) 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.		
MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Highway Safety Office to determine the extent to which they will fund this project	July 2010	October 2010	Completed
Discuss scope of project and determine objectives, goals and timelines	October 2010	October 2010	Completed
Dept. of Health EMS to purchase software that will interface among HEMSIS, TARS, the Injury Control and Prevention Information System, and the four police departments' records management systems (RMS)	Unknown		Unknown if this is needed or possible
Provide HHIC with 2007 dataset of appropriate EMS patient care records	June 2011	July 2011	Completed
Provide HHIC with 2007 dataset of appropriate MVAR records	June 2011	July 2011	Completed



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Linkage of calendar year 2007 EMS, MVAR and HHIC records by HHIC personnel, using both demographic and temporal data (to link to HDOT and EMS reports), and personal identifiers (to link EMS reports) of people involved in the crashes	June 2011	August/Sept 2011	Completed
Provision of de-identified linked dataset (calendar year 2007) to EMSIPSB for epidemiologic investigations of crashes, prevention activities and evaluations, and support of legislative initiatives	June 2011	August/Sept 2011	Completed
Linkage of calendar year 2008 and 2009 EMS, MVAR and HHIC records	April/May 2012	September 2012	Completed
Linkage of calendar year 2010 EMS, MVAR and HHIC records	July 2013		On Schedule
Linkage of calendar year 2011 EMS, MVAR and HHIC records	2014		On Schedule
Progress	The Department of Health (DOH) successfully linked their 2007 EMS records to HDOT's MVAR crash records and HHIC's inpatient data.		
Problems	None		
Amendments to Project	<ol style="list-style-type: none"> 1) The HDOT Highway Safety Office approved funding (\$20,000) to continue the linkage project using 2011 data. 2) Objectives and milestones were set for this project. 		



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PROJECT NAME

TRAUMA REGISTRY

Project ID	VI
Lead Agency	EMS & Injury Prevention Program, Department of Health
Project Manager	Dr. Jenny Gong, Research Statistician
Project Description	<p>An outdated version of a state trauma registry has been housed in the Department of Health’s Emergency Medical Services & Injury Prevention System Branch (EMSIPSB) for many years. Initially funded by a federal grant, there was no state or federal funding for many years. In addition, only The Queen’s Medical Center, the state’s only designated trauma center, was submitting data. No data has been submitted for at least five years.</p> <p>With the creation of the trauma system special fund in 2006, monies became available for a statewide trauma registry as part of a statewide trauma system. This registry will go live in July 2010 with data submission by The Queen’s Medical Center as the state’s Level II center, five neighbor island hospitals seeking Level III trauma designation, and a pediatric trauma resource facility. Plans are underway for nine critical access hospitals, a community health center with an emergency department and a hospital burn unit to begin submitting data in late July or early August 2010. Future plans for 2011 include incorporation of trauma data for the remaining eight hospitals in the state for a true, statewide trauma registry.</p> <p>Trauma cases are reported electronically with the exception of the critical access hospitals. Those very small volume hospitals will submit data on paper, which will be entered into the registry by EMSIPSB staff. All emergency ambulance records in the state are electronic and reside with the EMSIPSB. Ambulance records are key sources of information for data required by the trauma registry. Technology exists to create a continuum of care server between the electronic patient care record and the statewide trauma registry. This would enable automatic data entry of patient information contained within the ambulance record to the same patient’s record in the trauma registry. Time saved in matching records, abstracting data and entering it into the trauma registry would be substantial, and the opportunity for data entry errors would be greatly reduced.</p>

MILESTONES

<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Statewide trauma registry to go live with data submission by Queen’s Medical Center, five neighbor island hospitals, and a pediatric trauma resource facility	July 2010	2009	Ongoing



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<p>Begin submission of data by nine critical access hospitals, a community health center with an emergency department and a hospital burn unit</p> <p>Incorporate trauma data for remaining eight hospitals in the state</p>	<p>July-August 2010 2009</p> <p>2011</p>	<p>Three of the nine hospitals have begun submitting data; process is ongoing</p>
Progress	Data from three of the nine critical access hospitals are being submitted. This project is not being funded with Section 408 funding at this time. Instead, funding from the State's Trauma Fund will be used.	
Problems	None	
Amendments to Project		



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PROJECT NAME			
MOTOR VEHICLE ACCIDENT GEO-CODING SYSTEM/MOBILE ACCESS POINT PROJECT			
Project ID	VII		
Lead Agency	EMS & Injury Prevention Program, Department of Health		
Project Manager	Kari Benes, Traffic Safety Coordinator/ Clay Chan, Program Specialist		
Project Description	<p>Hawaii currently does not have a geo-coding system in all counties to track all the traffic crash data. In rural areas of Hawaii, there are no addresses, which make accurately pinpointing crash sites very difficult. A geo-coding system using GIS would help to solve the problem. In addition, the resulting data will be shared with traffic safety partners so that efforts and resources are more specifically targeted.</p> <p>Conducting a Mobile Access Point Project using cellular phone towers, latitudinal and longitudinal coordinates would be more accurate than using satellite technology. In addition, coverage would be greater on the neighbor islands, where rural crash sites are currently being located using mile markers.</p>		
MILESTONES			
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Purchase and install GIS software	June 2011	August 2011	Completed
Provide GIS training to Health Educators – EMS & IMPSB to be fully trained in ESRI Arc GIS or compatible software	June 1, 2011	August 2011	Completed
Increase in accuracy of identifying EMS response locations to traffic-related crashes, by utilizing GPS data from available counties in addition to street addresses	June 1, 2011	October 2010	Ongoing and currently in use
Share HEMSIS Response Data in GIS format for Traffic and Injury Locations with four major committees (KIPC, SHSP, TRCC and Traffic Commanders)	June 2011	November 2010	Completed and ongoing
Share HEMSIS Response Data in GIS format with OMPO and TOD	June 2011	December 2010	Completed and ongoing



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Share HEMSIS Response Data in GIS format with neighbor island county public works departments	June 2011	February 2011	Completed and ongoing
Begin Mobile Access Point Project to collect/capture accurate longitude/latitude data for crash sites that EMS responds to in all counties	2013		Delayed – DOH was unable to begin project activities because of budgeting issues
Implementation of Mobile Access Point Project in all counties	2014		On Schedule – After a delay in beginning project activities because of budgeting issues, DOH is now on schedule
Progress			
Problems	1) The Hawaii Department of Health was unable to start project activities when originally anticipated in April 2012 because: 1) They had to wait until the start of the new state fiscal year on July 1, 2012 to add the project costs to the existing contract with the vendor; 2) The contract was held up in the Administrative Services Office/Contracts Division because of congestion in reviewing contracts; and 3) All the monies budgeted were held up because of budget restrictions enacted by Hawaii’s Governor.		
Amendments to Project	1) Target dates for the project adjusted to account for the delays in the program.		



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PROJECT NAME

EMS ONLINE TRAINING AND INFORMATION DISTRIBUTION PROGRAM

Project ID	VIII
Lead Agency	EMS & Injury Prevention Program, Department of Health
Project Manager	Dr. Jenny Gong, Research Statistician
Project Description	<p>An online training and information distribution program will provide for a cost-effective and immediate mode of education for emergency medical personnel. When an emergency medical provider has been identified as needing additional training or a new medical procedure is to be implemented, the online training program would oversee training for individual providers or agency groups; monitor provider progress with on-demand and automated reports; allow training for providers during their down time or at their leisure while they are on duty; track provider's training compliance from a central location; and allow for a uniformed distribution of information on a consistent basis.</p> <p>The initial goals for this project are to improve the usage of all data elements included in the ePCR Injury tab, inclusive of collision and fatalities data, and to improve the consistency of the providers appropriately utilizing this ePCR tab. Currently, very few providers are familiar with the "Injury" tab and how to correctly input this information. The Department of Health EMS & IMPSB is confident an achievable goal of a 50 percent improvement will be realistically possible in a one-year evaluation period using this online training.</p>

MILESTONES

<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
Complete purchase of Centrelearn Complete; begin program usage training	November 2010		On Hold
Complete creation of initial five training screens	March 2011		On Hold
Initiate online training program access to focus group	April 2011		On Hold
Initiate agency conference call to evaluate training screen content and effectiveness	May 2011		On Hold



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Complete screen evaluation and revisions; begin creation of five additional training screens	June 2011	On Hold
Initial training and subsequent revisions completed, focusing on the individual agency’s educators and “super” users of the current ePCR program (about 50 people)	July 2011	On Hold
Conduct BETA test with a single EMS agency	July 2011	On Hold
Initiate agency conference call to evaluate training screen content and effectiveness	July 2011	On Hold
Notify all EMS agencies that the training is open and mandatory; state the open dates of the testing; review online training details and make changes if needed; review HEMSIS Injury tab usage reports	Sept 2011	On Hold
At least 90% of all EMS providers (statewide) to have completed the online training	Unknown	On Hold
Progress	Although this is a project in Hawaii’s Traffic Safety Information Systems Strategic Plan, it has since been put on hold until further notice. The Department of Health decided that they need more time for research and hands-on training before moving onto a completely electronic, online training program.	
Problems	None	
Amendments to Project		



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PROJECT NAME

ADLRO IGNITION INTERLOCK DATABASE

Project ID	IX
Lead Agency	Administrative Driver's License Revocation Office
Project Manager	Marie Laderta, Chief Adjudicator
Project Description	<p>Hawaii's Ignition Interlock law was put into effect beginning January 1, 2011. With this new law comes a need to track data such as number of OVUII arrests, cases sustained/rescinded, number of repeat intoxicated drivers, number of requests for ignition interlock permits, number of permit requests granted/denied, etc. The Administrative Driver's License Revocation Office (ADLRO) administers the administrative revocation process and revokes the driver's licenses of persons found to be operating a vehicle under the influence of an intoxicant (OVUII) and the motor vehicle registrations and license plates of persons found to be repeat offenders. The ADLRO also implements provisions of Hawaii's Ignition Interlock law.</p> <p>Unfortunately, the ADLRO is not adequately equipped to properly document records or produce data reports, especially with the increased workload from the Ignition Interlock law. New computers, software and equipment would provide much needed resources and tools to allow the ADLRO to work collaboratively with State and county agencies to carry out requirements of the new law and to encourage the use of ignition interlock devices. At the present time, receiving, organizing and documenting records is a laborious project made even more time consuming with old and outdated resources. For example, the ADLRO currently uses a small, desktop fax machine to receive DUI reports from the county police departments. Because the machine can only hold less than one ream of paper at a time, ADLRO staff will come in on Monday morning to find that the fax machine had run out of paper over the weekend and the overflow paper has spilled onto the floor in disarray. In this way, records are sometimes incomplete or lost, which sometimes leads to cases being dismissed. The purchase of new equipment will allow ADLRO to improve upon timeliness in recordkeeping and data analysis, completeness in DUI/ignition interlock reports, accessibility to records by all staff and involved parties, and accessibility to forms by county police departments.</p>

MILESTONES

<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>
ADLRO to acquire 288 square feet of additional space on second floor of the building it currently occupies; this space will be the hub of all ignition interlock activities and initiatives	April 30, 2011	April 2011	Completed



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ADLRO to receive approval to hire a part-time temporary clerical employee to assist with ignition interlock implementation tasks	June 30, 2011		On hold
ADLRO to work with Judiciary and JIMS to determine equipment and software compatibility	June 2011		Ongoing
Purchase upgraded computers, software and fax machine with printing and scanning capabilities	June 2011	Sept 2011	Completed – purchased computers and software; unable to purchase fax machine/printer due to internal issues
Begin input of ignition interlock data into database and provide weekly reports to HDOT	July 2011	Nov/Dec 2011	Completed
ADLRO to collaborate with stakeholders, including HDOT, Smart Start, Department of Health, police departments, and the motor vehicle registration and licensing divisions of the respective counties, to streamline ignition interlock processes and establish efficient information sharing among agencies	Sept 2011		Ongoing
Establish baseline data to measure timeliness	Oct 2011	Dec 2011	Completed
Identify current procedures for receiving and processing reports from each of the counties	Dec 2011	Dec 2011	Completed
Update ADLRO database to include ignition interlock data fields	March 2012	March 2012	Completed



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Develop and implement two ADLRO electronic forms	March 2012	Delayed – issues with Judiciary’s strict ADA standards
25% complete report data entered into ignition interlock database	2013	Delayed – issues with personnel changes
Implement streamlined processes for receipt and input of OVUII data	2013	Delayed – issues with personnel changes
Develop and implement four ADLRO electronic forms	June 2012	Delayed – issues with Judiciary’s strict ADA standards
Data report design completed	2013	Delayed – issues with personnel changes
50% complete report data entered into ignition interlock database	2013	Delayed – issues with personnel changes
Reduce the time it takes to record initial data into the ignition interlock database from seven days to four days for neighbor island cases and from five days to three days for Oahu cases	2013	Delayed – issues with personnel changes
Develop and implement six ADLRO electronic forms	Sept 2012	Delayed – issues with Judiciary’s strict ADA standards
Progress	<p>ADLRO has attained great progress in updating their office’s processes and procedures with the addition of new equipment and software obtained through Section 408 funding and the Judiciary’s assistance. Their ignition interlock database is set up, and they have established baseline data to measure future progress.</p> <p>The ADLRO presented the first of its prototype data reports to the Statewide Traffic Commanders on March 22, 2012. Copies of the ADLRO report from January 1, 2011 through December 31, 2011 and ADLRO report from January 1, 2012 through February 29, 2012 were distributed. Based on feedback, ADLRO will provide tailored reports, including details on rescission rates, to the individual counties.</p>	



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Problems	<ol style="list-style-type: none">1) ADLRO encounters internal procedural issues within Judiciary, which causes delays in certain projects and purchases. ADLRO and HDOT continue to work together to resolve these issues.2) There were some internal personnel issues that have resulted in the loss of a key person who was responsible for the database.
Amendments to Project	

**Comprehensive Traffic Safety Information Systems
Project Budget**

Project	Agency	Federal Fiscal Year/Cost						
		2008 funds	2009	2010	2011	2012	2013	2014
Data Coordinator	HDOT	\$50,000.00	\$50,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	
Program Management	HDOT			\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
HTRCC	HDOT	\$60,000.00	\$60,000.00	\$60,000.00	\$43,398.00	\$60,000.00	\$60,000.00	\$60,000.00
Data Assessment	HDOT			\$70,000.00				
Training/Traffic Records Forum	HDOT	\$6,290.00	\$7,170.00	\$5,705.00			\$11,035.00	\$11,035.00
Server Upgrade	HDOT		\$0					\$1 million
New Server Consultant	HDOT							\$90,000.00
MVAR Data Transfer	HDOT					\$20,000.00		\$6,000.00
NHTSA Data Analysis Course	HDOT			\$6,000.00				
Citation Software for motorcycle patrol handheld equipment-Phase 2	HPD							
Electronic Transfer Software-Phase 1 (interface between HPD crash records and TARS)	HPD	\$45,196.00						
Training/Traffic Records Forum	HPD	\$5,904.00	\$6,130.00	\$5,459.36		\$10,170.00	\$10,620.00	\$10,620.00
Electronic Transfer Software/Interface-Phase 2	HPD						\$7,500.00	

Project	Agency	Federal Fiscal Year/Cost						
		2008 funds	2009	2010	2011	2012	2013	2014
Electronic Citation Maintenance Fee	HPD		\$27,033.00					
Electronic Citation & MVAR server & licenses	HPD						\$55,000.00	
Forensic Mapping Using Lasers Training & Software	HPD				\$15,000.00			
Data Diagramming Software	HPD						\$200,000.00	
MVAR Software	HCPD							
Electronic Citation Equipment (Hardware)	HCPD			\$52,908.00				\$50,000.00
Training/Traffic Records Forum	HCPD	\$13,780.00	\$8,490.00	\$8,490.00		\$8,918.00	\$6,000.00	\$6,000.00
Electronic Citation Software	HCPD							
Electronic Transfer of Crash Records Software/ Export Function for Data Transfer	HCPD					\$70,480.00		\$7,500.00
HTRCC Meetings	HCPD			\$5,514.77	\$16,602.00	\$16,602.00	\$16,000.00	\$16,000.00
Laptop Mounting Systems	HCPD						\$55,000.00	
MVAR Software	KPD							
Electronic Citation Equipment (Hardware)	KPD							\$50,000.00
Training/Traffic Records Forum	KPD	\$7,200.00	\$4,885.00	\$3,267.11		\$11,800.00	\$8,780.00	\$8,780.00
Electronic Citation Software	KPD							
Electronic Transfer of Crash Records Software/ Export Function for Data Transfer	KPD				\$23,334.00	\$7,500.00	\$7,500.00	

Project	Agency	Federal Fiscal Year/Cost						
		2008 funds	2009	2010	2011	2012	2013	2014
HTRCC Meetings	KPD			\$2,753.70	\$5,280.00	\$5,280.00	\$5,280.00	\$5,280.00
Forensic Mapping Equipment	KPD					\$125,000.00		
Training for Forensic Equipment	KPD					\$20,000.00		
MVAR Software	MPD							
Electronic Citation Equipment (Hardware)	MPD							\$50,000.00
Training/Traffic Records Forum	MPD	\$6,300.00	\$3,025.00	\$2,803.53		\$3,292.50	\$8,500.00	\$9,000.00
Electronic Citation Software	MPD						\$50,000.00	
Electronic Transfer of Crash Records Software/Interface	MPD					\$7,500.00		
License for Access to Data Diagrams	MPD							\$50,000.00
Robotic Total Station, Computers and Training	MPD						\$74,231.39	
HTRCC Meetings	MPD			\$4,172.00	\$12,480.00	\$12,480.00	\$5,400.00	\$5,400.00
NEMESIS-Phase 1	EMS							
NEMESIS-Phase 2	EMS	\$80,471.17						
NEMESIS-Phase 3	EMS		\$103,942.00					
NEMESIS-Phase 4/Trauma Registry	EMS			\$38,228.50				
NEMESIS-Phase 5/CAD Interface	EMS				\$36,000.00	\$52,355.00	\$52,355.00	
HHIC Motor Vehicle Crash Data Linkage	EMS			\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	

Project	Agency	Federal Fiscal Year/Cost						
		2008 funds	2009	2010	2011	2012	2013	2014
Motor Vehicle Accident Geo-Coding System/ Mobile Access Point Project	EMS			\$1,591.57		\$105,000.00	\$61,569.48	
HEMSIS Users Conference	EMS			7,388.20	\$59,402.00	\$68,110.00	\$68,112.00	
HEMSIS Data & Injury Records Committee Teleconference Meetings	EMS				\$9,850.00	\$9,850.00	\$9,850.00	
Training/Traffic Records Forum	EMS					\$3,594.00	\$3,594.00	
Laptop for data sharing and presentations	EMS					\$1,600.00		
Citation Software-Phase 1 (interface between PD citation systems and JIMS)	JUD							\$75,000.00
Citation Software-Phase 2	JUD							\$50,000.00
Bar Coding for MVAR & Electronic Citations	DMV							\$52,000.00
ADLRO Ignition Interlock Database	ADLRO			\$4,718.36				
TOTALS		\$275,141.17	\$270,675.00	\$399,000.10	\$341,346.00	\$739,531.50	\$896,326.87	\$1,672,615.00

* This budget reflects how we plan to allocate FFY 2008, 2009, 2010, 2011, 2012, 2013 and 2014 funds. Because of the late distribution of funds, the year the project will take place does not necessarily coincide with the federal fiscal year that we receive the monies. For example, FFY 2009 monies may be used to fund projects that will take place in FFY 2010, such as the funding of HPD's Electronic Citation Maintenance Fee and implementation of NEMESIS-Phase 3.

** Due to unexpected delays, including the late distribution of traffic records grant funds, some of the projects have been pushed back, and with them, their budgets. Thus, the FFY 2008 and FFY 2009 budgets are smaller than the previous years, and the FFY 2012, FFY 2013 budgets and FFY 2014 exceed the \$500,000 allotted each year.

***Amendments to this budget reflect changes to the Hawaii Traffic Safety Information Systems Strategic Plan, including new project activities and clearer breakdown of project costs.

Hawaii Traffic Safety Information Systems Strategic Plan Chart

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Data Coordinator	HDOT	Fund data coordinator position. The data coordinator will coordinate activities at the federal, state and local levels; execute the decisions, directives and activities of the HTRCC; and implement the strategic plan for the Hawaii Traffic Safety Information Systems	FFY 2008 - \$10,000 FFY 2009 - \$50,000 FFY 2010 - \$50,000 FFY 2011 - \$40,000 FFY 2012 - \$40,000 FFY 2013 - \$40,000 FFY 2014 - \$40,000				
Program Management	HDOT	Fund activities related to management of the Section 408 program area	FFY 2011 - \$60,000 FFY 2012 - \$60,000 FFY 2013 - \$60,000 FFY 2014 - \$60,000	Karen Kahikina	Ongoing		
Hawaii Traffic Records Coordinating Committee (HTRCC)	HDOT	The HTRCC meets at least monthly to discuss data issues, projects and activities, including the major revision of the MVAR. Funding will be used for travel for neighbor island attendees, meeting room rental and other related expenditures for committee activities.	FFY 2008-\$20,862.27 FFY 2009 - \$60,000 FFY 2010 - \$60,000 FFY 2011 - \$72,440 FFY 2012 - \$77,280 FFY 2013 - \$87,400 FFY 2014 - \$86,680	Karen Kahikina	Ongoing		
Data Assessment	HDOT	To comply with eligibility requirements for the 408 grant, a data assessment must be conducted.	FFY 2007 - \$35,000 FFY 2011 - \$70,000	HDOT		October 2006 Sept 2011	
NHTSA Data Analysis Course	HDOT	Conduct a NHTSA Data Analysis Course for Highway Safety Office and select sub-grantees	FFY 2011 - \$6,000	HDOT	June 14-16, 2011	June 2011	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Motor Vehicle Accident Report (MVAR)							
Revision of Statewide MVAR Form	HDOT	The HTRCC will revise the current, obsolete MVAR form so that it is more updated and includes more MMUCC data elements.	N/A	Sean Hiraoka/ Dave Barnett	September 1, 2008	DONE; approved by Dir. of DOT	
Revision of Statewide MVAR Form -- MVAR Software Purchase	KPD	Purchase required software to enter motor vehicle crash data directly into their computers.	FFY 2008 - \$10,192.64	Jon Takamura	Purchased in 2005; Implementation in July 2009		
Revision of Statewide MVAR Form -- MVAR Software Purchase	HCPD	Purchase required software to enter motor vehicle crash data directly into their computers.	FFY 2008 - \$48,751.55	Robert Pauole/ Gregg Silva	Purchased in August 2008		
Revision of Statewide MVAR Form -- Software Purchase	MPD	Purchase required software to enter motor vehicle crash data directly into their computers.	FFY 2008 - \$37,090.39	Ricky Uedoi	Purchased in July 2008		
Revision of Statewide MVAR Form -- Bar Coding Software	DMV Dept. of Customer Services	Purchase bar coding software for motor vehicle registration. The bar coding software would enable stored information on the motor vehicle registration to be read and allow for the data fields to populate instantaneously with the stored information in the electronic version of the revised MVAR form, as well as the citation form.	FFY 2013/2014 - \$52,000 (Will need to revisit timeline; everything depends on Real ID issue)	Dennis Kamimura		Pending issue with registration paper	The paper the DMV currently uses for registrations would smear the printed bar codes. New paper and printers would need to be purchased for all DMVs and satellite locations.

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Revision of Statewide MVAR Form -- Mandatory MVAR Training	HDOT/ HPD	<ol style="list-style-type: none"> 1. Conduct mandatory training sessions statewide to teach police officers how to fill out the newly revised MVAR form correctly by selecting the appropriate data elements and attributes, and to enter information into the blank spaces completely without leaving any blank spaces on the form. 2. Instill in the police officers the importance of the MVAR form. 3. Establish a train-the-trainer program for the continuity of the MVAR training program, as well as the creation of a cadre of coding experts. In succeeding years, the training sessions will be offered quarterly. 	FFY 2008 - \$13,947.16	Sean Hiraoka	Train-the-trainer - May 21-23, 2008	Training in all counties completed by end of calendar year 2008	
Electronic Transfer of Crash Records	HDOT	<p>Provide for the electronic transfer of crash data from the four county police departments to the Traffic Accident Reporting System (TARS) located in the Traffic Safety Section, Traffic Branch, HDOT.</p> <p>Convert the newly revised MVAR form from hard copy to electronic version and implement the new electronic version.</p>	FFY 2013 - \$20,000 FFY 2014 - \$6,000	Sean Hiraoka	September 2013		
Electronic Transfer of Crash Records – Equipment/ Software Purchase	HCPD	Purchase equipment/software for the collection and transmission of the crash records by HCPD.	FFY 2013 - \$70,480	Robert Pauole/ Gregg Silva		FFY 2013	Problems with new vendor not communicating with them or completing projects in time

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Transfer of Crash Records – Electronic Transfer Software	KPD	Purchase software for the collection and transmission of the crash records by KPD.	FFY 2012 - \$23,334 FFY 2013 - \$7,500 FFY 2014 - \$7,500	Jon Takamura		FFY 2013/2014	
Electronic Transfer of Crash Records -- Electronic Transfer Software	MPD	Purchase software that will interface between the crash records information systems of MPD and TARS.	FFY 2013 - \$7,500	Ricky Uedoi		FFY 2012/2013	
Electronic Transfer of Crash Records – License for Access to Data Diagrams	MPD	Purchase license from Intergraph to “unlock” proprietary data diagrams in order for files to be electronically transferred to HIC/HDOT.	FFY 2014 - \$50,000	Ricky Uedoi			
Electronic Transfer of Crash Records -- Electronic Transfer Software (Phase 1 & 2)	HPD	Purchase software that will interface between the crash records information systems of HPD and TARS.	P1: FFY 2009 - \$45,196 P2: FFY 2014 - \$7,500	Danton Nakama	Early 2014	March 2014	HPD will get a new RMS in 2012; any new equipment or software purchased before then may become obsolete and incompatible
Electronic Transfer of Crash Records -- Server Upgrade	HDOT	Upgrade server software for the electronic transfer of the crash records to TARS and to improve the capabilities of TARS. Upgrade of the software will be needed to accommodate any required revisions to increase the efficiency of the transmission of the crash data and to improve the capabilities of integration, accessibility and security of TARS.	FFY 2014 - \$1 million	Sean Hiraoka	FFY 2014	FFY 2013/2014	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Transfer of Crash Records – New Server Consultant	HDOT	Hire a consultant to guide and assist HDOT in the development of a Request for Proposals for a new TARS server, as well as guide in implementation of the system.	FFY 2014 - \$90,000	Sean Hiraoka	FFY 2014		
Electronic Transfer of Crash Records – Server and Licenses	HPD	Purchase new server and licenses to store and support electronic citations and MVARs. Also, software licenses for electronic citations and MVAR need to be purchased.	N/A (covered under Electronic Citations server and licenses)	Danton Nakama			HPD is looking to build a new RMS in 2012, replacing their current system and all of their servers. Any new equipment purchased now for electronic citations or electronic MVAR will become obsolete once the new system is in place.

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Citations							
Electronic Citations	HPD	Initially targeted for the motorcycle patrol unit and will be made available in the laptops of the district patrol units in the near future. County police departments will be able to conduct electronic citations, which would allow for more efficient data sharing, transfer of data, and data/citations processing between the police departments and Judiciary. Police officers will also hand out preprinted envelopes with tear-away "answer" forms that can be mailed or delivered in person to district courts.	HPD - \$11 million Neighbor Island PDS - \$3 million-\$4 million per neighbor island	Danton Nakama	2011/2012	2013	Funding; Issues with vendor
Electronic Citations -- Equipment Purchase	HCPD	Purchase equipment for the electronic citation project for the Hawaii County Police Department.	FFY 2014 - \$50,000	Robert Pauole/ Gregg Silva			Lack of sufficient funding; department does not want to pursue this project
Electronic Citations -- Equipment Purchase	KPD	Purchase equipment for the electronic citation project for the Kauai Police Department.	FFY 2014 - \$50,000	Jon Takamura	FFY 2014		Lack of sufficient funding; project on hold until after electronic MVAR and transfer of crash records projects complete
Electronic Citations -- Equipment Purchase	MPD	Purchase equipment for the electronic citation project for the Maui Police Department.	FFY 2014 - \$50,000	Ricky Uedoi	FFY 2014		Lack of sufficient funding; project on hold until after transfer of crash records project complete

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Citations -- Bar Coding Software	DMV Dept. of Customer Services	Purchase bar coding software for motor vehicle registration. The bar coding software would enable stored information on the motor vehicle registration to be read and allow for the data fields to populate instantaneously with the stored information in the electronic version of the revised MVAR form, as well as the citation form.	N/A (covered under MVAR bar coding)	Dennis Kamimura			Pending issue with registration paper
Electronic Citations -- Citation Software (Phase 2)	HPD	Purchase citation software for the handheld equipment for the motorcycle patrol of HPD. The handheld equipment was purchased as a Phase 1 activity in FFY2005.	FFY 2008 - \$253,595.79	Danton Nakama	Purchased in Sept 2008		
Electronic Citations -- Server and Licenses	HPD	Purchase new server and licenses to store and support electronic citations and MVARs. Also, software licenses for electronic citations and MVAR need to be purchased.	FFY 2014 - \$55,000	Danton Nakama	2014		HPD is looking to build a new RMS in 2012, replacing their current system and all of their servers. Any new equipment purchased now for electronic citations or electronic MVAR will become obsolete once the new system is in place.
Electronic Citations -- Software Maintenance Fee	HPD	Fund the maintenance fee for HPD's electronic citation project. If the maintenance fee had not been funded, the electronic citation project would have been halted indefinitely by HPD.	FFY 2010 - \$27,033	Danton Nakama		Purchased	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Citations -- Citation Software (Phase 1)	Judiciary	Purchase software that will interface between the police departments' electronic citation information systems and the Judiciary Information Management System (JIMS).	FFY 2014 - \$75,000	David Maeshiro	2013	Waiting for police departments	
Electronic Citations -- Citation Software (Phase 2)	Judiciary	Provide interface software upgrade.	FFY 2014 - \$50,000	David Maeshiro	2013	Waiting for police departments	
Electronic Citations -- Citation Software	MPD	Purchase citation software for MPD equipment in order to enter citation information, issue citations, print citations and collect citation information for their citation information system.	FFY 2014 - \$50,000	Ricky Uedoi	FFY 2014		Lack of sufficient funding; project on hold until after transfer of crash records project complete
Electronic Citations -- Citation Software	HCPD	Purchase citation software for HCPD equipment in order to enter citation information, issue citations, print citations and collect citation information for their citation information system.	\$0	Robert Pauole/ Gregg Silva			Lack of sufficient funding; department does not want to pursue this project
Electronic Citations -- Citation Software	KPD	Purchase citation software for KPD equipment in order to enter citation information, issue citations, print citations and collect citation information for their citation information system.	\$0	Jon Takamura			Lack of sufficient funding; project on hold until after electronic MVAR and transfer of crash records projects complete

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Ignition Interlock Database							
Ignition Interlock Database – Equipment/ Software Purchase	ADLRO	Purchase equipment and software that will allow ADLRO to set up its new Ignition Interlock database, as well as work collaboratively with State and county agencies to carry out requirements of the new ignition interlock law and to encourage the use of the devices.	FFY 2011 - \$4,718.36	Marie Laderta	June 2011	Sept 2011	Due to internal issues with Judiciary, ADLRO is not able to purchase a fax machine/printer using grant funds

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
HEMSIS							
NEMSIS Software (Phases 1, 2, 3, 4, & 5)	DOH/EMS	Purchase software that will interface among the information systems: National Emergency Medical Services Information System (NEMSIS), Traffic Accident Reporting System (TARS), Injury Control and Prevention Information System, and the four police departments' records management systems. Support DOH's efforts to become 100% NEMSIS compliant.	P1: FFY 2008 - \$64,165.92 P2: FFY 2009 - \$80,471.17 P3: FFY 2010 - \$103,942 P4: FFY 2011 - \$38,228.50 P5: FFY 2012 - \$101,071	Jenny Gong/ Clay Chan/ Dr. Linda Rosen		P1: FFY 2008 P2: FFY 2009 P3: FFY 2010 P4: FFY 2011 P5: FFY 2012	
CAD Interface	DOH	Implement Computer Aided Dispatch (CAD) system on neighbor islands and merge the CAD system with the HEMSIS data system so that information captured on CAD can be automatically transferred to HEMSIS.	FFY 2012 - \$37,696.32 (Big Island) FFY 2013 - \$52,355 (Kauai) FFY 2014 - \$52,355 (Maui)	Clay Chan/ Dr. Linda Rosen	Big Island – FFY 2012 Kauai – FFY 2013 Maui – FFY 2014	Big Island – Sept 2012 Kauai – Sept 2013 Maui – Sept 2014	
Motor Vehicle Accident Geo-Coding System/ Mobile Access Point Project	DOH	Geo-coding system using GIS and Mobile Access Point Project using cellular technology to track all traffic crash data, including in rural areas of Hawaii where there are no addresses, making it very difficult to accurately pinpoint crash sites.	FFY 2011 - \$1,591.57 FFY 2013 - \$105,000 FFY 2014 - \$61,569.48	Kari Benes/ Clay Chan	Oahu - 2011 Neighbor Islands - 2012	Oahu - 2011	
HEMSIS Users Conference	DOH	Host an annual HEMSIS Users Conference to present data analysis and reports to HEMSIS users, provide training and feedback to EMS providers, address data collection issues and solutions, and provide updated information on national issues.	FFY 2011 - \$7,388.20 FFY 2012 - \$59,402 FFY 2013 - \$68,110 FFY 2014 - \$68,112	Jenny Gong/ Dr. Linda Rosen	Ongoing		

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
HEMSIS Data & Injury Records Committee Teleconference Meetings	DOH	Conduct semi-monthly HEMSIS Data and Injury Records Committee teleconference meetings to discuss occurring data quality issues; update national data elements requirements and national EMS information system developments; and identify injury related elements and ensure they are properly entered into HEMSIS.	FFY 2012 - \$9,850 FFY 2013 - \$9,850 FFY 2014 - \$9,850	Jenny Gong/ Dr. Linda Rosen	Ongoing		
Laptop for data sharing and presentations	DOH	Purchase laptop for data sharing and presentations to traffic safety partners	FFY 2013 - \$1,600	Kari Benes/ Dr. Linda Rosen	FFY 2013	FFY 2013	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
MISCELLANEOUS TRAFFIC RECORDS PROJECTS							
HHIC Motor Vehicle Crash Data Linkage	DOH	Link three different motor vehicle crash data sources (EMS, HDOT and the Hawaii Health Information Corporation) to provide the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate the related injuries.	FFY 2011 - \$20,000 FFY 2012 - \$20,000 FFY 2013 - \$20,000 FFY 2014 - \$20,000	Dan Galanis	2011	FFY 2011-2007 data linked	
Data Diagramming	HPD	Purchase data diagramming software for HPD to use to make its MVARs more complete.	FY 2014 - \$200,000	Danton Nakama	2014	2014	
Traffic Records Forum – HDOT	HDOT	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2008 - \$6,229 FFY 2009 - \$6,290 FFY 2010 - \$7,170 FFY 2011 - \$5,705 FFY 2014 - \$11,035	Sean Hiraoka	Ongoing		
Traffic Records Forum – HPD	HPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2008 - \$6,277 FFY 2009 - \$5,904 FFY 2010 - \$6,130 FFY 2011 - \$5,459 FFY 2013 - \$10,170 FFY 2014 - \$10,620	Danton Nakama	Ongoing		

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Traffic Records Forum – HCPD	HCPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2008 - \$6,687 FFY 2009 - \$13,780 FFY 2010 - \$8,490 FFY 2011 - \$8,490 FFY 2013 - \$8,918 FFY 2014 - \$6,000	Robert Pauole	Ongoing		
Traffic Records Forum – KPD	KPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2008 - \$3,074 FFY 2009 - \$7,200 FFY 2010 - \$4,885 FFY 2011 - \$3,267 FFY 2013 - \$11,800 FFY 2014 - \$8,780	Jon Takamura	Ongoing		
Traffic Records Forum – MPD	MPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2008 - \$3,668 FFY 2009 - \$6,300 FFY 2010 - \$3,025 FFY 2011 - \$2,803 FFY 2013 - \$3,292 FFY 2014 - \$8,500	Ricky Uedoi	Ongoing		
Traffic Records Forum – DOH	DOH	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2013 - \$3,594 FFY 2014 - \$3,594	Jenny Gong	Ongoing		
Forensic Mapping Using Lasers Training & Software	HPD	Fund a Forensic Mapping Training Course and four software licenses that will enable statewide traffic investigators to obtain information and techniques on the investigation of diagramming a critical or fatal crash scene to scale and determine speed calculations	FFY 2012 - \$15,000	Danton Nakama	March/April 2012	April 2012	
Forensic Mapping Equipment	KPD	Purchase forensic equipment that will help to map crash scenes in less time than present equipment allows	FFY 2013 - \$125,000	Jon Takamura	2013	Sept 2013	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Training for Forensic Equipment	KPD	Training for use of forensic equipment that will help to map crash scenes in less time than present equipment allows	FFY 2013 - \$20,000	Jon Takamura	2013	2013	
Laptop Mounting Systems	HCPD	Purchase mounting systems for in-car laptops used to enter information into electronic MVARs	FFY 2014 - \$55,000	Robert Pauole	2014	2014	
Robotic Total Station	MPD	Purchase Robotic Total Station, software, training and computers to be used to capture crash scene data	FFY 2013 - \$74,231.39	Ricky Uedoi	2013	2013	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
OTHER TRAFFIC SAFETY INFORMATION SYSTEMS PROJECTS (Financed through other means)							
Traffic Accident Reporting System (TARS) Upgrade	HDOT	Upgrade the TARS software and equipment in order to provide for the electronic transfer of data, more user-friendly query capabilities, and customized reports.	FFY 2009 - \$500,000 FFY 2012 - \$500,000 FFY 2013 - \$500,000 [Statewide Planning and Research (SPR) Fund, FHWA] FFY 2012 - \$15,000	Sean Hiraoka		FFY 2011	
Traffic Accident Reporting System (TARS)/MVAR System Research Tour	HDOT	Four HDOT representatives will travel to 2-3 other states that are similar in size or with similar crash systems as Hawaii to research the best model(s) to follow before HDOT revamps their system.	FFY 2012 - \$14,810 (NHTSA Section 402)	Sean Hiraoka	July 2012	July 2012	
NEMSIS	DOH/EMS	Provide greater uniformity and consistency in EMS data by adopting NEMSIS data elements related to care and emergency response.	FFY 2006 - \$600,000 FFY 2007 - \$600,000 (to be requested) (\$1 million - federal funding for prior years) [Centers for Disease Control (CDC) Fund, Dept. of Health and Human Services]	Jenny Gong		FFY 2011	
Driver License Rewrite	MVSO	Rewrite driver's licensing and history databases into a single one, with the ability to generate management reports and make other improvements to enable the State's compliance with Motor Carrier Safety Improvement Act of 1999 requirements.	\$283,220 (FMCSA Fund)	MVSO		9/1/04-9/30/06	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Commercial Vehicle Information Systems and Networks Project (CVISN)	MVSO	The CVISN has three primary areas: Safety Information Exchange, Credentials Administration, and Electronic Screening. These areas are based on national architecture (standards) and systems interoperability. The CVISN project will promote the collection, reporting and exchange of commercial motor vehicle safety related data.	\$3.5 million grant (\$1 million per year) (FMCSA Fund)	MVSO		August 2013	
Judiciary Information Management System (JIMS)	Judiciary	JIMS provides judges and court staff with tools to more effectively and efficiently schedule and manage cases, monitor compliance with court judgments, keep track of payments and make important public safety decisions. One feature of the system is called CourtConnect, which provides free public access via the Judiciary website to traffic case information dating back more than a decade. The new system will provide increased online access to non-confidential court information, facilitate payment of citations over the Internet, and enable electronic document filing.	\$5 million per year until State Fiscal Year 2010 (Judiciary Computer Special Fund)	David Maeshiro		FFY 2007	

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Performance & Registration Information Systems Management Project (PRISM)	MVSO	The Performance & Registration Information Systems Management (PRISM) program uses State commercial vehicle registration sanctions as an incentive to improve motor carrier safety. The PRISM project will provide a comprehensive system of identification, education, awareness, safety monitoring and treatment, and it will identify motor carriers who will be held responsible for the safety of their operations.	\$500,000 (FMCSA Fund)	MVSO		Unknown	This project is on hold. Certain legislative bills need to be passed in order for it to move forward.
Hawaii Driver License System and JIMS	MVSO	Interface between both systems allows the courts to transmit conviction data to be automatically posted to the Hawaii driver's record. The same interface allows driver history to be transmitted from the Hawaii Driver License System to the courts for the District Court to print the Hawaii Driver History Record, a record of driver identification information; driver's license information; and the driver's history of convictions, withdrawals and (optionally) accidents.	\$188,522 (FMCSA Fund)	MVSO	September 2010		

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
CDL Information System Modernization	MVSO	Updates and modernizes specific components of the CDL-related programming to meet new CDLIS requirements. Includes improvement of the central site data quality, improvement of the change state of record process, integration of the medical certificate into the CDL driver history record, implementation of federal information technology security standards, implementation of an expanded name field on the state's database, structured testing with AAMVA before final implementation of the changes, and other programming requirements necessary to comply with the modernized specifications.	\$424,011 (FMCSA Fund)	MVSO			
Traffic Records Forum	HDOT	Attend annual International Forum on Traffic Records & Highway Safety information Systems	FFY 2013 - \$13,155 (NHTSA Section 402)	Sean Hiraoka	Ongoing		
Data Diagramming	HDOT/ Police	Purchase data diagramming software for all county police departments to use to make their MVARs more complete.	\$200,000 (FHWA Flex Fund)	Karen Kahikina	September 2010	MPD, KPD, HCPD – DONE	HPD is waiting for development of their new RMS and a new electronic MVAR to be completed before purchasing a data diagramming software



**FFY 2014 Section 405
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



Hawaii Traffic Safety Information Systems Strategic Plan

Performance Measure Progress

Statewide Motor Vehicle Accident Report (MVAR) Form

MMUCC Compliance							
Status	Performance Area			System			
No Change	Completeness, Uniformity			Crash			
Measurement							
Number of MMUCC elements in the Hawaii Department of Transportation's Traffic Accident Reporting System (TARS) database							
Measurement Method							
This measurement is based upon the number of MMUCC elements included in the newly revised MVAR and being collected by the county police departments.							
Measure Description							
<p>Hawaii improved upon completeness and uniformity of the MVAR in FFY 2009 by increasing the number of MMUCC elements included on the new MVAR and being collected by the county police departments.</p> <p>The State of Hawaii improved upon completeness and uniformity in our "Crash" core data system in FFY 2009. We have increased the number of MMUCC elements in the HDOT's Traffic Accident Reporting System (TARS) database from 84 out of 110 to 97 out of 110, a 15 percent increase. This improved our MMUCC compliance from 76.4 percent to 88.2 percent, making our form and database more complete and uniform with national data.</p> <p>The four county police departments have been actively collecting these MMUCC elements since the implementation of the new MVAR in September 2008 (Maui implemented the new form in November 2008).</p> <p>We arrived at our baseline of 84 elements and current value of 97 elements by analyzing the TARS database from June 15, 2008 through prior to August 2008 and utilizing our interpretation of the MMUCC compliance guidelines.</p>							
Measurable Progress Report							
None							
	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual	61 of 111	81 of 111	84 of 110*	97 of 110	97 of 110	97 of 110	97 out of 110



**FFY 2014 Section 405
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MMUCC Compliance – GPS Coordinates							
Status	Performance Area					System	
No Change	Completeness					Crash	
Measurement							
Number of minor and major accident Motor Vehicle Accident Reports (MVAR) that include the latitudinal/longitudinal coordinates of the accident location using GPS units.							
Measurement Method							
This measurement is based upon the number of minor and major accident MVARs with latitudinal/longitudinal coordinates of the accident location using GPS units, as recorded by the county police departments.							
We arrived at our baseline of zero number of MVARs, or zero percent, by analyzing the number of MVARs with GPS coordinates. We then analyzed the number of MVARs from Hawaii County with GPS coordinates following the implementation date of January 1, 2012.							
Measure Description							
Hawaii improved upon completeness in our “Crash” core data system as measured in terms of the number of MVARs with GPS coordinates collected and included on the forms.							
Measurable Progress Report							
The State of Hawaii has improved upon completeness in our “Crash” core data system, as it relates to the Hawaii County Police Department’s (HCPD) MVARs and MMUCC compliance. In 2011, 100 GPS units purchased through a FHWA FLEX-funded grant were provided to HCPD by the Hawaii County Department of Public Works. In October 2011, HCPD tested the GPS units to ensure that they would work out in the field. On January 1, 2012, HCPD began using the units to record latitudinal and longitudinal coordinates on all of their minor and major MVARs. From January 1, 2012 through January 27, 2012, there were a total of 380 accident reports; all of those reports included GPS coordinates (380 out of 380 minor and major MVARs, or 100%). Prior to January 1, 2012, GPS coordinates were not noted on any accident reports (0 records, or 0%).							
It is now HCPD’s departmental policy that GPS coordinates are included in every accident report. Due to the limited number of GPS units, an officer with a unit is required to report to the scene of the accident so that the coordinates can be noted. If no one is available, the officer must return to the scene at a later time to record the coordinates.							
With improvement in MVAR completeness, we have improvement in data and MMUCC compliance – although the MVAR included a field to notate GPS coordinates, the county police departments were not filling in this information. Inclusion of the coordinates is particularly important for Hawaii County because of the vastness of rural areas on the island. This improvement is part of our overall MVAR project and goal to provide greater consistency in crash data.							
	Baseline	2008	2009	2010	2011	2012	2013
Goal							100%
Actual	0%					100%	



FFY 2014 Section 405
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Electronic Citations

Citation Data From the Field to Judiciary							
Status	Performance Area				System		
No Change	Timeliness				Citation/Adjudication		
Measurement							
Time it takes for citation data to reach Judiciary from the field (police officer)							
Measurement Method							
<p>This measurement is based upon the average length of time it takes citation data to be inputted into the Judiciary's citation database from the moment the citation is issued by the police officer.</p> <p>We plan to develop a random sampling of traffic citations from the four county police departments and make a determination from that sample what is the approximate time it takes to get the citations from the field to the Judiciary. The results of this random sampling will be used as our baseline for this project.</p>							
Measure Description							
Hawaii will improve upon timeliness in our "Citation/Adjudication" core data system as measured in terms of a decrease in the time it takes citation data to reach Judiciary from the field.							
Measurable Progress Report							
None							
	Baseline	2008	2009	2010	2011	2012	2013
Goal							3 months
Actual	Not determined						



FFY 2014 Section 405
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Electronic Transfer of Crash Records

Crash Data Retrieval							
Status	Performance Area				System		
No Change	Timeliness				Crash		
Measurement							
Time it takes to get crash data from the field (police) to the holder of crash record (Hawaii Department of Transportation)							
Measurement Method							
This measurement is based upon the average length of time it takes crash data to reach HDOT from the moment the crash report is completed.							
HTRCC requested from HDOT a random sample of 350 crash records from 2006-2007 from the four counties showing the time it took from field to the HDOT data bank, TARS. Although there were no electronic changes that improved the timeliness of the data, having representatives from the four counties meet each month during the HTRCC meetings resulted in increasing efficiency in data transfer. The implementation of an electronic transfer system will further reduce the time it takes for crash data to be input into TARS.							
Measure Description							
Hawaii will improve upon timeliness in our "Crash" core data system as measured in terms of a decrease in the time it takes for crash data to reach HDOT from the field.							
Measurable Progress Report							
None							
	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual	14.4 months (Jan 2006)	4.4 months (Jan 2007)	Not determined	Not determined	Not determined	Not determined	Not determined



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Crash Data Retrieval

Status	Performance Area	System
Demonstrated Improvement	Integration	Crash
Measurement		
Integration of crash records systems between the police departments and the data repository for the Department of Transportation's Traffic Accident Reporting System (TARS).		
Measurement Method		
<p>This measurement is based upon an increase in the number of major accident Motor Vehicle Accident Reports (MVAR) that is electronically transferred from the police departments' Records Management Systems (RMS) to the Hawaii Information Consortium (HIC) server. The server acts as a repository and clearinghouse for the counties' crash reports, where the data will be converted into a format readable by the HDOT's TARS and transferred to HDOT.</p> <p>Beginning in June 2011, the Hawaii TRCC started working with the HIC/eHawaii.gov on developing a system that would allow electronic transfer of crash records from the four county police departments to TARS. The system would entail regularly scheduled uploads from the police departments' RMS to the data repository housed at HIC. From there, as mentioned above, the data will be converted into a format that can be read by TARS and transferred to the TARS database.</p> <p>MPD took on the pilot testing of this project and has been working closely with HIC on the development of the system and the data transfers.</p> <p>We arrived at our baseline of 803 MVARs by analyzing the number of MVARs that were transferred in the initial and mass import between November 5, 2011 and November 5, 2012. We then analyzed the number of MVARs that were transferred between May 15, 2012 and May 15, 2013.</p>		
Measure Description		
Hawaii will improve upon integration in our "Crash" core data system as measured in terms of an increase in the number of major accident MVARs that is electronically transferred from the Maui Police Department's RMS to the data repository for HDOT's TARS.		
Measurable Progress Report		
The State of Hawaii has improved upon integration in our "Crash" core data system, as it relates to electronic transfer of crash data from the Maui Police Department to the HIC server.		
<p>From May 15, 2012 through May 15, 2013, a total of 2,266 MVAR electronic records were housed in HIC's repository. This is an increase from the 803 MVARs that were electronically transferred and stored in the repository from November 5, 2011 through November 5, 2012. These records were MVARs of major accidents that took place between June 2010 and May 15, 2013, and were considered "complete" and approved for transfer from MPD to HIC/HDOT.</p>		



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November 5, 2012, a total of 803 MVAR records were imported electronically into HIC’s repository. These records were MVARs of major accidents that took place between June 2010 and November 5, 2012, and were considered “complete” and approved for transfer. Prior to November 5, 2012, there were no MVARs electronically transferred from MPD to HIC/HDOT.

As of mid 2013, this data transfer system was programmed so that MPD’s MVARs are regularly and automatically imported into the HIC repository once a week.

With this new system, we have improvement in MVAR data integration. This improvement is part of our overall MVAR project and goal to increase timeliness in crash data, which, as stated in Hawaii’s 2011 Traffic Records Assessment (page 50) should be “the number one traffic records priority for the State.”

	Baseline	2012	2013	2014	2015	2016	2017
Goal			900 MVARs	2,500 MVARs			
Actual	0 records (June 2012)	803 approved major MVARs (Nov 2011- Nov 2012)	2,266 approved major MVARs (May 2012- May 2013)				



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HHIC Motor Vehicle Crash Data Linkage							
Status	Performance Area				System		
Demonstrated Improvement	Integration				Crash, EMS/Injury		
Measurement							
Number of major Motor Vehicle Accident Reports (MVAR), EMS and Hawaii Health Information Corporation (HHIC) (inpatient records and hospital emergency department abstracts) linked together.							
Measurement Method							
<p>This measurement is based upon the number of records linked across all three databases. For a report to be considered “complete” and “integrated,” data on the same crash must include information from the EMS, MVAR/TARS and HHIC databases.</p> <p>HDOT provided DOH with MVARs for major accidents for calendar years 2008 and 2009. Using age, gender, date, county and mode of transport, the MVARs were matched against EMS and HHIC records. Cases of near-matches or duplicates were further reviewed using time of crash, location and seating position of individuals.</p> <p>After transmitting the linked dataset to HHIC, EMS and HHIC records were linked deterministically using name, date of birth and social security number.</p> <p>We arrived at our baseline of 3,809 records linked by analyzing the number of records that were present in all three databases from May 29, 2011 through May 29, 2012. (Those records were MVARs for major accidents for calendar year 2007.) We then analyzed the number of records that were present in all three databases from May 29, 2012 through May 29, 2013</p>							
Measure Description							
Hawaii will improve upon integration in our “Crash” and “EMS/Injury” core data systems as measured in terms of an increase in the number of major MVARs, EMS and HHIC (inpatient records and hospital emergency department abstracts) linked together.							
Measurable Progress Report							
The State of Hawaii has improved upon integration in our “Crash” and “EMS/Injury” core data systems. The Department of Health (DOH) matched MVARs for major accidents against EMS records for calendar years 2008 and 2009. DOH then provided the MVAR-EMS linked database to HHIC for further linkage to hospital discharge records. From May 29, 2012- May 29, 2013, there were 8,378 records linked across all three databases, as compared to 3,809 records linked from May 29, 2011-May 29, 2012.							
	Baseline	2011	2012	2013	2014	2015	2016
Goal					9,000 records linked		
Actual	0 records linked	3,809 records linked	3,809 records linked	8,378 records linked			



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Motor Vehicle Accident Geo-Coding System/Mobile Access Point Project		
Status	Performance Area	System
No Change	Accuracy	Crash
Measurement		
Accuracy of identifying EMS response locations to traffic-related crashes		
Measurement Method		
<p>This measurement is based upon the accuracy of identifying EMS response locations to traffic-related crashes by utilizing GPS data from available counties in addition to street addresses.</p> <p>The Department of Health has been successful in using GIS and GPS technology to more accurately pinpoint locations of traffic crashes, particularly in areas on Oahu that don't have a close proximity to a street address or mile marker. Since October 2010, there has been an increase in accuracy, which can be measured in terms of the percentage of EMS reports with identifiable traffic crash locations, using latitude and longitude coordinates. Core elements that led to improvement in identifying locations of injury related traffic crashes requiring emergency medical systems response were: 1) The creation of the electronic data system (HEMSIS); 2) the use of the incident location field on the data report; and 3) the use of a latitude and longitude field that incorporates electronic GPS/GIS interface between the 911 caller and the EMS dispatch unit. The use of the third core element has assisted the EMS & Injury Prevention System Branch (EMS&IPSB) in relaying more accurate data regarding location of traffic crashes. Prior EMS&IPSB data referenced the nearest address, mile marker or street to the incident. Prior to using an electronic GPS/GIS interface, the closest measurement to location of a motor vehicle-related crash would be the street or address. The current GIS and GPS interface matches the exact location of the 911 call to the incident.</p> <p>The measurement of spatial improvement varies from location to location. On rural roads where there are no addresses present, the accuracy could improve by as much as one mile on state roads and even more than a mile on county roads. The example in Figure 2 demonstrates how capturing latitude and longitude data is helpful in identifying the actual location of the crash. If we were dependent on just the detail of location description for this crash, it would only provide us with the street. There are many streets and highways on Oahu that do not have mile markers or addresses close enough to reference in an EMS chart. However, with the current technology, the 911 caller is identified by the EMS dispatch system. This information is captured and inserted into the electronic chart.</p> <p>The State of Hawaii also demonstrated improvement in the percentage of reports with complete, identifiable and accurate location information. From October to December 2010, the percentage of all traffic-related EMS reports with complete addresses rose to 100 percent. We compared this to our baseline period of October to December 2009, in which the percentage of reports with complete addresses was 76.8 percent (please refer to Figure 3). As seen in Figure 3, from October to December 2010, although 232 of all the EMS reports were initially marked "incomplete" or "blank," the locations were identified using GIS/GPS and latitude/longitude.</p>		



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It is important to note that this geo-coding improvement has only taken place on Oahu; the project cannot be easily implemented on the neighbor islands at this time due to issues with satellite limitations and lack of cellular phone towers.

As a result of this project, the Department of Health is able to share EMS response maps with traffic safety advocates, as well as transportation planners. For instance, EMS response maps and location information were used in the following projects:

- September 2010-June 2011 – The Oahu Metropolitan Planning Organization (OMPO) and Transit Oriented Development in Pedestrian Safety Planning around proposed transit locations
- December 2010 – GIS mapping of all traffic injuries for Maui’s Non-Motorized Urban Transportation Planning (this project used GIS technology, but not latitude and longitude data)
- April-May 2011 – GIS mapping of pedestrian-related injuries in a 1/4 mile of schools on Oahu; the report will be submitted to the City and County of Honolulu Department of Transportation Services
- February-May 2011 – GIS mapping of pedestrian- and bicycle-related injuries on Oahu presented in support of ACT 54 (Complete Streets) to the City Committee on Transportation

Measure Description

Hawaii will improve upon accuracy in our “Crash” core data system as measured in terms of an increase in the percentage of EMS reports with accurate and identifiable traffic crash locations.

Until recently, Hawaii did not have a geo-coding system to track all the traffic crash data. In rural areas of Hawaii, there are no addresses, which make accurately pinpointing crash sites very difficult. A geo-coding system using GIS helps solve these problems.

Measurable Progress Report

None

	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual	76.8% reports with accurate location (Oahu only)				76.8% reports with accurate location (Oahu only)	100% reports with accurate location (Oahu only)	



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HEMSIS

EMS Data Retrieval							
Status	Performance Area				System		
No Change	Timeliness				EMS/Injury Surveillance		
Measurement							
Time it takes for data to reach the EMS data bank from the field							
Measurement Method							
<p>This measurement is based upon the average length of time it takes EMS data to reach the EMS data bank from the moment the electronic patient care report is completed.</p> <p>The State’s electronic data collection system, HEMSIS, is a statewide, electronic patient care report and data management system for pre-hospital emergency medical services. HEMSIS includes standardized field entry directly into a single EMS information management system.</p> <p>Currently, data collection is done in real time, with no delay, and data is available for access within 24 hours of an incident. Since HEMSIS is on real time, we don’t see how we can further improve upon timeliness in this area.</p>							
Measure Description							
Hawaii will improve upon timeliness in our “Injury Surveillance” core data system as measured in terms of a decrease in the time it takes for data to reach the EMS data bank from the field.							
Measurable Progress Report							
None							
	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual	2 years	Real Time (no delay)					



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ePCR Completeness

Status	Performance Area	System
No Change	Completeness	EMS/Injury Surveillance

Measurement

Average percentage of submitted electronic patient care reports (ePCR) that are deemed “complete”

Measurement Method

This measurement is based upon the average percentage of ePCRs that are considered “complete.”

For an ePCR to be considered “complete,” all required elements and fields must be filled in; these mandatory elements are defined and specified in the HEMSIS data dictionary.

Measure Description

Hawaii improved upon completeness in our “Injury Surveillance” core data system as measured in terms of an increase in the average percentage of complete ePCRs that are submitted electronically into HEMSIS from July-December 2012, as compared to the average percentage of complete ePCRs in our baseline period of July-December 2011.

Measurable Progress Report

The State of Hawaii improved upon completeness in our “EMS/Injury” core data system. According to the State Department of Health’s Hawaii Emergency Medical Services Information System (HEMSIS)**, from July to December 2012, the completeness of electronic Patient Care Reports (ePCR) rose to 98.3 percent. We compared this to our baseline period of July to December 2011, in which the percentage of complete ePCRs was 98.2 percent*. Please refer to Figure 1.

ePCRs are the patient charts that are completed by EMS personnel, then transmitted via Internet to a data warehouse, as part of HEMSIS. The ePCRs are also transmitted wirelessly to printers in emergency departments.

Improvement can be attributed to training of EMS personnel on how to fill in the charts correctly. Using Section 408 funds, the State of Hawaii Department of Health hosts an annual statewide HEMSIS conference in April. During the conference, EMS, first responders and other affected agencies are updated on the latest happenings with HEMSIS and NEMSIS. A mainland representative from NEMSIS is brought in to assist with the training and provide insight on NEMSIS compliance. In addition, the Department of Health continues to conduct semi-monthly training with providers and EMS personnel via teleconference.

With improvement in ePCR completeness, we have improvement in data. These improvements, as well as the continued HEMSIS training of EMS personnel, are part of our overall HEMSIS project and goal to provide greater uniformity and consistency in EMS data.



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** The state's electronic data collection system, HEMSIS, is a statewide, electronic patient care report and data management system for pre-hospital emergency medical services. HEMSIS includes standardized field entry directly into a single EMS information management system. Whereas previous paperwork brought about such problems as illegible documents and untimely data processing, HEMSIS produces legible patient care charts that document necessary elements, are readily available and is easily accessible.

	Baseline	2008	2009	2010	2011	2012	2013	2014
Goal								99 percent
Actual	93.3 percent (Jan-June 2007)	Not determined	Not determined	97 percent (July-Dec 2009)	97.7 percent (July-Dec 2010)	98.2 percent (July-Dec 2011)	98.3 percent (July-Dec 2012)	



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NEMSIS Compliance							
Status	Performance Area			System			
No Change	Completeness			EMS/Injury Surveillance			
Measurement							
Number of NEMSIS silver-compliant elements in the Hawaii Department of Health's HEMSIS data dictionary							
Measurement Method							
This measurement is based upon the number of NEMSIS-compliant elements in the DOH's data dictionary that are actively collected and processed in HEMSIS.							
Measure Description							
Hawaii had improved upon completeness in our "Injury Surveillance" core data system as measured in terms of an increase in the number of NEMSIS silver-compliant elements that are actively collected by EMS personnel statewide and processed in HEMSIS.							
Measurable Progress Report							
The State of Hawaii had improved upon completeness in our "EMS/Injury Surveillance" core data system. We had increased the number of NEMSIS-compliant elements in the Department of Health's data dictionary that are actively collected and processed in HEMSIS. We are now 100 percent silver compliant, with 83 out of 83 elements. We were previously 91 percent compliant, with 75 out of 83 elements.							
The date and baseline value for the measure are as follows: Date: July 2009 through September 2009 Baseline value: 75 out of 83 elements, or 91 percent							
The date and current value for the measure are as follows: Date: March 2010 Current value: 83 out of 83 elements, or 100 percent							
We arrived at our baseline of 75 elements and current value of 83 elements by analyzing the HEMSIS data dictionary to determine the number of NEMSIS-compliant data elements (see attached worksheet).							
	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual		49% compliant	49% compliant (Oahu, Maui, Big Island) 70% compliant (only on Kauai)	81% compliant (Nov 2008-Feb 2009) 91% compliant (July-Sept 2009)	100% compliant		



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CAD Interface							
Status	Performance Area				System		
No Change	Timeliness				EMS/Injury Surveillance		
Measurement							
Time it takes for EMS to enter dispatch information into HEMSIS							
Measurement Method							
This measurement is based upon the average length of time it takes EMS to enter important dispatch information into the HEMSIS system							
Measure Description							
<p>Hawaii will improve upon timeliness in our “EMS/Injury Surveillance” core data system as measured in terms of a decrease in the time it takes for EMS to enter dispatch information such as time elements, dispatch complaints, etc. into the HEMSIS system.</p> <p>Hawaii currently does not have Computer Aided Dispatch (CAD) interfaces on the neighboring islands. EMS providers have to manually enter important dispatch information, making the process redundant, labor intensive, time consuming and error prone. An interface with CAD will automatically incorporate these elements into the HEMSIS system, greatly enhancing the process and releasing the EMS providers from entering these elements so that they may focus on patient care instead.</p>							
Measurable Progress Report							
None							
	Baseline	2007	2008	2009	2010	2011	2012
Goal							
Actual	Not determined						



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Ignition Interlock Database

ADLRO Ignition Interlock Database								
Status	Performance Area					System		
No Change	Completeness					Citation/Adjudication		
Measurement								
Percentage of complete reports of OVUII offenders with ignition interlock systems installed in their vehicles entered into database								
Measurement Method								
This measurement is based upon the percentage of complete reports of OVUII offenders with ignition interlock systems installed in their vehicles recorded into an ignition interlock database.								
For a report to be considered “complete,” all required information must be included; currently, reports are sometimes incomplete because inadequate equipment allows for missing or lost pages. The required information is needed to successfully review and adjudicate cases.								
Measure Description								
Hawaii will improve upon completeness in our “Citation/Adjudication” core data system as measured in terms of an increase in the percentage of complete ignition interlock reports entered into a database. At the current time, ADLRO has no ignition interlock database. Information is temporarily input onto an Excel spreadsheet that is unable to produce usable reports, and the data is scattered amongst different computers, operating systems and software that are incompatible with each other.								
In addition, incomplete reports can lead to cases being delayed or dismissed. In 2010, out of a total of 6,561 OVUII arrests, 742 cases were rescinded at the initial Review prior to a hearing. Of the 742, 628 (or 85 percent) were rescinded due to incomplete/insufficient documentation or untimely submission of the reports. The remaining was rescinded because ADLRO had no jurisdiction, the BrAC came in under .08, or no reason was given.								
Measurable Progress Report								
None								
	Baseline	2007	2008	2009	2010	2011	2012	2013
Goal								25% of complete reports entered
Actual	0% of complete reports entered						0% of complete reports entered	



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ADLRO Ignition Interlock Database								
Status	Performance Area						System	
No Change	Timeliness						Citation/Adjudication	
Measurement								
Average time it takes for arrests/reports to be recorded in the database from the time the reports are received by ADLRO								
Measurement Method								
This measurement is based upon the average time it takes from the moment the reports are received by ADLRO to entry into the database.								
Currently, for neighbor island cases, it takes approximately one week – longer for reports with lost pages and missing information – for ADLRO to organize and compile a case file and enter the initial information into an internal database, which currently does not allow ignition interlock information to be entered. Oahu cases take approximately five days since reports are picked up directly from the Honolulu Police Department three times a week rather than faxed in. Cases may take up to two weeks after Review to update in the database, JIMS, and the county systems.								
Measure Description								
Hawaii will improve upon timeliness in our “Citation/Adjudication” core data system as measured in terms of a decrease in the average time it takes to record the information in the database from the moment the report is received by ADLRO.								
Measurable Progress Report								
None								
	Baseline	2007	2008	2009	2010	2011	2012	2013
Goal								4 days – neighbor islands 3 days – Oahu
Actual	1 week – neighbor islands 5 days – Oahu							



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ADLRO Ignition Interlock Database								
Status	Performance Area						System	
No Change	Accessibility						Citation/Adjudication	
Measurement								
Percentage of ADLRO forms that can be electronically accessed, as well as the number of types of reports produced using data from the database								
Measurement Method								
This measurement is based upon the percentage of ADLRO forms that can be electronically accessed, and the number of types of reports produced using data from the database.								
Measure Description								
Hawaii will improve upon accessibility in our “Citation/Adjudication” core data system as measured in terms of an increase in the percentage of ADLRO forms that can be accessed electronically, whether via e-mail, posted on a website, etc. Currently, there are a total of 18 ADLRO forms, but none of them are available electronically.								
We will also improve upon the types of reports that can be produced and used to support highway safety efforts.								
Measurable Progress Report								
None								
	Baseline	2007	2008	2009	2010	2011	2012	2013
Goal								33% forms Quarterly reports
Actual	0% forms 0 reports							



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**Hawaii Highway Safety Data and Traffic Records System
HTRCC Meetings**

The HTRCC strives to meet once a month throughout the year, with a break during the holiday season in December. The following are a list of HTRCC meeting dates during the prior 12 months and minutes from these meetings (minutes from June 20, 2013 meeting have not been approved yet):

July 31, 2012	February 21, 2013
August 21, 2012	March 21, 2013
September 25, 2012	April 23, 2013
October 25, 2012	May 30, 2013
January 17, 2013	June 20, 2013

Hawaii Traffic Records Coordinating Committee Meeting Minutes

July 31, 2012

OHANA Honolulu Airport Hotel

Attendees:

Nilda Cabato	C&C of Honolulu, Financial Responsibility Section
Calvin Ching	Judiciary
Jenny Gong	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Jay Kawakami	Judiciary
Bob Lung	DOT Consultant
Danton Nakama	Honolulu Police Department, Traffic
Ron Nakamura	DOT, Traffic Safety
Thomas Nitta	Honolulu Police Department, Records
Jason Overmyer	Kauai Police Department, Traffic
C.S. Papacostas	Hawaii LTAP
Kathleen Paschoel	Maui Police Department, Records
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Robert Sequeira	DOT, IT
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Linda Tom	Judiciary

- I. Welcome and Introductions
 - a. Meeting called to order at 9:02 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – No updates.

 - b. HCPD – The software is in the training system, but it hasn't been tested yet. Gregg Silva reports that they are still having some problems with it; the vendor is supposedly working on resolving these issues.

Karen Kahikina informed Gregg and Rob Pauole that she had e-mailed Nori Ishii regarding payment for the data diagramming. HCPD had only submitted for partial payment since they only paid Intergraph a portion of the invoice; they will pay the rest once Intergraph completes the project. ***Karen needs an invoice from HCPD with the balance on it in order to request a new purchase order from DOT.***

- c. KPD – VisionAIR has the software.
- d. HPD – Motorola is still working on the new RMS so HPD hasn't seen their data diagramming software yet.

III. Electronic MVAR and MVAR Data Transfer Update

- a. Burt Ramos provided an update on their projects with each agency:

MPD

- Completed MPD export in late June.
- Hawaii Information Consortium (HIC) wants to move the project into the production environment. They are planning to travel to Maui to test.
- Bob Lung asked if there are built-in “checks” to ensure that HIC gets all of MPDs crash reports.
 - HIC will conduct one big export with all the records in the RMS; then subsequent exports will transfer new records.
 - They are 97 percent certain that all records will transfer. However, HIC or the system can generate reports to show what records were transferred.
 - HIC is targeting completion of MPD's data transfer project for August 30, 2012.

KPD

- HIC had spoken to VisionAIR and sent them the xml they'll need.
 - The file will look very similar to MPD's.
 - VisionAIR will be doing the data export and are writing the interface for data to go to HIC/DOT.
 - VisionAIR will send the data to a secure site, such as an FTP site, and HIC will “grab” from it and place the data into their repository.
- ***Jason Overmyer will double check to make sure VisionAIR can finish the work by September 30, 2012 and that there won't be any additional or hidden costs.***
- With this system, the data will be automatically uploaded/downloaded, but the user is able to manually upload/download when needed, as well.

HCPD

- ***Burt needs to give Gregg a detailed document explaining why HIC needs remote access to HCPD's RMS, what HIC will be doing, and a justification for a new server to accompany the data transfer system.***
 - If HIC is unable to gain remote access, then HIC can provide in-person assistance and would need to be physically present at HCPD to complete work on the project. The other option would be to go through Intergraph and have them develop an interface between HCPD and HIC/DOT, which was the original plan.

HPD

- HIC will be meeting with HPD and Motorola on August 23.
- Motorola is trying to finalize everything, but they are encountering a problem with trying to get "limited" access. HPD does not want to give Motorola full access and would prefer that they only have access to the information they need.

DOT

- Karen reported that letters to the Police Chiefs were sent out on July 26. These letters explained that there is a \$7,500 fee per county that would cover HIC's travel-related and other costs for developing the data transfer system. The fee was originally in DOT's Statement of Work (SOW), but DOT determined that the fee should be covered under the counties' SOWs with HIC. The fee will be paid for using NHTSA Section 408 funds under each police department's Traffic Records grant.
 - ***Karen asked that the Traffic Commanders talk to their Chiefs or superiors and receive verbal or written approval of the fee so that HIC and DOT can proceed with signing the SOW and beginning work on the project.***
 - Burt stressed that MPD's approval is the most urgent, followed by KPD then HCPD.

IV. Electronic Citation Update

- a. Burt provided a PowerPoint presentation on how HIC can help with the electronic citation project and how they envision the process will work.
 - It would follow the same process as MPD's MVAR data transfer system, but citation data would go to the Judiciary.
 - Burt referenced the New Mexico model using parking citations.
 - All of the county police departments have electronic citation modules in their existing RMS, but the TRCC would need to find out how hard and how expensive it would be to activate them.
 - ***Next steps would be to talk to MPD and see if they would want to proceed with this project.***

- V. ADLRO
- a. According to Bob L., ADLRO is still working on the P-4 screen; it hasn't been finalized yet. The linkage between the different systems is very bad.
- VI. Traffic Records Assessment Recommendations
- a. ***The TRCC Mission Statement subcommittee still needs to meet and work on drafting a mission statement.***
- VII. Highway Safety Grant Applications Deadline
- a. ***Karen informed the committee that highway safety grant applications are due to the Highway Safety Section by August 20, 2012.*** This is to allow the Highway Safety Section enough time to review the applications and approve them before the federal fiscal year starts on October 1.
 - ***Those who are planning to travel to the Traffic Records Forum need to submit their applications even earlier than August 20 if they want to start making their travel arrangements.*** No purchases, such as airline tickets, are allowed until the grant applications have been approved.
- VIII. Strategic Highway Safety Plan (SHSP) Update
- a. The TRCC discussed when they should select/brainstorm SHSP strategies relating to the Improving Data Management Systems Emphasis Area.
 - One meeting lasting from 9:00 a.m. through noon should be sufficient.
 - The committee chose November 15, 2012 to meet.
 - ***The SHSP Steering Committee will review the SHSP contact list and determine how many people will be invited to attend.*** Additional funding for any neighbor island attendees who are not part of the TRCC will come from DOT Traffic Safety Section's grant with the Highway Safety Section.
 - ***Karen will inform everyone of the meeting location once it has been determined and confirmed.***
- IX. Announcements
- a. Bob L. announced the dates and locations of future Traffic Records Forums:
 - October 27-30, 2013 – St. Paul, Minnesota
 - October 26-29, 2014 – St. Louis, Missouri
- X. Next Meeting: Tuesday, August 21, 2012; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room
- XI. Meeting adjourned at 11:33 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

August 21, 2012

OHANA Honolulu Airport Hotel

Attendees:

Jenny Gong	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Marie Laderta	Administrative Driver's License Revocation Office
Bob Lung	DOT Consultant
Danton Nakama	Honolulu Police Department, Traffic
Ron Nakamura	DOT, Traffic Safety
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Robert Sequeira	DOT, IT
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Jon Takamura	Kauai Police Department, Traffic
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Linda Tom	Judiciary
Eileen Yamamoto	Administrative Driver's License Revocation Office

- I. Welcome and Introductions
 - a. Meeting called to order at 9:07 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – No updates.

 - b. KPD – They have no timeline on when the RMS will be up.

 - c. HCPD – No new updates. The software is in the training system, but the training system isn't working so HCPD can't test it.

III. MVAR Form

- a. Sean Hiraoka wanted to clarify the GPS location field on the MVAR form. How do the police departments enter their GPS information; what coordinates are inputted into the form?
 - In a Maui fatal crash, the GPS location at the nearest intersection was entered. If the GPS coordinates from the police car's computer is automatically entered, then the intersection GPS is used. If the coordinates are manually entered (using a handheld or other GPS unit), then the coordinates of the accident site are used.
 - Sean needs the site coordinates because those give a more accurate indication of where the accidents are happening – their crash database needs the location to be within the nearest 1/10 of a mile of the crash site. He asked if the TRCC should clarify what we need in the MVAR manual.
 - The committee discussed how other agencies input GPS coordinates, such as EMS. ***Jenny Gong will ask Clay Chan to attend the next TRCC meeting to explain how HEMISIS GPS works.***
 - A question was raised: Who needs this GPS information and what do they do with it?
 - ***The TRCC would also need to figure out how an advisement to the police departments would be done: Should we change the manual or just send out a memo to the departments?***

IV. Electronic MVAR and MVAR Data Transfer Update

- a. Burt Ramos showed the committee a sample MVAR form that was generated by HIC's system using the MPD test data they received. They have also figured out how to incorporate images into the form so that the report file is just one PDF.
 - The MVAR can be generated on demand now.
 - Burt will want to be included in any meetings where the MVAR, changes to the MVAR, etc. are discussed.
- b. Burt provided an update on their projects with each agency:
 - MPD
 - HIC is still looking at August 31, 2012 as the target completion date.
 - HCPD
 - HCPD has decided to use Intergraph in the data export project. When Intergraph sends the data and diagrams to HIC/HDOT, the data will be placed into a "folder" at HIC and then an MVAR can be generated.
 - KPD
 - VisionAIR will be conducting the data export project the same way as Intergraph.

HPD

- HIC will be meeting with HPD and Motorola on August 23 to discuss the electronic MVAR and data transfer project.

DOT

- Karen Kahikina reported that all county police departments gave their verbal or written approval to HIC regarding the \$7,500 development fee.
 - ***DOT is waiting for HIC to sign the SOW before they route to the Attorney General's Office for final approval.***
 - Burt mentioned that the only part not built for HDOT is the user interface.
- c. Gregg Silva asked what happens if changes need to be made to a report.
- The new report would supersede the old report.
 - ***HDOT would need to receive some kind of notification (e-mail, a notation on a list of reports, etc.) to let them know that there is a new or replaced report.***

V. Electronic Citation Update

- a. MPD – They are at the point where they can activate the electronic citation module, but it would require executive approval.
- b. KPD – Jon Takamura is not sure if an e-citation module is included in the new RMS.
- c. HCPD – They have an electronic citation module in their RMS. They've been putting their citations in there for the past seven years, but they don't include all the information from the citations. Hard copies still get transferred to the courts.
- d. HPD – There is an electronic citation module. Their biggest concern is how electronic citations will be sustained financially. If there's no funding from the citations, Judiciary or some other source, then it's not something they feel needs to be implemented. There are no real benefits to HPD.

VI. ADLRO

- a. They haven't made any progress on the P-4 screen; the ball is in the city's court.
- Bob Lung will follow up with Wade Isobe to see where they are with the PF screens. Wade has been busy with Real ID.
- b. ADLRO has been able to get seven forms onto their website: Application for Ignition Interlock Permit, Application for Employee Driver's Permit, Employer's Sworn Statement in Support of Respondent's Application for Employee Driver's Permit, Request for Copies, Request for Administrative Hearing, Request for Continuance/Notice of Continued Administrative Hearing, and Request to Remove Motor Vehicle Registration Stopper.
- Two new forms are being developed; they hope to get these online, too.

- c. They now have a dedicated e-mail address.
 - ***Rob Pauole can check if HCPD can just e-mail arrest reports to ADLRO, rather than faxing them.***
- d. Marie also reported that they are going through old reports in storage and scanning all records.

VII. Traffic Records Assessment Recommendations

- a. ***The TRCC Mission Statement subcommittee still needs to meet and work on drafting a mission statement. Karen will contact everyone to set up a meeting date.***

VIII. Legislation

- a. Legislative Session is going to be starting up again in January, and agencies need to start considering what bills they will be proposing. TRCC and HDOT may propose bills relating to:
 - Removing the need for signatures on citations;
 - Distracted driving; and
 - “Tweaking” ignition interlock to include more stringent rules, such as for high BACs, circumvention, etc.
- b. Bob L. also explained what MAP-21 is and how it will affect the TRCC and other highway safety grants

IX. Strategic Highway Safety Plan (SHSP) Strategies Selection Process

- a. Sean reminded committee members to submit any changes they have to the SHSP Contact List to him.
- b. Karen mentioned that strategies included in the SHSP receive higher priority when it comes time to determine what projects will be funded.

X. Highway Safety Grant Applications Deadline

- a. Karen reported what Traffic Records grants were received to date. ***She reminded the committee that those who are planning on attending the Traffic Records Forum in October should get their applications in as soon as possible so that they may begin making travel arrangements once the Highway Safety Section has approved their applications.***

XI. HDOT Scanning Tour Reports

- a. Bob L., Bob Sequeira, Jan Higaki and Ron Nakamura visited Vermont, Maine and Delaware on a research tour to gather information, ideas and models for Hawaii to follow as the Traffic Safety Section upgrades their existing accident database. The states were chosen because they are similar in size to Hawaii and have similar crash records systems needs.
- b. They reported on their findings:
 - Bob L. – Delaware was the perfect system because there is complete linkage amongst all agencies. Also, these other systems had business rules and data checks, which we should look at for our systems.
 - o Gregg stated that HCPD already has some business rules in place.
 - Jan – The research tour was well worth it. They made great contacts who offered to help and answer questions while Hawaii works on upgrading our system. Delaware uses CARE; they tried to use TRACKS but moved away from that. This was useful to know because Hawaii was considering TRACKS at one point.
 - Ron – It was beneficial to see fully developed systems, as well as systems that were still being developed.
- c. Sean stated that the primary reason for the research tour was to help develop the Traffic Safety Section’s RFP for their new system.

XII. Next Meeting: Tuesday, September 25, 2012; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room

- a. The committee agreed to set future TRCC meetings on the third Thursday of each month, unless it falls on a holiday or during a conference/training.
 - ***Karen will check on meeting room availability and notify the committee of the confirmed meeting dates.***

XIII. Meeting adjourned at 11:34 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

September 25, 2012

OHANA Honolulu Airport Hotel

Attendees:

Nilda Cabato	C&C of Honolulu, Financial Responsibility Section
Clay Chan	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Jay Kawakami	Judiciary
Marie Laderta	Administrative Driver's License Revocation Office
Bob Lung	DOT Consultant
Danton Nakama	Honolulu Police Department, Traffic
Ron Nakamura	DOT, Traffic Safety
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Jon Takamura	Kauai Police Department, Traffic
Eileen Yamamoto	Administrative Driver's License Revocation Office

- I. Welcome and Introductions
 - a. Meeting called to order at 9:10 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – There is a new issue with the software that was just discovered. If too many entries are attempted, after so many times, the system locks it up so that the user is unable to access the diagram. The system reads it as a corrupt file. The Administrator then has to go in and take out the corrupt file.
 - Intergraph is not sure why this is happening, but because it happens so infrequently, they aren't researching the problem or looking for a solution.

- b. KPD – VisionAIR will be running a test on the MVAR and data diagramming software next month.

KPD finally got around to installing the laptops in the patrol cars. They have been in the cars for two weeks now.

- c. HCPD – They still haven't accepted the diagram from Intergraph. Gregg Silva is unable to load a diagram onto the MVAR. Intergraph is rushing to get this fixed.
- d. HPD – They're probably not thinking about this until early next year, when they start building the electronic MVAR.

III. MVAR Data Transfer Update

- a. MPD – They're waiting for HIC to come over and drop in the interface. HIC and their developer, Jason, have access to MPD's system. Burt was supposed to go to MPD yesterday, but he wasn't able to show up.
- b. HCPD – Still needs to build the export function.
- c. DOT – The Statement of Work (SOW) with HIC is in HIC's hands. HIC had some questions, which Jan had answered.

IV. MVAR Form

- a. As a follow up to the last TRCC meeting's discussion on GPS coordinates, how they are entered into the different agencies' systems and what they are used for, Clay Chan reported that, right now, Emergency Medical Services (EMS) GPS is collected by dispatch based upon the call information. With their new system that will hopefully be in place soon, the GPS coordinates of where the ambulance stops will be incorporated into the dispatch information and included in electronic patient care reports. These coordinates will be more accurate and in real time.
- b. Dan Galanis will know what the exact GPS format is being used by EMS.

V. Electronic Citation Update

- a. MPD – They are waiting for a proposal from Burt on an electronic citation system. It looks like it is going to be a stand-alone device.
- b. KPD – They are currently not looking into this.
- c. HCPD – They are currently not looking into this. However, Rob Paoule will see if he can get any ideas from the Traffic Records Forum in October.

- VI. ADLRO
- a. They haven't made any progress on the P-4 screen; they are still waiting on Wade Isobe, who is really busy with the Real ID project.
 - b. Regarding the new revision to the Ignition Interlock law that now allows those that have lifetime revocation to install the ignition interlock device (IID) in their car and drive, ADLRO has received less than 10 requests for IID to "lifetimers." One was successful in petitioning the court so far, but the process to get the IID is not easy.
 - c. ADLRO has not proposed any bills for the new legislative session.
- VII. Traffic Records Assessment Recommendations
- a. ***The TRCC Mission Statement subcommittee is scheduled to meet on October 9.***
- VIII. Legislation
- a. Rule 9 went into effect September 1, 2012, but it doesn't seem to have affected citations.
 - Lance Kaupalolo stated that there should be an exception for traffic citations.
 - b. Other legislation relating to the TRCC's efforts are:
 - Removing the need for signatures on citations;
 - Putting the verbiage that go along with the citations on a separate sheet of paper. That way, preprinted flyers can be handed with the citations, rather than having to print the instructions with the citations. ***Bob Lung needs to check if this would be possible.***
 - c. ***The TRCC also needs to check on what needs to be redacted under Rule 9.***
 - ***HID will need guidance on redaction issues.***
- IX. Strategic Highway Safety Plan (SHSP) Strategies Selection Process
- a. ***The SHSP Strategies Selection Process for the Data Emphasis Area will take place during the November 15 TRCC meeting.***
 - ***Karen Kahikina will send out an e-mail invitation with an agenda soon.***
- X. Highway Safety Grants
- a. Karen reminded subgrantees to start on their project activities as early as possible, including equipment purchases. The new federal fiscal year begins on October 1, 2012.
 - b. ***Grant activities for Federal Fiscal Year 2012 must be completed by September 30, 2012. Final reports are due to the Highway Safety Section by October 15, 2012. Final reimbursement requests are due by October 31, 2012.***

XI. Next Meeting: Thursday, October 25, 2012; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room

a. The future TRCC meeting dates are as follows:

- November 15, 2012
- January 17, 2013
- February 21, 2013
- March 21, 2013
- April 25, 2013
- May 16, 2013
- June 20, 2013
- July 18, 2013
- August 15, 2013
- September 19, 2013

XII. Meeting adjourned at 11:35 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

October 25, 2012

OHANA Honolulu Airport Hotel

Attendees:

Kari Benes	DOH Injury Prevention
Nilda Cabato	C&C of Honolulu, Financial Responsibility Section
Dan Galanis	DOH Injury Prevention
Jenny Gong	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Jay Kawakami	Judiciary
Bob Lung	DOT Consultant
Lee Nagano	DOT, Highway Safety
Danton Nakama	Honolulu Police Department, Traffic
Ron Nakamura	DOT, Traffic Safety
Dana Nakasato	Judiciary
Robert Pauole	Hawaii County Police Department, Traffic
Robert Sequeira	DOT, IT
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Jon Takamura	Kauai Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:06 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. KPD – The software is supposed to be loaded into the system this month.

 - b. HCPD – According to Gregg Silva, the software has been loaded into their system and it's somewhat working. Officers are supposed to be able to use the software on their desktops, but they are encountering some problems.

 - c. MPD – No further problems with the software at this time.

III. MVAR Data Transfer Update

- a. KPD – VisionAIR is still working on setting up the data export function, and HIC has been assisting with them on this project.
- b. HCPD – NHTSA just approved the purchase of the server, which is needed for the data transfer to work.
- c. MPD – On October 11, an MVAR transfer code was successfully put onto MPD’s production server, and an initial test data transfer was completed. However, one data field was creating problems so there needs to be additional “tweaks.” Burt Ramos from HIC wants to run a second test. If that is successful, then a full MVAR data transfer will be scheduled.
 - Another major issue is that HIC is unable to connect remotely to the MPD production environment; HIC needs MPD’s assistance in order to make adjustments to the connection.
- d. DOT – Data transfer to DOT can’t be started until the Statement of Work (SOW) between HIC and DOT is signed. According to Burt, ***HIC has completed modifications to the SOW and will send to Jan Higaki and the DOT team this week for review. Once the MPD module has its first full data transfer, HIC wants to begin work on the DOT interfaces.***

IV. Electronic Citation Update

- a. HIC is conducting more research on the electronic citation project. They started more detailed diagrams and user stories for an eventual e-citations module prototype.
 - ***HIC will be sharing these diagrams with MPD, the Judiciary and DOT in mid/late November.***

V. ADLRO

- a. They still have not received any updates from the City & County of Honolulu’s Department of Information Technology (DIT) on the P-4 screen. DIT has been really busy with the Real ID project.
- b. Dennis Kamimura has a plan in place on how the Department of Motor Vehicles is going to address “lifetimers,” or repeat DUI offenders who were subject to lifetime revocation.
 - Towards the end of the five-year Ignition Interlock Device, if a person blows over .04 BAC during his last two years, then the process starts all over again after completion of the five-year sentence, and if he decides to apply again.
- c. According to Nilda Cabato, a person with an Ignition Interlock Instructional Permit will show up in the DMV’s system as having a revoked license.

VI. Traffic Records Assessment Recommendations

- a. The TRCC Mission Statement subcommittee met on October 9 to brainstorm and create a new mission statement; the following is what they drafted:

“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.”

- The TRCC unanimously approved the new mission statement.

VII. Legislation

- a. Bob Lung provided an update on proposed legislation the State Highway Safety Council and the Strategic Highway Safety Plan (SHSP) Core Committee supported. The SHSP Steering Committee met with the Department of Transportation Director and his staff to present the proposed bills and get their feedback.

VIII. SHSP Strategies Selection Process

- a. The next TRCC meeting on November 15 will be dedicated to selecting strategies for the Data Emphasis Area of the SHSP. These strategies will be incorporated into the SHSP, which is being updated for the next five years (2013-2017).

IX. Highway Safety Grants

- a. Karen Kahikina informed the committee that all of their highway safety grants should have already received approval from NHTSA and the Highway Safety Section. ***She reminded subgrantees to start implementing project activities as soon as possible, including purchasing equipment as soon as they receive approval from their office.***
- b. ***Karen also reminded subgrantees to submit their final reports and reimbursement requests to the Highway Safety Section, if they haven't already done so.***
- c. Bob L. provided a brief update on MAP-21.
- Sean Hiraoka mentioned that MAP-21 is requiring us to set performance measures for serious injuries, but we don't have a set definition of what constitutes a serious injury, other than what is in the Model Minimum Uniform Crash Criteria (MMUCC). He asked how other agencies define “serious injuries.”
 - Bob L. stated that there is a definition in the laws relating to bodily injury, substantial serious injury, etc. Under Hawaii Revised Statutes Section 707-700, pertaining to criminal offenses:

“Serious bodily injury” means bodily injury which creates a substantial risk of death or which causes serious, permanent disfigurement, or protracted loss or impairment of the function of any bodily member or organ.

- Dan Galanis stated that there is a definition of serious injury according to the Emergency Medical Services Patient Care data system:

Serious – May or may not have altered level of consciousness. All vital parameters stable. Primary (and/or secondary) problem demands initiation of definitive prehospital treatment and transport. Pre-hospital treatment will stabilize patient's condition.

- Sean commented that we would have to use EMS' data since it'll be the most timely.

X. Announcements

- a. Bob L. and Karen wished everyone going to Traffic Records Forum safe travels.

XI. Next Meeting: (TRCC/SHSP Meeting) November 15, 2012; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room

(Regular TRCC Meeting) January 17, 2013; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room

XII. Meeting adjourned at 11:19 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

January 17, 2013

OHANA Honolulu Airport Hotel

Attendees:

Nilda Cabato	C&C of Honolulu, Financial Responsibility Section
Jenny Gong	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Bob Lung	DOT Consultant
Lee Nagano	DOT, Highway Safety
C.S. Papacostas	Hawaii Local Technical Assistance Program
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Robert Sequeira	DOT, IT
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Jon Takamura	Kauai Police Department, Traffic
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Linda Tom	Judiciary

- I. Welcome and Introductions
 - a. Meeting called to order at 9:11 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – The bulk of the MVARs can be exported to the HIC repository, but they’ve encountered a problem. The attachments have a propriety encryption lock that can’t be removed; the lock was placed by Intergraph.
 - Because the data transfer system was developed so that records would be directly exported from MPD without having to use the Intergraph system, Intergraph has implemented the lock, due partly to proprietary reasons
 - Funding may help “free” the attachments.
 - Another option would be to move the attachments to another database. Then files may be released to HDOT.
 - ***MPD will ask Intergraph how much it would cost to unlock the files.*** Currently, Maui Corp Council and MPD attorneys are reviewing the situation.

- b. HCPD – They still have not signed off on the software. It’s in the system but Intergraph has yet to fix some issues with the software.
- c. KPD – They are still waiting for VisionAIR to load the software into their system. Jon Takamura is not sure what the problem is. However, they will be getting an IT person in February; hopefully, that will help with progress on projects.

III. MVAR Data Transfer Update

- a. HIC – They are now required to have standardized Statements of Work (SOW), which is making revisions to SOWs difficult because there is more scrutiny.
 - The SOW between HIC and HDOT will be signed and returned to HDOT soon. In the meantime, work on the project has been started because of HIC has had to set up the different components while working on MPD and the other counties.
- b. HCPD – The contract with Intergraph has been signed. They’re just waiting for Intergraph to assign a project manager before they can begin work.
- c. KPD – They’re waiting on VisionAIR.
- d. MPD – Update was provided during the data diagramming software update.

IV. Electronic Citation Update

- a. HIC has been researching electronic citations and can present to the TRCC how other states implement their electronic citations systems, such as New Mexico.

V. ADLRO

- a. They still have not received any updates from the City & County of Honolulu’s Department of Information Technology (DIT) on the P-4 screen. DIT has been really busy with the Real ID project.

VI. Traffic Records Assessment Recommendations

- a. The TRCC Charter subcommittee needs to meet to draft a charter.
 - ***Karen Kahikina will research what exactly a charter is and who grants the authority.***

- VII. SHSP Strategies Selection Process
- a. A survey was sent out as a follow up to the Data Emphasis Area meeting on November 15. The survey will help prioritize the strategies. Deadline to respond to the survey is January 18.
 - ***Karen will resend the survey to everyone in case they didn't receive it the first time. The deadline will be extended.***
 - b. Sean Hiraoka provided an update on the SHSP Strategies Selection Process, including which Emphasis Areas will be meeting and when.
- VIII. Legislative Update
- a. Bob Lung provided a brief legislative update. ***He will keep everyone updated on traffic-related legislation throughout the legislative session.***
- IX. Highway Safety Grants
- a. Karen asked for traffic records project updates from committee members who are receiving grant funding from the Highway Safety Section.
 - b. She also reminded everyone that highway safety grant proposals are due to the Highway Safety Section by March 4, 2013. All deadlines have been moved up due to the new guidelines under MAP-21.
 - Proposals need to include data-driven problem identification and realistic goals.
- X. Traffic Records Forum Recap
- a. Committee members who had attended the Traffic Records Forum in October 2012 provided recaps and feedback.
 - b. Bob L. mentioned that the biggest emphasis was on the Traffic Records Assessment and the new format. The Assessment will now be fully electronic, so that Assessment team members will not need to travel to the individual states.
 - c. Jenny Gong found it interesting that other states use their local universities to help with data quality control.
 - d. The next Traffic Records Forum will be in St. Paul, Minnesota.

XI. Announcements

a. The HEMSIS Conference dates have changed. It will now be held from April 24-26, 2013 at the Sheraton Keauhou on the Big Island. There are six slots for TRCC members. Air transportation and hotel accommodations will be covered by the Department of Health, through its Traffic Records grant with the Highway Safety Section. ***Anyone interested in attending should contact Karen or Jenny as soon as possible.***

b. There is a new HDOT website.

XII. Next Meeting: February 21, 2013; 9:00 a.m.-12:00 p.m.;
OHANA Honolulu Airport Hotel, Maui Room

XIII. Meeting adjourned at 11:25 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

February 21, 2013
Airport Honolulu Hotel

Attendees:

Jenny Gong	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Bob Lung	DOT Consultant
Dana Nakasato	Judiciary
C.S. Papacostas	Hawaii Local Technical Assistance Program
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Robert Sequeira	DOT, IT
David Silva	Maui Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Dana Teramoto	C&C of Honolulu, Department of Transportation Services

- I. Welcome and Introductions
 - a. Meeting called to order at 9:20 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – They had encountered a problem with transferring the data diagrams to DOT because of a proprietary encryption lock Intergraph had placed on the attachments. MPD has decided that they will wait for the Hawaii Integrated Justice Information Sharing (HIJIS) Program in order to be able to transfer the diagrams. HIJIS needs the diagrams for their system, too, and MPD may be placing the diagrams in a separate server/database in order for them to be exported over. This procedure may also work in getting the diagrams to DOT.
 - Lance Kaupalolo is waiting to hear back from Clay Sato at HIJIS.
 - This data transfer to HIJIS needs to be done by December 2013, hopefully sooner.
 - This would allow the diagrams to be transferred to DOT at no additional cost.

 - b. HCPD – They still have not signed off on the software. It's in the system but Intergraph has yet to fix some issues with the software.

III. MVAR Data Transfer Update

- a. DOT – They are receiving DVDs with MVARs from MPD and HCPD.
- b. HIC – They have an “alpha” for the data transfer project. ***Burt Ramos would like to schedule a meeting with DOT next week to demonstrate this, as well as to discuss the pending Statement of Work (SOW).***
 - The test environment has the MVARs, but not the data diagrams because of the proprietary issues mentioned earlier.

HIC hasn't heard anything from KPD regarding beginning the data transfer project.

IV. Electronic Citation Update

- a. Bob Lung mentioned that there is a legislative bill that was introduced that would have given DOT authority to handle electronic citations. However, the bill never got a hearing.

V. Agency Updates

- a. Judiciary – Robert Pauole asked if there's any way to figure out how quickly citations are getting from HCPD to District Court.
 - According to Dana Nakasato, citations are date/time stamped when received on Oahu. ***She recommended that Rob contact Cheryl to see if they do the same thing in Hilo.***
 - Gregg commented that HCPD manually inputs citations into their RMS, and Judiciary manually inputs them into their system, too. He wonders if it might be easier if HCPD just transfers the citation data to Judiciary.
- b. DOH – Jenny Gong wanted to confirm that there will only be two attendees from the TRCC.
 - ***Rob will check with Chris Gali to see if he's interested in attending.***
 - ***David Silva will check with Ricky Uedoi to see if he's interested in attending.***
 - ***Karen will check with Kari to see if HIC can attend the conference.***

VI. Traffic Records Assessment Recommendations

- a. Karen Kahikina informed the committee that under new MAP-21 guidelines for the Section 405 Traffic Records grant application, the HTRCC needs a charter or statute that officially establishes the committee.
 - Karen had drafted a charter based upon the original duties and responsibilities that were first developed when the HTRCC was formed, along with samples from the U.S. DOT charter and other states' TRCCs.
 - The HTRCC reviewed the draft charter and unanimously approved it with no changes.
- b. The committee also reviewed the HTRCC membership roster and updated the list.

- VII. SHSP Strategies Selection Process
 - a. Sean Hiraoka provided an update on the SHSP Strategies Selection Process and the various Emphasis Area (EA) meetings.
 - b. The SHSP Steering Committee will be meeting on Monday. At that time, they will finalize the strategies for the Data EA.

- VIII. Highway Safety Grants
 - a. Karen reminded committee members that highway safety grant proposals are due on March 5, 2013, 4:30 p.m.
 - b. Committee members who received Section 408 grant funding provided project updates.

- IX. Next Meeting: March 21, 2013; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

- X. Meeting adjourned at 11:15 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

March 21, 2013
Airport Honolulu Hotel

Attendees:

Jenny Gong	DOH Injury Prevention
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Bob Lung	DOT Consultant
C.S. Papacostas	Hawaii Local Technical Assistance Program
Robert Sequeira	DOT, IT
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:09 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. MPD – They had encountered a problem with transferring the data diagrams to DOT because of a proprietary encryption lock Intergraph had placed on the attachments. MPD was waiting for the Hawaii Integrated Justice Information Sharing (HIJIS) Program to transfer the diagrams through its project. HIJIS needs the diagrams for their system, too, and MPD may be placing the diagrams in a separate server/database in order for them to be exported over. This procedure may also work in getting the diagrams to DOT.
 - However, Lance Kaupalolo is still waiting to hear back from Clay Sato at HIJIS. If HIJIS is not moving on this or doesn't need the crash data, then MPD may have to pay a fee to Intergraph to unlock the files.
 - ***Lance will find out the cost estimate from Intergraph. Karen Kahikina advised that MPD may be able to still include that fee into this federal fiscal year or FFY 2014's grant budget.***

 - b. HCPD – They still have not signed off on the software. It's in the system but Intergraph has yet to fix some issues with the software.

- c. DMV – Nilda Cabato had e-mailed Bob Lung asking for assistance in resolving an issue with missing MVARs from HPD. They sometimes do not receive all reports but do not notice that a report is missing until they review the daily court calendar and see a case that requires the issuance of SR-22. At that time, the only things they can do is order the report and wait for it to come in.
 - They are asking if they can be given access to order missing MVARs online, when that capability is being worked on and realized.
 - According to Sean Hiraoka, that capability would need a letter of agreement or something similar between DOT and the Financial Responsibility Section.

III. MVAR Data Transfer Update

- a. DOT – DOT and HIC had met on March 15 to discuss the MPD pilot project and the current status of the Statement of Work (SOW). ***Jan Higaki is working on the SOW revisions, which includes adjusting the dollar amounts and legal content.***
- b. HIC – ***They will provide a presentation and demonstration of the MPD pilot project at the next TRCC meeting.***
- c. KPD – According to an update Jon Takamura had provided to Karen Kahikina, KPD's vendor will start working on the export function in July.

IV. Electronic Citation Update

- a. HIC is still looking at ways to implement electronic citations.

V. Agency Updates

- a. ADLRO – Approximately seven people with lifetime revocation applied for their driver's licenses again and to have the ignition interlock installed in their vehicles. Most of the applicants didn't go through the entire application process, but a few did.

They haven't heard back yet on the status of the PF-4 screen. Bob L. had e-mailed Wade Isobe, but he hasn't responded yet. DIT has been busy with the Real ID project.

- b. DOH – Jenny Gong wanted to confirm who from the TRCC will be attending the HEMSIS Conference.
 - Bob L. and Kurt Kendro from HPD will be attending.
 - Sean will only be attending on the first day to participate in the Strategic Highway Safety Plan (SHSP) strategies selection meeting for the First Responder Capabilities Emphasis Area (EA). He's also working with Lisa at DOH to see if anyone attending the SHSP meeting will not be covered under the HEMSIS Conference grant budget. Those people's travel would need to be covered under his office's grant with the Highway Safety Section.

- Ricky Uedoi, MPD's new Traffic Commander, was unfamiliar with HEMSIS and wanted to know more about the conference. ***Karen will e-mail the information to him.***
 - ***Kari Benes still needs to send the SHSP First Responders survey to the EA workgroup members.***
- c. LTAP – C.S. “Costas” Papacostas asked if the TRCC would like to submit an article to the LTAP quarterly newsletter to update readers on TRCC projects and progress. ***The deadline for article submission is early June.***

VI. Traffic Records Assessment Recommendations

- a. The next Traffic Records Assessment will be conducted online, instead of having an Assessment team go to each state for a week to conduct in-person interviews.
- b. ***Karen will send a copy of the 2011 Assessment and Recommendations to Ricky, for his information.***
- c. The SHSP will be incorporating some of the Assessment Recommendations into the SHSP strategies update for the next five years (2013-2017).

VII. Legislation

- a. Three bills are still alive in the legislature.
 - Red light running photo enforcement – This bill used to only apply to populations of 600,000 or more, but Lahaina was noted as having one of the most dangerous intersections.
 - Ricky commented that there are no traffic signals at that intersection at this time. In addition, a signal would only be useful before and after school.
 - Electronic mobile device while driving – Drivers under the age of 18 would not be allowed to use any electronic mobile device while driving, including hands free devices. The law would also be a question on the driver's license written examination.
 - Universal seat belt

VIII. SHSP Update

- a. Sean Hiraoka provided an update on the SHSP Strategies Selection Process and the various EA meetings.

- b. The Hawaii SHSP has eight EAs: Impaired Driving; Occupant Protection; Speeding; Pedestrians and Bicycles; Intersections & Lane Departure; Motorcycle & Moped; Data and Safety Management Systems; and First Responder Capabilities. Distracted Driving has also been designated an “Area of Concern.”
- c. The Data EA strategies have been finalized and will be incorporated into the update. There are 17 Data EA strategies total.
- d. The Occupant Protection strategies selection meeting was held on February 26. Those strategies still need to be finalized.
- e. The Impaired Driving strategies selection meeting will be held on March 28.

IX. Highway Safety Grants

- a. ***Karen reminded committee members that highway safety grant applications are due in August because travel approvals and purchases need to be completed before the Traffic Records Forum in October.***
- b. Highway safety proposals were due on March 5. The State Highway Safety Council will be meeting at the end of April to review all of the proposals and provide input on the various projects.
- c. Karen informed committee members that, under new MAP-21 guidelines for the Section 405 Traffic Records grant application, the TRCC needs a charter or statute that officially establishes the committee.
 - At the last TRCC meeting, the committee had approved the Hawaii charter.
 - ***Karen would also like to attain Memorandums of Understanding with each TRCC agency member to show each agency’s commitment to the TRCC and its mission.***
- d. The Highway Safety Section will be attending the Region 9 Leadership Conference in Sacramento from April 17-18. Karen asked if the TRCC has any traffic records concerns they would like her or Bob L. to bring up during the conference.
 - Sean mentioned that it would be nice if NHTSA, FHWA and DOT all worked together and consolidated resources, projects and needs so that there isn’t so much overlap and duplication of efforts. For instance, right after the 2011 NHTSA Traffic Records Assessment, Hawaii received a request to participate in a FHWA Traffic Records Assessment, which included a lot of the same questions.

X. Announcements

- a. Karen announced that the Highway Safety Section is in the process of organizing a NHTSA Pan Pacific Traffic Safety Forum from May 16-17, 2013. (The forum has since been indefinitely postponed.)

XI. Next Meeting: April 23, 2013; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

XII. Meeting adjourned at 11:05 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

April 23, 2013
Airport Honolulu Hotel

Attendees:

Nilda Cabato	C&C of Honolulu, Financial Responsibility Section
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Jay Kawakami	Judiciary
Bob Lung	DOT Consultant
C.S. Papacostas	Hawaii Local Technical Assistance Program
Robert Pauole	Hawaii County Police Department, Traffic
Gregg Silva	Hawaii County Police Department, IT
Jon Takamura	Kauai Police Department, Traffic
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:05 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. HCPD – The data diagramming software is acceptable, but there are problems with the form and printing of the form. Gregg Silva has told Intergraph that they must complete all corrections by summer.

 - b. MPD – They still haven't received a cost quote from Intergraph on how much it would cost to "unlock" the data diagrams for transfer to the Hawaii Information Consortium (HIC).

- III. MVAR Data Transfer Update
 - a. HCPD – They have a meeting on Thursday with Intergraph to discuss the export function project.

 - b. KPD – VisionAIR will start working on the export function in July.

- c. HIC – The Statement of Work (SOW) is in their hands. They are still reviewing it.
- d. DOT – The Honolulu Police Department wants a Memorandum of Understanding (MOU) between HPD and DOT for the transfer of crash data. Jan Higaki had drafted one and sent it to DOT Highways Administrator Alvin Takeshita for review.

Karen Kahikina recommended that the DOT Traffic Safety Section use NHTSA Section 408 Traffic Records funds to update their Traffic Accident Reporting System (TARS) server.

- ***Burt Ramos also suggested that the TRCC look into what the new State Office of Information Management and Technology is doing and see if we can receive funding from them.***
- e. Burt provided a presentation on MPD’s crash data transfer pilot project. This pilot system holds possibilities for other systems and queries.

IV. Electronic Citation Update

- a. The electronic citation project is still on hold while the TRCC focuses its efforts and resources on the crash data transfer projects.

V. Agency Updates

- a. ADLRO – There has been no response on the PF-4 screen.

They are looking into a standardized implied consent form.

- Robert Pauole doesn’t think that should be too difficult.

They would like to set up a pilot project, with the police departments e-mailing their reports to ADLRO instead of faxing them. There is now a dedicated ADLRO e-mail address.

- Ricky Uedoi brought up the concern that it wouldn’t be a secure e-mail address.
- ***Burt suggested using Axway Server, which is a secure server for agencies to submit files to an FTP site. It’s available to all divisions, and ICSD can help set that up for our agencies.***
- Bob Lung stated that we would need to go through Judiciary, so Judiciary would need to request the set up.
- ***Burt will send the information to Bob L.***

- b. DTS – Dana Teramoto reported that they’ve installed a Barnes crosswalk in Waikiki. This type of crosswalk stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time.

- c. Judiciary – Jay Kawakami recommended that anyone who wants access to the Judiciary Information Management System (JIMS) should write to the Administrator or Deputy Administrator.

VI. Traffic Records Assessment Recommendations

- a. As part of the new MAP-21 guidelines, to qualify for Section 405c Traffic Records funding, the TRCC must have a charter or be legally mandated. The Highway Safety Section submitted the TRCC charter with their Federal Fiscal Year 2013 grant application. However, they would like to eventually amend the charter to include MOUs from each member’s agency. ***Once a MOU has been drafted, Karen will present it to the TRCC for approval before sending them to the heads of the agencies for signature.***

VII. Legislation

- a. The three traffic safety bills that are still alive in the legislature are all going to conference.
 - Universal seat belt – This bill has some problems; the new law would make the driver responsible for all vehicle occupants so that if there are any unbelted occupants, the driver would receive the citation.
 - Red light running photo enforcement – If this bill were to become law, the effective date is 2050. Also, the current bill wants a non-profit to run the program.
 - Electronic mobile device while driving – Drivers under the age of 18 would not be allowed to use any electronic mobile device while driving, including hands free devices. The law would also be a question on the driver’s license written examination.
 - The NHTSA Distracted Driving grant requires that the state have a statewide law in order to qualify for grant funding.

VIII. SHSP Update

- a. Sean Hiraoka provided an update on the SHSP Strategies Selection Process and the various EA meetings.
 - The Hawaii SHSP has eight EAs: Impaired Driving; Occupant Protection; Speeding; Pedestrians and Bicycles; Intersections & Lane Departure; Motorcycle & Moped; Data and Safety Management Systems; and First Responder Capabilities. Distracted Driving has also been designated an “Area of Concern.”
 - The Data EA strategies have been finalized and will be incorporated into the update. There are 17 Data EA strategies total.

- The Occupant Protection strategies still need to be finalized.
 - The Impaired Driving strategies need to be consolidated.
 - The First Responders meeting will take place during the HEMSIS Conference tomorrow.
 - The Roadway Design EA members will be sent an online survey.
 - The Bicycle/Pedestrian EA will meet in August.
 - The Speeding EA will meet in September.
 - The Motorcycle/Moped EA will meet in December.
- b. Costas Papacostas mentioned that FHWA is offering an “Every Day Counts” training initiative for first responders.

IX. Lifesavers Conference Recap

- a. Ricky focused on attending Distracted Driving sessions.
- b. Sean reported that all future Traffic Records Assessments will be conducted online, with NHTSA paying for them.
- c. Dana mostly focused on Pedestrian Safety, but she also attended a few Distracted Driving sessions. One session included a panel of teenagers, which was interesting because attendees were able to hear their perspectives and feedback.
- d. Rob P. mostly attended the MAP-21 and Distracted Driving sessions. He also heard of a success story regarding the reduction of impaired driving on an Indian reservation.

X. Next Meeting: May 30, 2013; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

XI. Meeting adjourned at 11:45 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee
Meeting Minutes
May 30, 2013
Airport Honolulu Hotel – Maui Room

Attendees:

Bob Lung	DOT Consultant
Robert Pauole	Hawaii County Police Department
Gregg Silva	Hawaii County Police Department
C.S. Papacostas	Hawaii Local Technical Assistance Program
Jan Higaki	DOT – Traffic Safety
Jay Kawakami	Judiciary
Ricky Uedoi	Maui Police Department
Lance Kaupalolo	Maui Police Department
Jon Takamura	Kauai Police Department
Danton Nakama	Honolulu Police Department
Mark Kikuchi	C&C of Honolulu – Dept. of Transportation Services
Karen Kahikina	DOT – Highway Safety

- I. Welcome and Introductions
 - a. Meeting called to order at 9:00 AM.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Data Diagramming Software Update
 - a. HCPD - The same issue continues and still pending action from Intergraph. The problem involves the synopsis portion of the MVAR. When the officer places the synopsis on the diagram page and in the report, the system crashes. HCPD will not sign off with this item until it is corrected.
 - b. MPD will be meeting with HIC and Intergraph on how to fix the diagram and how much it will cost.
 - c. KPD target date for the new system is scheduled for July 2013.
 - d. HPD continues to work on the installation of the new RMS. No target date is set yet.

- III. MVAR Data Transfer Update
 - a. HIC continues to work with the SOW. They have not returned it to DOT.
 - b. MPD continues working on the same MVAR problems.
 - c. KPD target date remains in July 2013.
 - d. HCPD said that Intergraph did send the sample reports to HIC but HIC did not test it yet.

- IV. Electronic Citation Update
 - a. No new developments. HIC continues to research and propose to police.

V. Agencies Update

- a. ADLRO requested to have all of the implied consent forms be standardized. Bob reported that it will be difficult to do this because all of the police and prosecutors have their unique problems within their counties.
 1. Rob Pauole reported that their prosecutors write the form.
 2. Ricky Uedoi reported that they write the form.
 3. Jon Takamura reported that the prosecutors write the form.
 4. Danton Nakama said that HPD writes the form.
- b. ADLRO email address is an unsecured address. This is a concern with the police if they were to send the arrest reports to ADLRO. HIC had recommended that Axway be used as it is a secured program. Bob has not heard from HIC regarding what Axway is and how it can help. Bob had noted that we would still have to work between the departments and Judiciary (JIMS) regarding the security of the email address to ADLRO. ***Bob to follow up with this by contacting HIC and ADLRO's contact in the Judiciary.***
- c. Bob asked Jay Kawakami about asking how access can be obtained into JIMS. Clarification as to who was Calvin Ching. He is the Deputy Chief Court Administrator of the 1st Circuit Court. Each Circuit has a Deputy Chief Court Administrator. The over all is Lori Okita who is the Chief Court Administrator.

VI. Legislative Update

- a. Bob related that the new laws have been assigned Acts to the new bills. Act 74 has become the new Mobile Device law. It is suggested that when writing the citation, the violation be labeled as "Act 74 2013 Legislative Session." A discussion was held regarding the writing of this. Police said that it was too much for the officer to write. It was suggested that it be written as, "Act 74 – 2013." Bob said that he will pass this on to the Judiciary for their concurrence. The new provisions that were added to this law involved drivers under 18 years of age will be prohibited from using hands free devices while driving, and test questions on this law be incorporated into the written drivers test, and that if this violation is committed within a school zone or construction zone, the fines would be doubled. The set fines for this law are \$100, \$200, \$300. Bob said that he had written to the Administrative Judge to set this violation for court. They way, the courts could determine it was the violator's first, second, or third time violation and could assess the fines accordingly.
- b. The universal seat belt law was signed under Act 73. Because there is an existing seat belt law, the same section could be used, Sec. 291-11.6. It was noted that because of the wording of this amendment, only the operator of the vehicle could be cited. It is recommended that the operator be cited for as many violations that are in the vehicle until the prosecutors or courts determine otherwise.

VII. SHSP Update

- a. Jan Higaki reported no new updates for the SHSP.

- VIII. Future TRCC Projects – Wish Lists
 - a. Electronic citations
 - b. DOT – TARS obtain a new server
 - c. Maui – scanner up-grades
 - d. ADLRO – secure email

- IX. Next Meeting
 - a. Next meeting scheduled for Thursday, June 20, 2013, from 9:00 a.m. – 12:00 p.m. at the Airport Honolulu Hotel, Maui Room.

- X. Adjournment
 - a. Meeting was adjourned at 11:30 AM.



**FFY 2014 Section 405
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



Contact Information

Hawaii Traffic Records Coordinator:

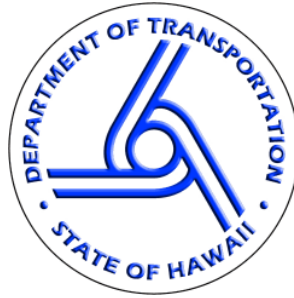
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**Part 3: Impaired Driving Countermeasures
(23 CFR 1200.23)**

**Hawaii Application for
Section 405(d) Impaired Driving Grant Program
for
Federal Fiscal Year 2014**

Prepared by

**State of Hawaii
Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813**

The Hawaii Department of Transportation (HDOT) is applying for the Section 405(d) Impaired Driving Grant for FFY 2014, under MAP-21.

Background

Impaired driving continues to be a serious problem in Hawaii. The State of Hawaii is comprised of eight major islands (stretching from northwest to southeast) in four counties: Niihau and Kauai are in Kauai County; Oahu is in the City and County of Honolulu; Molokai, Lanai, Kahoolawe and Maui are in Maui County; and the Big Island (Hawaii) is in Hawaii County. Our State Capital, Honolulu is located on the Island of Oahu. The islands span over 4,405 miles of paved and unpaved streets and highways.

During calendar year 2011, there were 100 fatalities on Hawaii's highways with 59 fatalities (or 59 percent) with a BAC of .01+ involved in alcohol-related traffic crashes. During calendar year 2010, 113 people died on Hawaii's roadways, with 52 fatalities (or 46 percent) with a BAC of .01+ involved in alcohol-related traffic crashes. Although there was an 11 percent decrease in traffic fatalities from 2010 to 2011, there was a 13 percent increase in alcohol-related traffic crashes.

On January 1, 2011, Hawaii's ignition interlock law went into effect. The law permits the voluntary installation of an ignition interlock device on any vehicle that a person arrested for OVUII (Operating a Vehicle Under the Influence of an Intoxicant) drives. Furthermore, the law includes the first time offender and provides for a discount for indigent offenders to pay for half of the expenses, provided that they are on welfare.

From January 1, 2012 through December 31, 2012, Smart Start Inc. (Hawaii's ignition interlock vendor) installed 1,692 ignition interlock devices into vehicles statewide, a 24 percent increase compared to 1,279 installed during 2011. During 2012, a total of 11,653 alcohol positive (.025 and above) engine starts were prevented, a 62 percent increase compared to 4,420 prevented in 2011.

According to our Administrative Driver's License Revocation Office (ADLRO), there were 7,356 OVUII cases with arrest dates during 2012, compared to 6,428 OVUII cases with arrest dates in 2011, a 13 percent increase. Of the 7,356 arrests in 2012, 5,950 (or 19 percent) were first time offenders. Of the 6,428 arrests in 2011, 5,274 (or 18 percent) were first time offenders.

In Hawaii's proposed FFY 2014 Highway Safety Plan (HSP), HDOT has an overtime enforcement budget of over \$870,000 to continue its high visibility enforcement program by county police departments. Additionally, to support the overtime enforcement, HDOT has budgeted \$600,000 for Impaired Driving Awareness and \$400,000 for Drug Impaired media campaigns.

MAP-21

Under MAP-21, States that have an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60 are considered mid-range States. Per our Region 9 office, Hawaii's average impaired driving fatality rate based on FARS data is 0.44. As a mid-range State, HDOT will submit the following by September 1, 2013:

- A statewide impaired driving plan that addresses the problem of impaired driving to qualify for the FFY 2013 Section 405(d) Impaired Driving Grant program
- Updates to the statewide impaired driving plan to qualify for the FFY 2014 Section 405(d) Impaired Driving Grant program

On May 20, 2013, Governor Neil Abercrombie signed Executive Order No. 13-04 to officially establish the Hawaii Impaired Driving Task Force (see Attachment 1). The first Task Force meeting is scheduled for July 22, 2013. The Task Force will address impaired driving issues, using the Hawaii Strategic Highway Safety Plan and the 2010 Impaired Driving Technical Assessment Recommendations as guides. The plan, which will provide a comprehensive strategy for preventing and reducing impaired driving behavior, will include the following:

- Data-driven problem identification
- Strategies for addressing identified problems
- Plans for measuring progress and outcomes
- Steps to achieve stakeholder input and participation in the plan

The Task Force includes key stakeholders from the following agencies to fulfill different functions and disciplines as mentioned in MAP-21:

- State Highway Safety Office (Communication)
- County Prosecutors (Prosecution)
- District Court Judge (Adjudication)
- Department of Public Safety (Probation)
- County Chief Examiner of Drivers (Driver Licensing)
- University of Hawaii's Department of Psychiatry (Treatment and Rehabilitation)
- Smart Start, Inc. (Ignition Interlock Program Vendor)
- North Hawaii Outcomes Project (Data and Traffic Records)
- Department of Health (Public Health)

Furthermore, the Task Force includes representatives from the following agencies that were key partners involved with our Ignition Interlock Implementation Task Force, or are instrumental in curbing impaired driving in Hawaii:

- Representatives from the Hawaii State Legislature (House & Senate)
- Administrative Driver's License Revocation Office
- Department of the Attorney General
- Office of the Public Defender
- County Police Departments
- MADD Hawaii
- Hawaii Association of Criminal Defense Lawyers
- Judiciary's Driver Education
- Judiciary's Honolulu DWI Court
- Hawaii Partnership to Prevent Underage Drinking
- Honolulu Liquor Commission
- Maui, Hawaii and Kauai Counties' Departments of Liquor Control
- Drug Free Hawaii
- Department of Education – Driver Education
- AAA Hawaii

- Hawaii Insurers Council
- Hawaii State Bar Association
- HMSA
- Clinical Laboratories
- Department of Public Safety
- The Queen's Medical Center
- American College of Emergency Physicians – Hawaii Chapter

Enforcement Efforts

As part of the grant-funded enforcement component to combat impaired driving, Hawaii will continue its high visibility enforcement program with the support of our four county police departments – Honolulu, Hawaii, Maui and Kauai. Hawaii has no city or state police. Furthermore, all four counties will continue to use county funds to conduct sobriety checkpoints and saturation patrols.

As mentioned, HDOT budgeted over \$870,000 for the county police departments to continue their overtime enforcement efforts by participating in the national impaired driving “Drive Sober or Get Pulled Over” mobilizations. In addition, they are continuing the 52/12 campaign, in which each county conducts a minimum of 52 sobriety checkpoints throughout the federal fiscal year, with additional checkpoints during major holidays. Altogether, the four counties organized almost 600 checkpoints statewide in 2012 that resulted in more than 450 arrests. To alert the public of their year-round enforcement and educate the communities on the dangers of impaired driving, each police department issued news releases and public service announcements, or conducted a media event each quarter.

Additionally, the following impaired driving data for FFY 2012 was submitted by Hawaii's county police departments based on grant-funded activities:

- Conducted 593 checkpoints or DUI saturation patrols
- Checked 103,904 vehicles at the checkpoints
- Made 461 OVUII arrests
- Issued 5,177 citations

Regarding the level of law enforcement agency participation, all four county police departments, together, serve 100 percent of the population. According to the Department of Business, Economic Development & Tourism, the population for the state of Hawaii is 1,374,810 as of July 1, 2011. The City and County of Honolulu's population is 963,607, with the Honolulu Police Department serving 70.1 percent of Hawaii's population; Hawaii County's population is 186,738, with the Hawaii Police Department serving 13.6 percent; Maui County's population is 156,764, with the Maui Police Department serving 11.4 percent; and Kauai County's population is 67,701, with the Kauai Police Department serving 4.9 percent.

Hawaii also has a Sheriff Division under the Department of Public Safety, who has the authority to enforce Hawaii's laws, but have their own priorities. We continue to work with them on SFST, ARIDE and DRE trainings so that their deputies are properly trained in recognizing alcohol and drug-impaired driving and enforcing Hawaii's OVUII laws. The 2012 through 2014 Impaired Driving national mobilization dates have been provided to the Sheriff Division, but at this time we are unable to determine if they will participate.

State Efforts

In addition to the high visibility enforcement efforts, as part of the paid media component, HDOT budgeted \$600,000 for Impaired Driving Awareness and \$400,000 for Drug Impaired media campaigns to support the overtime enforcement. The budget includes:

- Continuing participation in the Hawaii Association of Broadcasters, Inc. (HAB) program, which guarantees approximately an additional \$70,000 (three free ads for every one paid ad) in broadcast airtime
- Purchasing a statewide media buy (TV, radio and theatre ads) to continue airing our DUI “Bling” spot
- Producing new TV and radio spots and theatre ads using the new slogan, “Drive Sober or Get Pulled Over”
- Purchasing a statewide media buy (TV, radio and theatre ads) to air the new “Drive Sober or Get Pulled Over” spots
- Producing new Drug Impaired TV and radio spots, and theatre ads
- Purchasing a statewide media buy to air the Drug Impaired TV and radio spots, and theatre ads
- Producing TV and/or radio spots for Ignition Interlock based on Impaired Driving Task Force subcommittee recommendations
- Purchasing a statewide media buy (TV, radio and theatre ads) to air the Ignition Interlock spots

For the earned media component, all the county police departments send out news releases informing the public that they will be conducting sobriety checkpoints. Recognizing the need to increase awareness about the dangers of alcohol and drug-impaired driving, as part of our grant application process, the HDOT requires each county police department to work with their local media each quarter to raise awareness about impaired driving. Some of the earned media activities that were conducted by the county police departments include:

- Partnering with MADD to distribute watermelons to drivers who passed everything when they were stopped at a sobriety checkpoint during the Labor Day weekend
- Producing radio PSAs with local radio stations
- Doing radio interviews with local radio stations
- Working with local newspapers for articles

We will continue to require that the county police departments work with the media for earned media activities to further raise awareness about impaired driving.

Impaired Driving Grant-Funded Projects

The following are some of HDOT’s impaired driving grant projects that were funded during FFY 2012:

Honolulu DWI Court

The Judiciary established a DWI Court Team comprised of 11 team members who contributed their individual expertise and skills to the DWI Court Program. Ten of the team members attended a National Center for DWI Courts Training in California to gain the requisite knowledge base and necessary components to effectively plan and implement a local DWI court.

At the training, the DWI Court Team began preliminary work on key components to our DWI Court Program and upon their return; the team developed strategies for implementation and refined the target population. Through effective collaboration, they have been able to establish a pilot DWI Court Program in Honolulu. The DWI Court Team continues to work together throughout the year, holding monthly meetings and participating in various cross-training opportunities.

Judicial Training

The Judiciary's grant provided for two District Court judges to attend the National Judicial College's "Drugged Driving Essentials for the Judiciary" training. The course included impaired driving-related topics such as Scope of the Drugged Driving Problem, Disturbing Drug Trends and Promising Practices/DWI Court. As a result, the two judges were better equipped to adjudicate and manage issues associated with impaired driving. In addition, upon their return, they shared the techniques and knowledge they learned with their colleagues through a presentation at a statewide meeting.

Kauai Prosecutors Office

The Kauai County Office of the Prosecuting Attorney used grant funds to gain knowledge and enhance their prosecutorial skills by sending representatives to the Lifesavers Conference, and traffic crimes investigation and prosecution training courses. In addition, allowing their deputy prosecutors to attend the quarterly Traffic Commanders meetings keeps their office abreast of traffic safety issues and developments of statewide concern.

Traffic Safety Resource Prosecutor

The Hawaii County Office of the Prosecuting Attorney (OPA) was given funds to provide statewide trainings in traffic safety issues, enhance understanding of new laws, improve communication, lay the ground work to start a DUI/OVUII court, and to continue assisting in a statewide provide assistance in a Traffic Safety Resource

Prosecutor (TSRP) capacity. As a TSRP, OPA conducted Investigating and Prosecuting the Impaired Driver Statewide Training, as well as the Developing Impaired Driver Prosecution Training, for prosecutors and police statewide.

In addition to providing trainings, deputy prosecutors attended the TSRP and Lifesavers Conferences, HDOT's ARIDE Train-the-Trainer, and the Hawaii Police Department's ARIDE Training. By attending the ARIDE trainings, the TSRP and deputy prosecutors gained a better understanding of how the DRE program works and how to more effectively prosecute drug-impaired driving cases. At the statewide meetings for deputy prosecutors that are held during the quarterly Traffic Commanders meetings, prosecutors plan for upcoming trainings, as well as share updates.

Law Enforcement Liaison

The HDOT continued to fund a Traffic Safety/NHTSA Law Enforcement Liaison position. The Traffic Safety/LEL monitored Hawaii's Ignition Interlock Program, coordinated the (Ignition Interlock) Users Meetings, and assisted with legislation related to impaired driving. The Traffic Safety/LEL also attended various conferences to obtain updated information on the Ignition Interlock Program and other impaired driving issues.

Other Alcohol Countermeasures

Two attitudinal surveys were conducted during the federal fiscal year that included questions about such traffic safety issues as Impaired Driving, Seat Belt Use and Speeding.

Hawaii's efforts, from overtime enforcement by county police departments to our impaired driving awareness media campaign, all show a commitment by our State government, and the City and Counties of Honolulu, Hawaii, Kauai and Maui in unanimously addressing the impaired driving problem. Receiving the Section 405(d) Impaired Driving Grant would not only help the State of Hawaii with its efforts to increase awareness of the dangers of driving impaired, but more importantly may help reduce the number of motor vehicle fatalities and injuries that involve impaired drivers. We appreciate your consideration and hope that Hawaii will be selected as one of the Section 405(d) Impaired Driving Grant recipients.

Contact Information:

Hawaii Impaired Driving Coordinator:

Lianne Yamamoto
Hawaii Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813
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Fax: (808) 587-6303
E-mail: Lianne.Yamamoto@hawaii.gov

Highway Safety Manager:

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Highway Safety Section
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Phone: (808) 587-6301
Fax: (808) 587-6303
E-mail: Lee.Nagano@hawaii.gov

EXECUTIVE ORDER No. 13- 04

ESTABLISHING THE HAWAII IMPAIRED DRIVING TASK FORCE

WHEREAS, the Hawaii Department of Transportation is operating under the Moving Ahead for Progress in the 21st Century ("MAP-21") for federal fiscal years 2013 and 2014;

WHEREAS, MAP-21 is the current transportation bill that authorizes federal funding for federal surface transportation programs that target traffic safety issues, such as Impaired Driving, Distracted Driving, Occupant Protection, Motorcycle Safety, and Speeding;

WHEREAS, the new requirements enacted by Congress and the National Highway Traffic Safety Administration (NHTSA) mandate that in order to qualify for Impaired Driving Countermeasures Grant funding under MAP-21, states that have an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60 are considered mid-range states. Based on the Fatality Analysis Reporting System data, Hawaii's average impaired driving fatality rate is 0.44 and Hawaii is required to establish a statewide impaired driving task force to develop and submit a statewide impaired driving plan by September 1, 2013 to avoid jeopardizing the receipt of further federal funds;

WHEREAS, a priority recommendation from NHTSA's 2010 Impaired Driving Technical Assessment urged the Hawaii Department of Transportation to establish a task force to address impaired driving issues, and provide oversight of implementation of strategies and countermeasures;

WHEREAS, Section 26-41, Hawaii Revised Statutes, authorizes the Governor of the State of Hawaii to establish temporary boards and commissions as the Governor "may deem necessary to gather information or furnish advice for the executive branch," and to prescribe their organization, functions, and authority;

WHEREAS, Section 26-41, Hawaii Revised Statutes, further states "a temporary board or commission shall not remain in existence for a term extending beyond the last day of the second regular session of the legislature

after the date of its establishment or beyond the period required to receive federal grants-in-aid, whichever occurs later, unless extended by concurrent resolution of the legislature;”

NOW, THEREFORE, I, NEIL ABERCROMBIE, Governor of Hawaii, pursuant to the provisions of section 26-41, Hawaii Revised Statutes, do hereby establish a temporary board to be known as the HAWAII IMPAIRED DRIVING TASK FORCE, and further order as follows:

- (a) The purpose of the HAWAII IMPAIRED DRIVING TASK FORCE is to develop a statewide impaired driving plan as required by MAP-21 to address impaired driving-related issues to reduce deaths.
- (b) The HAWAII IMPAIRED DRIVING TASK FORCE shall perform and conduct all activities necessary to effectuate the purposes of this Executive Order.
- (c) The HAWAII IMPAIRED DRIVING TASK FORCE shall be comprised of the following:
 - (1) Two members of the Senate appointed by the president of the senate;
 - (2) Two members of the House of Representatives appointed by the speaker of the house of representatives;
 - (3) Four members appointed by the Chief Justice of the Hawaii Supreme Court; provided that one member shall be a district court judge, one shall be a representative of the administrative driver’s license revocation office, one shall be a representative of the driver education division, and one shall be a representative from the Honolulu’s DWI Court program;
 - (4) The Director of Transportation;
 - (5) The Director of Health, Chief of the Alcohol and Drug Abuse Division, Trauma Coordinator, and representatives from the Injury and Control section and State Laboratories Division;
 - (6) The Hawaii Attorney General;
 - (7) The State Public Defender;

- (8) The Chiefs of Police of the Counties of Hawaii, Kauai, and Maui and the City and County of Honolulu;
- (9) The Prosecuting Attorneys of the Counties of Hawaii, Kauai, and Maui and the City and County of Honolulu;
- (10) The Chief Examiner of drivers of the Counties of Hawaii, Kauai, and Maui and the City and County of Honolulu;
- (11) The executive director and a member of the Council of Mothers Against Drunk Driving, Hawaii Chapter;
- (12) A representative from Hawaii's ignition interlock device vendor;
- (13) A member of the Hawaii Association of Criminal Defense Lawyers, appointed by its president;
- (14) A member of the Hawaii State Bar Association, appointed by its president;
- (15) The Administrator of the Honolulu Liquor Commission;
- (16) The Directors of the Counties of Maui, Kauai and Hawaii of the Departments of Liquor Control;
- (17) The Executive Director of the Hawaii Insurers Council;
- (18) The Director of the Clinical Laboratories of Hawaii, LLP;
- (19) A representative from the University of Hawaii's Department of Psychiatry;
- (20) The Superintendent of Education and the Driver Education Resource Teacher;
- (21) A representative from the Hawaii Partnership to Prevent Underage Drinking;
- (22) A representative from Drug Free Hawaii;
- (23) A representative from AAA Hawaii;
- (24) A representative from HMSA;
- (25) The Director and Deputy Director of the Department of Public Safety;
- (26) The coordinator of injury prevention and research of The Queen's Medical Center;

(27) A representative from the American College of Emergency Physicians Hawaii Chapter;

(28) The executive director of the North Hawaii Outcomes Project;

The members may conduct meetings in connection with the purposes of the TASK FORCE and form sub-committees with non-members as agreed by the TASK FORCE. Members of the task force may designate a representative for the purpose of attendance at TASK FORCE meetings.

(d) The Director of Transportation shall serve as Chairperson of the HAWAII IMPAIRED DRIVING TASK FORCE. The Chair shall select a Vice Chairperson to perform the functions of the chairperson in the chairperson's absence, create other offices and elect other subordinate officers, or form any subject matter committees, as the Chair deems appropriate. Non-members may be invited by members to serve on TASK FORCE committees, but shall not be entitled to any compensation or reimbursement of expenses.

(e) The HAWAII IMPAIRED DRIVING TASK FORCE shall be a joint effort among state, county, and federal governments as well as the profit and not-for-profit sectors. Additional representatives from government agencies and private sector organizations with an interest in impaired driving issues shall be invited to participate upon the invitation of the Chair of the TASK FORCE.

(f) The members of the HAWAII IMPAIRED DRIVING TASK FORCE shall serve without compensation, and shall be entitled to reimbursement from the Department of Transportation for necessary expenses while attending meetings and while in the discharge of their duties and responsibilities under this Executive Order. The Chair shall appoint replacement TASK FORCE members as necessary.

(g) The HAWAII IMPAIRED DRIVING TASK FORCE shall be convened, staffed and supported by the Department of Transportation.

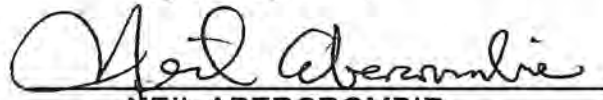
(h) The HAWAII IMPAIRED DRIVING TASK FORCE meetings shall be subject to the Sunshine Law, part I of the chapter 92, Hawaii Revised

Statutes. A majority of the members to which the TASK FORCE is entitled, shall constitute a quorum to do business and to validate any decision or act of the TASK FORCE.

- (i) The HAWAII IMPAIRED DRIVING TASK FORCE shall not remain in existence for a term extending beyond the last day of the second regular session of the legislature after the date of its establishment or beyond the period required to receive federal grants-in-aid, whichever occurs later, unless extended by concurrent resolution of the legislature.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Hawaii.

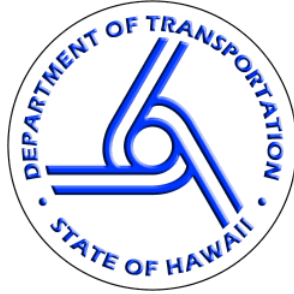
DONE at the State Capitol, Honolulu,
State of Hawaii; this 20th
day of May 2013.


NEIL ABERCROMBIE
Governor of Hawaii

APPROVED AS TO FORM:



David M. Louie
Attorney General



**Part 4: Distracted Driving
(23 CFR 1200.24)**

**Hawaii Application for
Section 405(e) Distracted Driving Grant Program
for
Federal Fiscal Year 2014**

Prepared by

**State of Hawaii
Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405**

The Hawaii Department of Transportation (HDOT) is applying for the Section 405 (e) Distracted Driving Grant for FFY 2014, under MAP -21. The following Attachments accompany our application:

- Attachment A: Federal Assistance SF-424 form
- Attachment B: Act 74, Hawaii's new Distracted Driving law
- Attachment C: County Police Departments' ordinances

Background

Hawaii is comprised of eight major islands (stretching from northwest to southeast) in four counties: Niihau and Kauai are in Kauai County; Oahu is in the City and County of Honolulu; Molokai, Lanai, Kahoolawe and Maui are in Maui County; and the Big Island (Hawaii) is in Hawaii County. The islands span over 4,405 miles of paved and unpaved streets and highways. Our State Capital, Honolulu is located on the Island of Oahu.

Hawaii has a new Distracted Driving law, Act 74, which prohibits a person from operating a motor vehicle while using a mobile electronic device, effective July 1, 2013 (see Attachment B). Prior to July 1, Hawaii had county ordinances in all four counties prohibiting the use of mobile electronic devices while operating a motor vehicle, which makes it illegal for drivers to text or engage in other hand-held uses of mobile electronic devices. The four county ordinances went into effect prior to July 6, 2012.

Based on our observational survey, police citation data and the Hawaii Department of Health's data, Hawaii has a growing distracted driving problem. According to our June 2012 Hawaii Statewide Seat Belt Use Survey conducted by the University of Hawaii for HDOT, the rate of daytime cell phone use while driving increased on all islands during the summer of 2012 observations from the previous January 2012 observations, from 1.62 percent to 2.2 percent. In this study, all islands exhibited this trend, with Kauai having the highest increase, almost 2 percent in daytime cell phone use. Throughout the state, cell phone use was found to be lower during the nighttime (1.79 percent) than during the daytime (2.21 percent).

Additionally, the distracted driving citation data submitted for FFY 2012 shows that Hawaii's county police departments issued 20,905 citations statewide: 4,745 grant-funded citations and 16,160 county-funded citations. Furthermore, the Hawaii Department of Health's (HDOH) report, "Injuries in Hawaii: 2007-2012," shows that "Inattentive/Distracted Driver" was a contributing factor for 24 (or 8 percent) of the 288 drivers involved in fatal traffic crashes during 2007-2010. The documented increase in cell phone use, especially since it is within a six-month period; the citations issued statewide; and HDOH's report show there is a need for assistance the Section 405 (e) Distracted Driving Grant can provide to Hawaii.

Enforcement

Regarding the level of law enforcement agency participation, all four county police departments, together, serve 100 percent of the population. According to the Department of Business, Economic Development & Tourism, the population for the state of Hawaii is 1,374,810 as of July 1, 2011. The City and County of Honolulu's population is 963,607, with the Honolulu Police Department serving 70.1 percent of Hawaii's population; Hawaii County's population is 186,738, with the Hawaii Police Department serving 13.6 percent; Maui County's population is

156,764, with the Maui Police Department serving 11.4 percent; and Kauai County's population is 67,701, with the Kauai Police Department serving 4.9 percent.

State Efforts

HDOT has included in Hawaii's FFY 2014 Highway Safety Plan (HSP) over \$330,000 to continue its high visibility distracted driving enforcement program by county police departments. Hawaii is entering its third year of enforcing distracted driving violations.

To support the high visibility distracted driving enforcement, HDOT coordinated a distracted driving awareness campaign, which included TV, movie theatres and radio spots that aired during April, National Distracted Driving Awareness Month. The TV and movie theatre ads specifically addressed the dangers of texting and driving, while the radio spot focused on the dangers of driving distracted.

Furthermore, Governor Neil Abercrombie kicked off National Distracted Driving Awareness Month with a proclamation signing. Representatives from the county police departments attended the signing in support of distracted driving awareness, and as a reminder to the public of their continued strict enforcement of the ordinances.

Eligibility

The following details Hawaii's status in regards to the Section 405 (e) Distracted Driving Grant qualification criteria:

- **Texting Prohibition**
On May 20, 2013, Governor Neil Abercrombie signed Act 74 to prohibit a person from operating a motor vehicle while using a mobile electronic device. Please see Attachment B for a copy of Act 74, Hawaii's new Distracted Driving law, effective July 1, 2013.

Please see Attachment C for copies of Hawaii's county ordinances, which were effective prior to July 6, 2012. The City and County of Honolulu's ordinance Section 15-24 went into effect July 1, 2009; Hawaii County's ordinance Section 24-167.1 went into effect January 1, 2010; Kauai County's ordinance Section 16-20 went into effect May 23, 2010; and Maui County's ordinance County Code 10.52.260 went into effect on July 6, 2010.

- **Youth Cell Phone Use Prohibition**
Act 74 prohibits a person under eighteen years of age from operating a motor vehicle while utilizing a hands-free mobile electronic device, except for the purpose of making a "911" emergency communication.
- **Enforcement**
Hawaii's new Distracted Driving law, as with the four county ordinances, provides law enforcement officers the authority to stop a vehicle solely for the purpose of issuing a citation in the absence of evidence of another offense, as mentioned in MAP-21.

- Fines

According to Act 74, the following are the penalties:

- (1) For a first violation, or any violation not preceded within one year by a prior violation of this section, a fine of not less than \$100 and not more than \$200;
- (2) For a violation that occurs within one year of a prior violation of this section, a fine of not less than \$200 and not more than \$300; and
- (3) For a violation that occurs within two years of two prior violations of this section, and for the fourth and each subsequent violation of this section, regardless of when committed, a fine of not less than \$300 and not more than \$500.

If a person violates this section while operating a motor vehicle in a school zone or construction area, as defined in section 291C-104, the fines imposed pursuant to this subsection shall be doubled.

- Testing Distracted Driving Issues

Act 74 amends Section 286-108, of the Hawaii Revised Statutes to read as follows:

“(a) Except as provided in section 286-107.5(a), the examiner of drivers shall examine every applicant for a driver’s license, except as otherwise provided in this part. The examination shall include a test of:

- (1) The applicant’s eyesight and any further physical examination that the examiner of drivers finds necessary to determine the applicant’s fitness to operate a motor vehicle safely upon the highways;
- (2) The applicant’s ability to understand highway signs regulating, warning, and directing traffic;
- (3) The applicant’s knowledge of the rules of the road based on the traffic laws of the State and the traffic ordinances of the county where the applicant resides or intends to operate a motor vehicle; provided that the examination shall specifically test the applicant’s knowledge of the provisions of section 291C-121.5 and section 291C- ; and
- (4) The actual demonstration of ability to exercise ordinary and reasonable control in the operation of a motor vehicle.”

Hawaii’s efforts from enacting a new state law and county ordinances, to enforcement by county police departments, to the support of our Governor with a proclamation signing, all show commitment by our State government, and the City and Counties of Honolulu, Hawaii, Kauai and Maui in unanimously addressing the distracted driving problem. Receiving the Section 405 (e) Distracted Driving Grant would not only help the State of Hawaii with its efforts to increase awareness of the dangers of driving distracted, especially texting while driving, but may help reduce the number of motor vehicle fatalities and injuries that involve distracted drivers. We appreciate your consideration and hope that Hawaii will be selected as one of the recipients.

Contact Information:

Hawaii Distracted Driving Coordinator:

Lianne Yamamoto
Hawaii Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813
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Fax: (808) 587-6303
E-mail: Lianne.Yamamoto@hawaii.gov

Highway Safety Manager:

Lee Nagano
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869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813
Phone: (808) 587-6301
Fax: (808) 587-6303
E-mail: Lee.Nagano@hawaii.gov

Attachment A
Application for Federal Assistance
SF-424

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

<p>* 1.a. Type of Submission:</p> <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other * Other (specify) <input style="width:100%; height:20px;" type="text"/>	<p>* 1.b. Frequency:</p> <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other * Other (specify) <input style="width:100%; height:20px;" type="text"/>	<p>* 1.d. Version:</p> <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update <p>2. Date Received: <input style="width:100%; height:20px;" type="text"/></p> <p>3. Applicant Identifier: <input style="width:100%; height:20px;" type="text"/></p> <p>4a. Federal Entity Identifier: <input style="width:100%; height:20px;" type="text"/></p> <p>4b. Federal Award Identifier: <input style="width:100%; height:20px;" type="text"/></p>	<p>STATE USE ONLY:</p> <p>5. Date Received by State: <input style="width:100%; height:20px;" type="text"/></p> <p>6. State Application Identifier: <input style="width:100%; height:20px;" type="text"/></p>
<p>1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input type="checkbox"/></p>			
<p>7. APPLICANT INFORMATION:</p>			
<p>* a. Legal Name: <input style="width:100%; height:20px;" type="text" value="Hawaii Department of Transportation"/></p>			
<p>* b. Employer/Taxpayer Identification Number (EIN/TIN): <input style="width:100%; height:20px;" type="text" value="99-0258224"/></p>		<p>* c. Organizational DUNS: <input style="width:100%; height:20px;" type="text" value="168818466"/></p>	
<p>d. Address:</p>			
<p>* Street1: <input style="width:100%; height:20px;" type="text" value="869 Punchbowl Street"/></p>		<p>Street2: <input style="width:100%; height:20px;" type="text"/></p>	
<p>* City: <input style="width:100%; height:20px;" type="text" value="Honolulu"/></p>		<p>County: <input style="width:100%; height:20px;" type="text"/></p>	
<p>* State: <input style="width:100%; height:20px;" type="text" value="Hawaii"/></p>		<p>Province: <input style="width:100%; height:20px;" type="text"/></p>	
<p>* Country: <input style="width:100%; height:20px;" type="text" value="USA: UNITED STATES"/></p>		<p>* Zip / Postal Code: <input style="width:100%; height:20px;" type="text" value="96813"/></p>	
<p>e. Organizational Unit:</p>			
<p>* Department Name <input style="width:100%; height:20px;" type="text" value="Hawaii Department of Transportation"/></p>		<p>Division Name: <input style="width:100%; height:20px;" type="text" value="Motor Vehicle Safety Office, Highway Safety Section"/></p>	
<p>f. Name and contact information of person to be contacted on matters involving this submission:</p>			
<p>Prefix: <input style="width:100%; height:20px;" type="text"/></p>	<p>* First Name: <input style="width:100%; height:20px;" type="text" value="Lianne"/></p>	<p>Middle Name: <input style="width:100%; height:20px;" type="text"/></p>	
<p>* Last Name: <input style="width:100%; height:20px;" type="text" value="Yamamoto"/></p>		<p>Suffix: <input style="width:100%; height:20px;" type="text"/></p>	
<p>Title: <input style="width:100%; height:20px;" type="text" value="Highway Safety Specialist"/></p>			
<p>Organizational Affiliation: <input style="width:100%; height:20px;" type="text"/></p>			
<p>* Telephone Number: <input style="width:100%; height:20px;" type="text" value="808-587-6315 /-6300"/></p>		<p>Fax Number: <input style="width:100%; height:20px;" type="text" value="808-587-6303"/></p>	
<p>* Email: <input style="width:100%; height:20px;" type="text" value="lianne.yamamoto@hawaii.gov"/></p>			

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

*** 8a. TYPE OF APPLICANT:**

A - State Government

*** Other (specify):**

b. Additional Description:

*** 9. Name of Federal Agency:**

NHTSA

10. Catalog of Federal Domestic Assistance Number:

CFDA Title:

11. Areas Affected by Funding:

12. CONGRESSIONAL DISTRICTS OF:

*** a. Applicant:**

1

b. Program/Project:

Attach an additional list of Program/Project Congressional Districts if needed.

13. FUNDING PERIOD:

*** a. Start Date:**

10/1/2012

*** b. End Date:**

9/30/2013

14. ESTIMATED FUNDING:

*** a. Federal (\$):**

80/20

b. Match (\$):

*** 15. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?**

a. This submission was made available to the State under the Executive Order 12372 Process for review on:

b. Program is subject to E.O. 12372 but has not been selected by State for review.

c. Program is not covered by E.O. 12372.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY		Version 01.1
* 16. Is The Applicant Delinquent On Any Federal Debt?		
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
17. By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)		
** I Agree <input checked="" type="checkbox"/>		
** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.		
Authorized Representative:		
Prefix:	* First Name:	
<input type="text"/>	<input type="text" value="Glenn"/>	
Middle Name:		
<input type="text"/>		
* Last Name:		
<input type="text" value="Okimoto"/>		
Suffix:	* Title:	
<input type="text"/>	<input type="text" value="Director"/>	
Organizational Affiliation:		
<input type="text"/>		
* Telephone Number:		
<input type="text" value="808-587-2150"/>		
Fax Number:		
<input type="text"/>		
* Email:		
<input type="text" value="Glenn.Okimoto@hawaii.gov"/>		
* Signature of Authorized Representative:		
<input type="text" value="Glenn Okimoto"/>		
* Date Signed:		
<input type="text" value="2/28/2012"/>		
Attach supporting documents as specified in agency instructions.		

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

*** Applicant Federal Debt Delinquent Explanation**

Empty box for Applicant Federal Debt Delinquent Explanation.

Attachment B
Act 74
Hawaii's Distracted Driving Law

RECEIVED
OFFICE OF THE GOVERNOR
HONOLULU, HAWAII



GOV. MSG. NO. 1174

SE 19 SS YAM 27

EXECUTIVE CHAMBERS
HONOLULU

NEIL ABERCROMBIE
GOVERNOR

May 20, 2013

The Honorable Donna Mercado Kim,
President
and Members of the Senate
Twenty-Seventh State Legislature
State Capitol, Room 409
Honolulu, Hawaii 96813

The Honorable Joseph M. Souki,
Speaker and Members of the
House of Representatives
Twenty-Seventh State Legislature
State Capitol, Room 431
Honolulu, Hawaii 96813

Dear President Kim, Speaker Souki, and Members of the Legislature:

This is to inform you that on May 20, 2013, the following bill was signed into law:

HB980 HD2 SD2

RELATING TO HIGHWAY SAFETY
ACT 074 (13)

Neil Abercrombie
Signed
Neil Abercrombie

NEIL ABERCROMBIE
Governor, State of Hawaii

Approved by the Governor
on MAY 20 2013

ORIGINAL

ACT 074

HOUSE OF REPRESENTATIVES
TWENTY-SEVENTH LEGISLATURE, 2013
STATE OF HAWAII

H.B. NO. 980
H.D. 2
S.D. 2

A BILL FOR AN ACT

RELATING TO HIGHWAY SAFETY.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. Distracted driving is a problem of national
2 concern. The legislature finds that the task of driving
3 requires a driver's full attention in focusing on the roadway
4 and driving maneuvers. Any distraction that diverts a driver's
5 attention from the primary tasks of maneuvering the vehicle and
6 responding to critical events increases the driver's risk of
7 being involved in a motor vehicle crash. A distraction is
8 anything that takes a driver's eyes off the road (visual
9 distraction), mind off the road (cognitive distraction), or
10 hands off the wheel (manual distraction).

11 The use of cellular phones or other mobile electronic
12 devices during the task of driving constitutes a distraction and
13 poses a risk of harm to the driver and others in the vehicle or
14 on the road. New research findings by the National Highway
15 Traffic Safety Administration show that nearly six thousand
16 individuals, which is approximately sixteen per cent of all
17 fatal crashes, died in 2008 in crashes involving a distracted or
18 inattentive driver, and more than five hundred thousand

HB980 SD2 LRB 13-2455.doc



1 individuals were injured in such collisions. A survey has shown
2 that on any given day during 2008, more than eight hundred
3 thousand vehicles were driven by someone using a hand-held
4 cellular phone. Federal researchers have observed drivers of
5 all ages using a variety of hand-held devices while driving--
6 cellular phones, iPods, video games, Blackberrys, and Global
7 Positioning System receivers. In particular, the use of
8 cellular phones for talking and texting while driving has become
9 more prevalent on our nation's roadways.

10 The National Safety Council reported that the Harvard
11 Center of Risk Analysis concluded that cellular-phone use
12 contributes to an estimated six per cent of all crashes. That
13 percentage equates to 636,000 crashes, three hundred thirty
14 thousand injuries, twelve thousand serious injuries, and two
15 thousand six hundred deaths each year. The annual cost of
16 crashes caused by cellular-phone use is estimated at
17 \$43,000,000,000. The Wireless Association reports that there
18 are more than 270,000,000 cellular phone subscribers nationwide
19 and that eighty-one per cent of the individuals surveyed
20 admitted to talking on a cellular phone while driving.

21 In 2007, the Hawaii department of transportation showed
22 that of the 8,770 collisions that happened during that year,



1 2,871, or thirty-two per cent, were attributed to inattention to
2 driving. The new surface transportation bill, Moving Ahead for
3 Progress in the 21st Century Act (MAP-21) (P.L. 112-141), passed
4 by Congress in 2012, authorizes \$22,500,000 in federal fiscal
5 year 2013 and \$23,100,000 in federal fiscal year 2014 to be
6 distributed to the states that have a distracted driver state
7 law. Unfortunately, Hawaii is not eligible for this funding due
8 to the absence of a state distracted driving statute that
9 prohibits the use of mobile electronic devices while driving.

10 The purpose of this Act is to prohibit the use of cellular
11 phones and other mobile electronic devices while operating a
12 vehicle, with certain exceptions, and to specifically prohibit
13 activities such as texting, instant messaging, gaming, and e-
14 mailing, which take a driver's eyes off the road, mind off the
15 road, and hands off the wheel.

16 SECTION 2. Chapter 291C, Hawaii Revised Statutes, is
17 amended by adding a new section to be appropriately designated
18 and to read as follows:

19 "§291C- Mobile electronic devices. (a) No person shall
20 operate a motor vehicle while using a mobile electronic device.

21 (b) The use of a mobile electronic device for the sole



1 purpose of making a "911" emergency communication shall be an
2 affirmative defense to this law.

3 (c) No person under eighteen years of age shall operate a
4 motor vehicle while utilizing a hands-free mobile electronic
5 device, except for the sole purpose of making a "911" emergency
6 communication.

7 (d) The following persons shall be exempt from subsection

8 (a):

9 (1) Emergency responders using a mobile electronic device
10 while in the performance and scope of their official
11 duties;

12 (2) Drivers using a two-way radio or a private Land Mobile
13 Radio System, within the meaning of title 47 Code of
14 Federal Regulations part 90, while in the performance
15 and scope of their work-related duties and who are
16 operating fleet vehicles or who possess a commercial
17 vehicle license; or

18 (3) Drivers holding a valid amateur radio operator license
19 issued by the Federal Communications Commission and
20 using a half-duplex two-way radio.

21 (e) As used in this section:



1 "Emergency responders" include firefighters, emergency
2. medical technicians, mobile intensive care technicians, civil
3 defense workers, police officers, and federal and state law
4 enforcement officers.

5 "Fleet vehicle" means any vehicle validly registered
6 pursuant to section 286-53.5.

7 "Mobile electronic device" means any handheld or other
8 portable electronic equipment capable of providing wireless or
9 data communication between two or more persons or of providing
10 amusement, including but not limited to a cellular phone, text
11 messaging device, paging device, personal digital assistant,
12 laptop computer, video game, or digital photographic device, but
13 does not include any audio equipment or any equipment installed
14 in a motor vehicle for the purpose of providing navigation,
15 emergency assistance to the operator of the motor vehicle, or
16 video entertainment to the passengers in the rear seats of the
17 motor vehicle.

18 "Operate" a motor vehicle means the same as is defined in
19 section 291E-1.

20 "Use" or "using" means holding a mobile electronic device
21 while operating a motor vehicle.



1 (f) Every person who violates this section shall be
2 subject to the following penalties:

3 (1) For a first violation, or any violation not preceded
4 within one year by a prior violation of this section,
5 a fine of not less than \$100 and not more than \$200;

6 (2) For a violation that occurs within one year of a prior
7 violation of this section, a fine of not less than
8 \$200 and not more than \$300; and

9 (3) For a violation that occurs within two years of two
10 prior violations of this section, and for the fourth
11 and each subsequent violation of this section,
12 regardless of when committed, a fine of not less than
13 \$300 and not more than \$500.

14 If a person violates this section while operating a motor
15 vehicle in a school zone or construction area, as defined in
16 section 291C-104, the fines imposed pursuant to this subsection
17 shall be doubled.

18 (g) Any violation as provided in subsections (a) and (c)
19 shall not be deemed to be a traffic infraction as defined in
20 section 291D-2.

1 (h) This section shall supersede any county ordinance
2 regulating the use or utilization of mobile electronic devices
3 while operating a motor vehicle."

4 SECTION 3. Section 286-108, Hawaii Revised Statutes, is
5 amended by amending subsection (a) to read as follows:

6 "(a) Except as provided in section 286-107.5(a), the
7 examiner of drivers shall examine every applicant for a driver's
8 license, except as otherwise provided in this part. The
9 examination shall include a test of:

- 10 (1) The applicant's eyesight and any further physical
11 examination that the examiner of drivers finds
12 necessary to determine the applicant's fitness to
13 operate a motor vehicle safely upon the highways;
- 14 (2) The applicant's ability to understand highway signs
15 regulating, warning, and directing traffic;
- 16 (3) The applicant's knowledge of the rules of the road
17 based on the traffic laws of the State and the traffic
18 ordinances of the county where the applicant resides
19 or intends to operate a motor vehicle; provided that
20 the examination shall specifically test the
21 applicant's knowledge of the provisions of section
22 291C-121.5[+] and section 291C-_____; and



1 (4) The actual demonstration of ability to exercise
2 ordinary and reasonable control in the operation of a
3 motor vehicle.

4 The examinations shall be appropriate to the operation of the
5 category of motor vehicle for which the applicant seeks to be
6 licensed and shall be conducted as required by the director.

7 The examiner of drivers shall require every applicant to
8 comply with section 286-102.5.

9 The examiner of drivers may waive the actual demonstration
10 of ability to operate a motorcycle or motor scooter for any
11 person who furnishes evidence, to the satisfaction of the
12 examiner of drivers, that the person has completed the
13 motorcycle education course approved by the director in
14 accordance with section 431:10G-104.

15 At the time of examination, an application for voter
16 registration by mail shall be made available to every applicant
17 for a driver's license.

18 For the purposes of this section, the term "applicant" does
19 not include any person reactivating a license under section
20 286-107.5(a)."

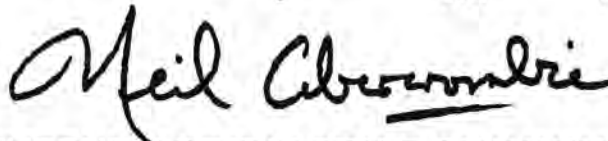


1 SECTION 4. This Act does not affect rights and duties that
2 matured, penalties that were incurred, and proceedings that were
3 begun, before its effective date.

4 SECTION 5. Statutory material to be repealed is bracketed
5 and stricken. New statutory material is underscored.

6 SECTION 6. This Act shall take effect on July 1, 2013.

APPROVED this 20 day of MAY, 2013



GOVERNOR OF THE STATE OF HAWAII



Attachment C
Hawaii's County Ordinances

The City and County of Honolulu



A BILL FOR AN ORDINANCE

RELATING TO THE USE OF ELECTRONIC DEVICES WHILE OPERATING MOTOR VEHICLES.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The purpose of this ordinance is to prohibit the use of certain electronic devices while operating a motor vehicle.

SECTION 2. Chapter 15, Article 24, Revised Ordinances of Honolulu 1990, as amended ("Miscellaneous Provisions"), is amended by adding a new section to be appropriately designated by the revisor of ordinances and to read as follows:

"Sec. 15-24. Mobile electronic devices.

- (a) No person shall operate a motor vehicle while using a mobile electronic device.
- (b) The use of a mobile electronic device for the sole purpose of making a "911" emergency communication shall be an affirmative defense to this ordinance.
- (c) The following persons shall be exempt from the provisions of subsection (a):
 - (1) Emergency responders using a mobile electronic device while in the performance and scope of their official duties;
 - (2) Drivers using two-way radios while in the performance and scope of their work-related duties;
 - (3) Drivers holding a valid amateur radio operator license issued by the federal communications commission and using a half-duplex two-way radio.
- (d) As used in this section:

"Emergency responders" include fire fighters, emergency medical technicians, mobile intensive care technicians, civil defense workers, police officers and federal and state law enforcement officers.

"Mobile electronic device" means any hand-held or other portable electronic equipment capable of providing wireless and/or data communication between two or more persons or of providing amusement, including but not limited to a cellular phone, text messaging device, paging device, personal digital



A BILL FOR AN ORDINANCE

assistant, laptop computer, video game, or digital photographic device, but does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing navigation, emergency assistance to the operator of the motor vehicle or video entertainment to the passengers in the rear seats of the motor vehicle.

"Operate" a motor vehicle means the same as is defined in HRS Section 291E-1.

"Use or using" means holding a mobile electronic device while operating a motor vehicle."

SECTION 3. New ordinance material is underscored. When revising, compiling, or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the revisor of ordinances need not include the underscoring.



A BILL FOR AN ORDINANCE

SECTION 4. This ordinance shall take effect on July 1, 2009.

INTRODUCED BY:

Rod Tam

Donovan Dela Cruz

DATE OF INTRODUCTION:

January 28, 2009
Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Joy S. Kuterka
Deputy Corporation Counsel

APPROVED this 7th day of May, 2009.

Mufi Hannemann
MUFU HANNEMANN, Mayor
City and County of Honolulu

Sec. 15-27.10 Violation--Penalties.

Any person violating any provision of this article, or rules adopted by the director pursuant to HRS Chapter 91, to implement the provisions of this article, or any person owning or having control of a passenger carrier vehicle who knowingly directs the operator of the vehicle to violate any provision of this article or such rules, shall for a first offense thereof be fined not more than \$100.00; for a second offense committed within one year after the date of the first offense, be fined not more than \$250.00; and for a third or subsequent offense committed within one year after the date of the first offense, be fined not more than \$1,000.00. (Added by Ord. 90-79; Am. Ord. 95-15)

County of Hawaii

Section 24-167.1. Use of mobile electronic devices while operating a vehicle.

(a) As used in this section, unless the context clearly requires otherwise:

"Emergency responders" include fire fighters, emergency medical service technicians, mobile intensive care technicians, civil defense workers, police officers, and federal and state law enforcement officers.

"Mobile electronic device" means any hand-held or other portable electronic equipment capable of providing wireless and/or data communication between two or more persons or of providing amusement, including but not limited to a cellular phone, text messaging device, paging device, personal digital assistant, laptop computer, video game, or digital photographic device, but does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing navigation, emergency assistance to the operator of the motor vehicle, or video entertainment to the passengers in the rear seats of the motor vehicle.

"Operate a motor vehicle" means to drive or assume actual physical control of a vehicle upon a public way, street, road, or highway.

"Use or using" means holding a mobile electronic device while operating a motor vehicle.

- (b) It shall be a violation under this section to operate a motor vehicle while using a mobile electronic device, unless used with a hands-free device. Any person convicted of violating this subsection shall be subject to a maximum fine of \$150.
- (c) Whoever operates any vehicle while using a mobile electronic device, unless used with a hands-free device, in a manner as to cause a collision with, or injury or damage to, as the case may be, any person, vehicle, or other property shall be fined not more than \$500.
- (d) The use of a mobile electronic device for the sole purpose of making a "911" emergency communication shall be an affirmative defense to this ordinance.
- (e) The following persons shall be exempt from the provisions of subsections (b) and (c):
- (1) Emergency responders using a mobile electronic device while in the performance and scope of their official duties;
 - (2) Drivers using two-way radios while in the performance and scope of their work-related duties; and
 - (3) Drivers holding a valid amateur radio operator license issued by the federal communications commission and using half-duplex two-way radio.

(2009, Ord. No. 09-82, sec. 1.)

Division 4. Turns.**Section 24-168. U-turns restricted; manner of.**

- (a) The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction (make a U-turn) upon any street in the business district, or at any intersection where traffic is controlled by traffic signal lights during the hours between 6:00 a.m. to midnight of each day. However, when official signs or markings are installed giving notice thereof, U-turns shall be allowed in areas designated by an ordinance of the council.
- (b) The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction unless such movement can be made in safety and without interfering with other traffic.
- (c) The driver of any vehicle shall not turn so as to proceed in the opposite direction upon any curve, or upon the approach to or near the crest of a grade, where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within five hundred feet.
- (d) The areas designated in schedule 21, section 24-273, are U-turn areas when appropriate signs giving notice thereof are erected.
- (e) The areas designated in schedule 22, section 24-274 are prohibited U-turn areas when appropriate signs giving notice thereof are erected.

(1975 C.C., c. 6, art. 6, secs. 1A, 1B and 1C.)

County of Maui

Maui County Code 10.52.010 - Operation

1. Every operator of a motor vehicle shall exercise due care in the operation of such vehicle upon any highway in order to avoid colliding with any vehicle, pedestrian, other object, or embankment on or off the roadway.

Maximum 100 fine first offense

Maximum \$250 for any subsequent offense

Maui County Code 10.52.260 - Mobile electronic

1. A. No person shall operate a motor vehicle while using a mobile electronic device.

B. The use of a mobile electronic device for the sole purpose of making a "911" emergency communication shall be an affirmative defense to this ordinance.

C. The following persons shall be exempt from subsection A:

1. Emergency responders using a mobile electronic device while in the performance and scope of their official duties;

2. Drivers using two-way radios while in the performance and scope of their work-related duties, and who:

a. Are operating fleet vehicles;

b. Possess a commercial driver's license, pursuant to section 286-239, Hawaii Revised Statutes; or

c. Possess a commercial driver's license instructional permit, pursuant to section 286-236, Hawaii Revised Statutes; and

3. Drivers holding a valid amateur radio operator license issued by the federal communications commission and using a half-duplex two-way radio.

D. Drivers who hold an instructional permit pursuant to section 286-110, Hawaii Revised Statutes, or a provisional license pursuant to section 286-102.6, Hawaii Revised Statutes, shall be further prohibited from using any hands-free technology to assist with the use of a mobile electronic device.

E. As used in this section:

"Emergency responders" include fire fighters, emergency medical technicians, mobile intensive care technicians, civil defense workers, police officers, and federal and state law enforcement officers.

"Mobile electronic device" means any hand-held or other portable electronic equipment capable of providing wireless or data communication between two or more persons or of providing amusement, including a cellular phone, text messaging device, paging device, personal digital assistance device, laptop computer, video game, or digital photographic device, but not including any audio equipment, navigation equipment, or equipment installed in a motor vehicle for the purpose of providing emergency assistance for the operator of the motor vehicle or video entertainment for passengers in the rear seats of the vehicle.

"Motor vehicle" has the same meaning as in section 291E-1, Hawaii Revised Statutes.

"Operate" has the same meaning as in section 291E-1, Hawaii Revised Statutes.

"Use or using" means holding a mobile electronic device while operating a motor vehicle.

Maximum Fine \$100 first offense

Maximum Fine \$250 for every subsequent offense

County of Kauai

A BILL FOR AN ORDINANCE TO AMEND CHAPTER 16, ARTICLE 20, KAUAI COUNTY CODE 1987, AS AMENDED, RELATING TO THE TRAFFIC CODE

BE IT ORDAINED BY THE COUNCIL OF THE COUNTY OF KAUAI, STATE OF HAWAII:

SECTION 1. Chapter 16, Article 20, Kauai County Code 1987, is amended by adding a new section to be appropriately designated and to read as follows:

"Sec. 16-20. __ Use of Mobile Electronic Devices While Operating a Vehicle.

(a) No person shall operate a motor vehicle while using a mobile electronic device.

(b) The use of a mobile electronic device for the sole purpose of making a "911" emergency communication shall be an affirmative defense to this ordinance.

(c) The following persons shall be exempt from the provisions of subsection (a):

(1) Emergency responders using a mobile electronic device while in the performance and scope of their official duties; and

(2) Drivers possessing a valid amateur radio operator license issued by the Federal Communications Commission and using a half-duplex two-way radio.

(d) As used in this section:

"Emergency responders" include fire fighters, emergency medical service technicians, mobile intensive care technicians, civil defense workers, police officers, and federal and state law enforcement officers.

"Mobile electronic device" means any hand-held or other portable electronic equipment recognized by the citing officer or other witness to be capable of providing wireless and/or data communication between two or more persons or of providing amusement, including but not limited to a cellular phone, text messaging device, paging device, personal digital assistant, laptop computer, video game, or digital photographic device, but does not include any audio equipment or any equipment installed in a motor vehicle for the purpose of providing navigation, emergency assistance to the operator of the motor

vehicle, or video entertainment to the passengers in the rear seats of the motor vehicle. A "two-way radio" or Private Land Mobile Radio System as defined by Title 47 of the Code of Federal Regulations, Part 90, when used for business purposes, shall not be considered to be a "mobile electronic device".

"Operate a motor vehicle" means to drive or assume actual physical control of a vehicle upon a public way, street, road, or highway.

"Use or using" means holding a mobile electronic device while operating a motor vehicle.

(f) Any person convicted or found liable of violating any provisions of this section shall be subject to a maximum fine of fifty dollars (\$50).

(g) Any person convicted or found liable of violating any provisions of this section while operating a motor vehicle in a school zone or construction area as defined in HRS Section 291C-104 shall be subject to a maximum fine of one hundred dollars (\$100).

SECTION 2. This ordinance shall take effect three (3) months after its approval.

Introduced by: /s/ DEREK S. K. KAWAKAMI

Date of Introduction:

November 4, 2009

Lihu'e, Kaua'i, Hawai'i

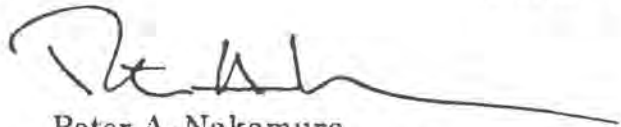
V:\CS OFFICE FILES\BILLS\2009\BILLS\2336d4 mobile device ban.doc (yn)

CERTIFICATE OF THE COUNTY CLERK

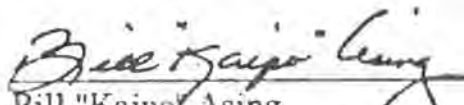
I hereby certify that heretofore attached is a true and correct copy of Bill No. 2336, Draft 4, which was adopted on second and final reading by the Council of the County of Kauai at its meeting held on February 17, 2010, by the following vote:

FOR ADOPTION: Bynum, Chang, Furfaro, Kaneshiro, Kawahara, Asing	TOTAL - 6,
AGAINST ADOPTION: None	TOTAL - 0,
EXCUSED & NOT VOTING: Kawakami	TOTAL - 1.

Lihu'e, Hawai'i
February 17, 2010


Peter A. Nakamura
County Clerk, County of Kaua'i

ATTEST:

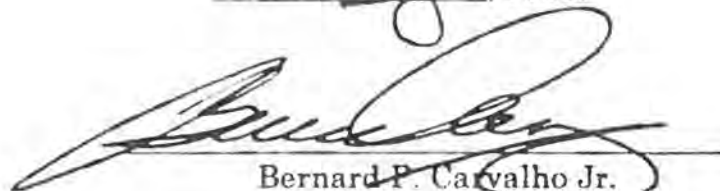

Bill "Kaipo" Asing
Chairman & Presiding Officer

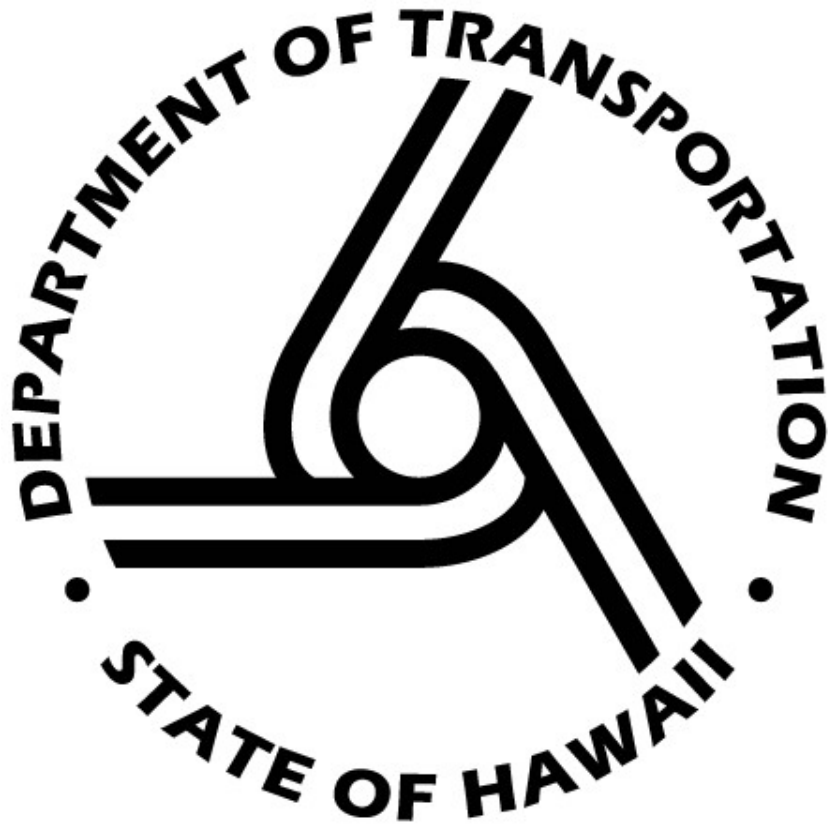
DATE OF TRANSMITTAL TO MAYOR:

February 18, 2010

Approved this 23 day of

February, 2010.


Bernard P. Carvalho Jr.
Mayor
County of Kaua'i



**APPENDIX D TO PART 1200-
Part 5: Section 405f Motorcyclist Safety
(23 CFR 1200.25)**

Hawaii Application - Federal Fiscal Year 2014

Prepared by

**State of Hawaii
Department of Transportation
Highway Safety Section**

**Hawaii Department of Transportation
405f Grant Application – Motorcyclist Safety
Federal Fiscal Year 2014**

Part 5: Motorcyclist Safety (23CFR 1200.25)

- **Motorcycle riding training course:**
 - **Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment pg 1.**
 - The Governor of Hawaii has given the Director of the Hawaii Department of Transportation authority to promote traffic safety, which includes motorcyclist safety issues.
 - **Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skill for both in-class and on-the-motorcycle is provided as HSP attachment pg 2.**
 - Per the Hawaii Administrative Rules 19-123-250 Monitoring of rider education programs

“A task force appointed by the director (Department of Transportation) shall establish minimum requirements for rider education student curricula and recommend to the director the certification of rider education curricula. The director may certify such curricula. The task force shall be composed of an individual with a category 2 license, a chief instructor, a representative of the University of Hawaii, a representative of a military motorcycle safety program, a representative of the motorcycle industry, a county police department, a county examiner of drivers, and the department. All curricula shall be reviewed by the department every five years to assure that they are relevant.” A copy of the Hawaii Administrative Rules is attached.

- Per the Hawaii Administrative Rules 19-123-251 Administration of program

“No rider education student curriculum shall be certified unless:
(1) Curriculum is available and in use during all training phases;
(2) Lesson plans are clearly written with student centered activities;
(3) Curriculum is administered during a minimum of seven hours of classroom instruction and nine hours of on-cycle or range instruction.” A copy of the Hawaii Administrative Rules is attached.

- **Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment pgs 3-6.**

The State of Hawaii currently has three Motorcycle Safety Foundation and Hawaii Department of Transportation approved motorcycle training ranges.

- Leeward Community College (Oahu)
- Kauai Community College (Kauai)
- Maui Community College (Maui)

Please note that Leeward Community College is located on the island of Oahu.

Hawaii County is in the process of creating a motorcycle training range that should be operational by the end of FFY 2013.

Between January 1, 2012 and April 21, 2013, there were 126 motorcycle rider training courses statewide. A total of 2,426 were trained as a result of these classes.

- **Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment pgs 7-11.**
- **Description of the quality control procedures to assess motorcycle rider training courses and instructor training course and actions**

taken to improve courses is provided as HSP attachment pgs 12-13.

- Per the Hawaii Administrative Rules 19-123-254 Monitoring of rider education programs

“The department has the right to monitor all rider education courses and certified instructors at any time to assure compliance with the regulations of this chapter. Anyone found to not be in compliance with the requirements of this chapter may have their certificate suspended or terminated in accordance with section 19-123-155.” A copy of the Hawaii Administrative Rules is attached.

- Per the Hawaii Administrative Rules 19-123-303 Monitoring of the rider education instructor preparation course.

“The department has the right to monitor all rider education instructor preparation courses and certified instructors at any time to assure compliance with the regulations of this chapter. Anyone found to not be in compliance with the requirements of this chapter may have their certificate suspended or terminated in accordance with section 19-123-155.” A copy of the Hawaii Administrative Rules is attached.

- **Use of fees collected from motorcyclists for motorcycle programs:**

Applying as a Law State –

- **The State law or regulation requires all fees collected by the State from motorcyclists for the purpose**

See pages 14-21.

§286-3 Powers and duties of the governor. The governor, in addition to other duties and responsibilities conferred upon the governor by the Constitution and laws of the State, may contract and do all other things necessary in behalf of the State to promote traffic safety. To that end the governor shall coordinate the activities of the State and its counties.

The governor may delegate duties and functions conferred upon the governor by this chapter to the director of transportation appointed under the authority of section 26-31 who shall also be designated as the governor's highway safety representative. [L 1967, c 214, pt of §2; HRS §286-3; am L Sp 1977 1st, c 20, §9; gen ch 1985]

[Previous](#)

[Vol05 Ch0261-0319](#)

[Next](#)

SUBCHAPTER 4

CERTIFICATION STANDARDS FOR
RIDER EDUCATION STUDENT CURRICULUM

§19-123-250 Rider education curriculum task force. A task force appointed by the director shall establish minimum requirements for rider education student curricula and recommend to the director the certification of rider education curricula. The director may certify such curricula. The task force shall be composed of an individual with a category 2 license, a chief instructor, a representative of the University of Hawaii, a representative of a military motorcycle safety program, a representative of the motorcycle industry, a county police department, a county examiner of drivers, and the department. All curricula shall be reviewed by the department every five years to assure that they are relevant. [Eff MAR 04 2002] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

§19-123-251 Administration of program. No rider education student curriculum shall be certified unless:

- (1) Curriculum is available and in use during all training phases;
- (2) Lesson plans are clearly written with student centered activities;
- (3) Curriculum is administered during a minimum of seven hours of classroom instruction and nine hours of on-cycle or range instruction;
- (4) All modules are introduced during classroom sessions and reinforced during all training phases;
- (5) All modules consist of concepts that are structured and presented in simple to complex building blocks;



- Home
- Communications
- Calendar
- Forums
- Member Finder
- Library
- Best Practices
- Profile
- QA
- Support

Company Profile

RERP Survey

Sponsor Profile

Company Contacts Sites

LEEWARD COMMUNITY COLLEGE (ID:131790)

ACTIVE

Site List

Site Count: 5 (Active: 4 Inactive: 1)

SiteID	Site Name	City	State/Prov	RES Public	Status
131790-1	LEEWARD COMMUNITY COLLEGE (RANGE A)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
131790-2	LEEWARD COMMUNITY COLLEGE (RANGE B)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
131790-4	KAUAI VIDINHA STADIUM	LIHUE	HI	<input checked="" type="checkbox"/>	Active
131790-5	MAUI COLLEGE	MAUI	HI	<input checked="" type="checkbox"/>	Active

Site Information

KAUAI VIDINHA STADIUM (ID:131790-4)

Active

SiteID: 131790-4
 Name: KAUAI VIDINHA STADIUM
 Parent: _____

Site Location Information

Attention: _____ Phone: (808) 455-0477
 Address 1: 4340 KAANA STREET Fax: _____
 Address 2: _____ Email: _____
 Address 3: _____ Website: _____
 City: LIHUE (e.g. http://www.maf-usa.org)
 State: HAWAII
 Zip Code: 96878
 Country: United States
 Latitude: _____ Longitude: _____

Enrollment Settings

Site Name Alias: _____ Available On RES Public
 Enrollment Phone: (808) 455-0477
 Enrollment Email: _____
 Directions: _____

Site Settings

Save Site Cancel



- Home
- Communications
- Calendar
- Forums
- Member Finder
- Library
- Best Practices
- Profile
- QA
- Support

Company Profile

RERP Survey

Sponsor Profile

Company | Contacts | Sites

LEEWARD COMMUNITY COLLEGE (ID:131790)

ACTIVE

Site List

Site Count: 5 (Active: 4 Inactive: 1)

SiteID	Site Name	City	State/Prov	RES Public	Status
131790-1	LEEWARD COMMUNITY COLLEGE (RANGE A)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
131790-2	LEEWARD COMMUNITY COLLEGE (RANGE B)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
131790-4	KAUAI VIDINHA STADIUM	LIHUE	HI	<input checked="" type="checkbox"/>	Active
131790-5	MAUI COLLEGE	MAUI	HI	<input checked="" type="checkbox"/>	Active

Site Information

MAUI COLLEGE (ID:131790-5)

Active

SiteID: 131790-5
 Name: MAUI COLLEGE
 Parent:

Site Location Information

Attention: _____ Phone: (808) 455-0477
 Address 1: 310 KA'AHUMANU AVE Fax: _____
 Address 2: _____ Email: _____
 Address 3: _____ Website: _____
 City: MAUI (e.g. http://www.mai-usa.org)
 State: HAWAII
 Zip Code: 96732
 Country: United States
 Latitude: 20.889688720703 Longitude: -156.475952148438

Enrollment Settings

Site Name Alias: _____ Available On RES Public
 Enrollment Phone: (808) 455-0477
 Enrollment Email: _____
 Directions: _____

Site Settings

Save Site Cancel

2



February 22, 2013

Dr. Bruce D. Getzan
Kauai Community College
3-1901 Kaunuali'i Hwy.
Lihue, HI 96766

Dear Dr. Getzan:

Your Rider Education Recognition Program (RERP) application for **Kauai Community College** has been acknowledged. The program's recognition number of **RERP #200219** has been established.

In addition, the range at **Kauai Vidinha Stadium, 4340 Kaana St., Lihue, HI 96676** meets the Motorcycle Safety Foundation's minimum layout requirements and is recognized as a **60' x 200' alternate range**, which will accommodate a maximum of **9 students**. This site will be listed as site **#200219-1**.

This range has been recognized for the delivery of the **MSF Basic RiderCourse**, the **8:1 ratio MSF Basic RiderCourse**, the **MSF Basic RiderCourse 2** and the **Returning Rider Basic RiderCourse**.

Please note that certain site-specific characteristics (e.g., runoff space, obstacles on or near the range, etc.) may or may not contribute to an appropriate margin of safety for this particular range. The Site Sponsor assures us that this range is as represented, assumes responsibility for this training site, and will ensure students, motorcycles, Sponsor, and RiderCoaches are adequately insured to conduct such training.

Furthermore, it is the sole responsibility of the Site Sponsor to comply with any and all state laws applicable to administering motorcycle safety and education courses.

Should you have any questions, please feel free to call or e-mail.

Sincerely,

David Crouch
National Motorcycle Safety Support
Ext. 3158

cc: Christy Cowser



November 7, 2011

Mr. William Labby
Leeward Community College
96-045 Ala Ike Street, CE 101
Pearl City, HI 96782

Dear Bill:

Your request for MSF recognition of the range at **Maui College, 310 Ka'ahumanu Ave., Kahului, HI 96732**, under RERP #131790 has been acknowledged. Based on the most recent diagrams you submitted to MSF with your application, the range meets MSF's minimum standards for exercise layout and student path of travel.

The range is recognized as a **60' x 170' alternate range**, which will accommodate a **maximum of 8 students**. This site will be listed as #131790-5. Any change to the range layout must be recognized by MSF prior to being implemented.

This range has been recognized for the delivery of the MSF *Basic RiderCourse* and the MSF *Basic RiderCourse 2*.

Please note that certain site-specific characteristics (e.g., runoff space, obstacles on or near the range, etc.) may or may not contribute to an appropriate margin of safety for this particular range. The site sponsor assures us that this range is as represented and assumes responsibility for this training site.

Furthermore, it is the sole responsibility of the Site Sponsor to comply with any and all state laws applicable to administering motorcycle safety and education courses.

If you have any questions, feel free to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Riman", with a long horizontal flourish extending to the right.

Cathy Riman
National Motorcycle Safety Support
Motorcycle Safety Foundation
Ext. 3081

cc: Christy M. Cowser

§19-123-153 Rider education instructor certificate. (a) A rider education instructor certificate will be issued authorizing the instructor to conduct rider education courses.

(b) The rider education instructor certificate will be granted upon satisfactory completion of a training course certified, or subsequently certified, under section 19-123-151 and when all requirements in section 19-123-150, have been met.

(c) The rider education instructor certificate shall be non-transferable.

(d) Subject to subsection (h), the rider education instructor certificate is renewable annually for four years with the submittal of a traffic abstract that records no more than one moving traffic violation within the past year, not more than two moving traffic violations within the past three years; and not more than three moving violations within the past five years; a state tax clearance (if required); completion of a professional development course approved by the department, and proof of general liability and liability insurance.

(e) Every fifth year, the certificate will be renewed upon completion of all requirements in section 19-123-150.

(f) It is the responsibility of the certificate holder to initiate the renewal process.

(g) The instructor shall provide the department a certificate of commercial general liability insurance in the sum of one million dollars, in a form and with provisions satisfactory to the department, listing the State of Hawaii and the counties of the State as additional insureds. If the instructor teaches for a school that is adequately self-insured, a statement to that effect with provisions satisfactory to the department, signed by a legally authorized representative, may be submitted to meet this requirement.

(h) If a certified instructor receives:

- (1) One moving traffic violation in one year, the instructor shall be sent a warning letter by the department;

- (e) Every fifth year, the certificate will be renewed:
 - (1) Upon completion of all requirements in section 19-123-150; and
 - (2) Upon completion of a professional development course approved by the department.
- (f) It is the responsibility of the certificate holder to initiate the renewal process.
- (g) The instructor shall provide the department a certificate of liability insurance covering commercial general liability in the sum of one million dollars, in a form and with provisions satisfactory to the department, listing the State of Hawaii and the counties of the State as additional insureds.
- (h) If a certified instructor receives:
 - (1) One moving traffic violation in one year, the instructor shall be sent a warning letter by the department;
 - (2) If the instructor receives two moving traffic violations within three years, the instructor's certificate shall be suspended for three months;
 - (3) If the instructor receives three moving traffic violations within five years, the instructor's certificate shall be suspended for six months;
 - (4) If the instructor receives four moving traffic violations within ten years, the instructor's certificate shall be terminated.
[Eff **MAR 04 2002**] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

§19-123-154 Display of rider education instructor certificate. All instructors shall display their rider education instructor certificate to their students during the time of instruction. [Eff **MAR 04 2002**] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

(b) Any instructor may voluntarily surrender a rider education instructor certificate by returning the certificate to the department with a signed letter of explanation.

(c) The department may revoke, suspend, cancel, or terminate the rider education instructor certificate and require the return of the certificate upon any of the following grounds:

- (1) Failure to comply with or satisfy any of the requirements of this chapter;
- (2) Falsification of any records or information required by this chapter or otherwise relating to rider education;
- (3) Commission of any negligent or otherwise wrongful act which endangers the student;
- (4) Driver license suspension, revocation, cancellation or disqualification;
- (5) Inappropriate behavior directed toward a student by the instructor;
- (6) Mental or physical incapacity of the instructor which would prevent the instructor from performing the instructor's duties and responsibilities as described in section 19-123-152;
- (7) Unsatisfactory criminal history record check; or
- (8) Moving traffic violations as described in section 19-123-153(h).

(d) The department may allow the instructor to cure any deficiency, if curable, within thirty days of receipt of notice by the department.

(e) Any applicant whose application has been denied by the department or whose rider education instructor certificate has been suspended, revoked, canceled, or terminated and who has not cured the deficiency may within ten calendar days after receiving the notice of denial, suspension, revocation, cancellation, or termination appeal the department's action by submitting to the department a written request for an administrative review of the decision by



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

STICKER

RIDER EDUCATION INSTRUCTOR CERTIFICATE



Instructor Name: LINDA THOMPSON

Company: LEEWARD COMMUNITY COLLEGE

Instructor No.: 2007

Effective Date: DECEMBER 21, 2009

Certificate Expires: DECEMBER 21, 2010

RESTRICTIONS: LEEWARD COMMUNITY COLLEGE
ONLY

The holder of this certificate has met all the requirements of Chapter 19-123, Hawaii Administrative Rules, and is certified as a Rider Education Instructor in the State of Hawaii. This certificate is good for one year from the effective date and must be renewed annually. This certificate may be revoked if used in violation of said rules.

Director of Transportation

12/21/09
Issue Date

2007
Certificate No.

Motorcycle Safety Foundation RiderCoachSM Recertification Survey

Contact Information

LINDA THOMPSON

MSF ID: 28643

Address 1: 94-856 Nuao Place

Address 2:

Home: (616) 485-6895

City: Waipahu

State: HI Zip: 96797

Work:

Email: lindathompsonrides@gmail.com

Fax:

RiderCourses Taught

From - To	BRC	ERC: License Waiver	ERC: Skills Plus	ERC: Skills Practice	Scooter School	Other RiderCourses	Other Description
9/16/2009 - 9/15/2010	32	0	0	2	0	0	
9/16/2010 - 9/16/2011	24	0	0	2	0	0	

Professional Development

Completed at least one State or MSF curriculum-related update: YES

Description: State Update at Leeward Community College related to classroom and range.

Completed at least one learning activity as a student: YES

Description: Rider's Edge Quality Assurance Update for Network Quality Instructors

Primary Teaching Location

Sponsor Name: Leeward Community College

RERP#: 131790

City: Pearl City

State: HI Zip: 96782

Contact: Bill Labby

Phone: (808) 455-0477

Secondary Teaching Location (if needed)

Sponsor Name: Hot Rod Harley Davidson

RERP#: 123809

City: Muskegon

State: MI Zip: 49440

Contact: Paula Miller

Phone: (231) 722-0000

Acknowledgments

Certifies that all the above information is true and accurate: YES

Agrees to abide by the "Rules of Professional Conduct": YES

Linda Thompson

(copy of digital signature on file)

6/14/2011

Date

Please forward a copy of this document to your sponsor(s) for their records.

* MSF Mission Statement:

To make motorcycling safer and more enjoyable by ensuring access to lifelong quality education and training for current and prospective riders, and by advocating a safer riding environment.

RIDERCOACH Rules of Professional Conduct

The Rules of Professional Conduct for RiderCoaches and RiderCoach Trainers help ensure that MSF RiderCourses are conducted in a low-risk, efficient and professional manner.

1. Conduct MSF Rider Education Training System (RETS) courses and training opportunities in a manner that meets the standards of the MSF curricula, and only at approved Rider Education Recognition Program sites.

2. Maintain a low-risk student environment.

3. Demonstrate safe riding habits and always wear protective gear when riding to, from and during rider training activities.

4. Currently operate a motorcycle on a frequent, routine basis.

5. Ride free of alcohol and other drugs.

6. Maintain a good riding and driving record.

7. Complete RiderCoach and/or RiderCoach Trainer Professional Development as required by MSF.

8. Keep the MSF informed of any personal address change and complete MSF RiderCoach or RiderCoach Trainer surveys promptly.

9. Conduct one's self in a professional manner that includes: appropriate appearance and language; exhibiting positive verbal and written messages; and positive interaction with others that is free from intimidation or threat, consistent with MSF's mission*.

10. RiderCoaches and RiderCoach Trainers are encouraged to support motorcycle safety programs and are not prohibited by MSF from speaking to the media, participating in a legislative or legal process, or expressing their opinions, as private citizens and experienced training professionals. However, RiderCoaches and RiderCoach Trainers shall not present themselves as speaking on behalf of MSF while taking a public position on safety or legislative issues or when addressing a public-policy forum.

11. RiderCoaches and RiderCoach Trainers are free to serve as expert witnesses on motorcycle safety issues based solely on their knowledge of motorcycling and familiarity with MSF's curriculum. MSF RiderCoach and RiderCoach Trainer certification in and of itself does not qualify a person as an expert witness.

MSF, in its sole discretion, may reject, suspend or revoke RiderCoach or RiderCoach Trainer certification when MSF has determined that the individual has acted or has threatened to act, in connection with training or otherwise, in a manner contrary to MSF's mission*.

- (2) Basic maneuvers including lane control, lateral maneuver-move into traffic, lane changing, negotiating intersections;
 - (3) Scanning skills, blind spots; and
 - (4) Following distance, passing.
- (b) The curriculum shall also contain, at a minimum, the following instructional elements:
- (1) The development of rider behavioral patterns is reinforced;
 - (2) Techniques for emergency collision avoidance maneuvers are taught;
 - (3) Range instruction is structured and used to effectively experience behavioral patterns and to demonstrate various driving situations and circumstances; and
 - (4) The student is sufficiently prepared to demonstrate the correct modeling of riding behaviors for the instructor. [Eff
- MAR 04 2002] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

§19-123-254 Monitoring of rider education programs. The department has the right to monitor all rider education courses and certified instructors at any time to assure compliance with the regulations of this chapter. Anyone found to not be in compliance with the requirements of this chapter may have their certificate suspended or terminated in accordance with section 19-123-155 [Eff MAR 04 2002] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

§19-123-302

§19-123-302 Rider education instructor preparation course. The director shall certify the curricula for a rider education instructor preparation course for rider education instructors. The curricula shall meet or exceed minimum national standards. [Eff **MAR 04 2002**] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

§19-123-303 Monitoring the rider education instructor preparation course. The department has the right to monitor all rider education instructor preparation courses and certified instructors at any time to assure compliance with the regulations of this chapter. Anyone found to not be in compliance with the requirements of this chapter may have their certificate suspended or terminated in accordance with section 19-123-155. [Eff **MAR 04 2002**] (Auth: HRS §§286-16, 286-17, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4) (Imp: HRS §§286-16, 286-18, 286-108.4, 431-10G-104; SLH 1999, Act 175, sections 2 and 4)

SUBCHAPTER 6

LICENSING SKILL TEST WAIVER

§19-123-351 Instructor requirements to administer licensing skill test waiver. Instructors seeking authorization to administer the testing procedure for the purpose of enabling the licensing skill test waiver shall provide proof that the instructor:

- (1) Is a primary instructor in the school's rider education program;
- (2) Has successfully completed a state-sanctioned license examiner training course in the administration of the "Alternate MOST" licensing test procedure; and

§431:10G-107 Drivers education fund underwriters fee; motorcycle and motor scooter operators education fund. (a) The commissioner shall assess and levy upon each insurer, and self-insurer, a drivers education fund underwriters fee of \$2 a year on each motorcycle or motor scooter insured by each insurer or self-insurer. This fee shall be due and payable on an annual basis by means and at a time to be determined by the commissioner.

(b) There is created in the treasury of the State a special fund to be known as the motorcycle and motor scooter operators education fund. The commissioner shall deposit the fees collected under this section into the motorcycle and motor scooter operators education fund.

(c) The fees deposited for each fiscal year into the motorcycle and motor scooter operators education fund, when appropriated, shall be available to the department of transportation for the administration of a drivers education program for operators of motorcycles or motor scooters. The department of transportation may spend the amount collected from these fees for the purposes of this section. [L 1989, c 208, pt of §1; am L 1997, c 184, §1; am L 2002, c 121, §2]

[Previous](#)

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[Next](#)

NEIL ABERCROMBIE
GOVERNOR

BRIAN SCHATZ
LT. GOVERNOR



KEALI' S. LOPEZ
DIRECTOR

GORDON I. ITO
INSURANCE COMMISSIONER

STATE OF HAWAII
INSURANCE DIVISION
DEPARTMENT OF COMMERCE & CONSUMER AFFAIRS
P. O. BOX 3614
HONOLULU, HAWAII 96811-3614
335 MERCHANT STREET, ROOM 213
HONOLULU, HAWAII 96813
PHONE NO: (808) 588-2790
FAX NO: (808) 588-2906
www.hawaii.gov/dcca/areas/ins

May 9, 2012

TO: Kay Okimoto
ASO-Fiscal

FROM: Jerry Bump

SUBJECT: Drivers Education Fund Underwriters Fee ("DEFUF")

Please transfer the below requested amounts from the DEFUF special fund (Appropriation Account S-309) to the following state agencies in accordance with sections 431:10C-115 and 431:10G-107, HRS:

State Agency	Amount
Judiciary, District Court of the First Circuit	\$ 947,972.00
Department of Transportation	\$ 56,084.00
Total	\$1,004,056.00

Please call me at 586-0985 if there are any questions.

**DRVIERS' EDUCATION FUND UNDERWRITERS' FEE
CALENDAR YEAR 2011
RECEIPTS AND DEPOSIT CONTROL**

Company/Group	Date of Check	Check #	Check Amount	DEM
American International Group	01/26/12	90024009	\$7,217.00	\$56.00
County of Hawaii	01/12/12	775976	\$3,024.00	\$6.00
Farmers'	01/25/12	3011145884	\$292,278.00	\$888.00
IDS Property Casualty Ins Co	01/11/12	2429821	\$13,011.00	
Island Ins Co Ltd	01/10/12	5044748	\$115,533.00	
National Interstate Ins Co	01/25/12	8218009	\$20,502.00	
National Interstate Ins Co of Hawaii	01/25/12	3007141	\$1,350.00	
T.H.E. Ins Co	01/19/12	30195	\$3.00	
Tokio Marine & Nichido Fire Ins Co Ltd	01/23/12	19707	\$90.00	
USAA	01/11/12	2782338	\$289,204.00	\$1,930.00
Vanliner Ins Co	01/25/12	41003883	\$237.00	
Deposit				\$2,880.00
Allstate Ins Co	02/03/12	1002711106	\$222,410.00	\$782.00
Auto Club Enterprises (for Interinsurance Exch)	02/13/12	7374131	\$173,004.00	
Bank of Hawaii (for C & C of Hnl OTS)	01/20/12	752641	\$2,379.00	
Bank of Hawaii (for Mid-Pacific Ins Co)	02/10/12	753750	\$2,424.00	
Carolina Casualty Ins Co	01/26/12	100019472	\$1,569.00	
Church Mutual Ins Co	02/06/12	580512	\$162.00	
City & County of Honolulu	02/02/12	11461295	\$8,134.00	\$238.00
Dongbu Insurance	02/14/12	11845	\$17,700.00	
Federal Ins Co	02/08/12	685215	\$3,138.00	
Fireman's Fund	01/24/12	2133778	\$19,002.00	
First Ins Co of Hawaii Ltd	02/06/12	2038704	\$171,222.00	
Hartford	01/26/12	31427777	\$77,934.00	
Hawaiian Electric Co Inc	02/09/12	773005	\$2,667.00	
Liberty Mutual Group Ins	02/01/12	71187563	\$113,710.00	\$90.00
MetLife Auto & Home	01/30/12	262742	\$1,239.00	\$4.00
Pacific Specialty Ins Co	02/06/12	29011	\$4,484.00	\$4,484.00
Sparta Ins Co	02/07/12	6985	\$21.00	
The Travelers Indemnity Co	02/09/12	831726	\$9,657.00	
Travelers (for St Paul)	01/31/12	7019898	\$96.00	
XL America Companies	02/13/12	71851	\$2,892.00	

**DRVIERS' EDUCATION FUND UNDERWRITERS' FEE
CALENDAR YEAR 2011
RECEIPTS AND DEPOSIT CONTROL**

Company/Group	Date of Check	Check #	Check Amount	DEM
Deposit				\$5,598.00
Ace American Ins Co	02/13/12	PS 00611759	\$927.00	
American International Group Inc	02/14/12	90028326	\$4,241.00	\$62.00
Continental Casualty Co	02/13/12	349309	\$9.00	
County of Hawaii	02/09/12	3652	\$3.00	
County of Kauai	02/15/12	409602	\$1,902.00	
County of Maui	03/01/12	913050	\$2,928.00	
DTRIC Ins Co Ltd	02/10/12	2000005382	\$79,944.00	
DTRIC Ins Underwriters Ltd	02/10/12	6000000108	\$9,072.00	
Federal Ins Co	03/09/12	686962	\$111.00	
Florists' Mutual Ins Co	02/14/12	361972	\$45.00	
Gateway Ins Co	02/14/12	43268	\$6.00	
GEICO (for GEICO Casualty)	02/01/12	790164	\$26,895.00	
GEICO (for GEICO Indemnity)	02/01/12	790162	\$112,621.00	\$17,776.00
Government Employees Ins Co	02/01/12	790163	\$465,996.00	
Hallmark Financial Svcs Ins for Am Hallmark Ins Co of TX	02/13/12	52507	\$90.00	
Hertz	01/13/12	8759091	\$27,030.00	
Mitsui Sumitomo Ins Co of America	02/16/12	28921	\$183.00	
Mitsui Sumitomo Ins USA Inc	02/16/12	13679	\$510.00	
National Liability & Fire Ins Co	02/15/12	31297	\$108.00	
Nationwide Mutual (for National Casualty)	02/14/12	7010003379	\$1,515.00	
Old Republic General Ins Corp	02/14/12	4397	\$528.00	
Old Republic Ins Co	02/14/12	285846	\$594.00	
OneBeacon Ins Co	02/15/12	270165	\$386.00	
P&C Insurance Co, LLC	02/06/12	3799	\$804.00	
Progressive Casualty Ins Co	02/06/12	601754891	\$65,981.00	\$22,364.00
Progressive Direct Ins Co	02/06/12	601754890	\$51,864.00	
Progressive Hawaii Ins Corp	02/03/12	601754678	\$9,771.00	
Progressive Northern Ins Co	02/01/12	601754102	\$153.00	
Progressive Northwestern Ins Co	02/01/12	601754103	\$1,767.00	
Progressive Specialty Ins Co	02/03/12	601754679	\$6,924.00	
Riverport Ins Co	02/14/12	401136	\$129.00	

**DRVIERS' EDUCATION FUND UNDERWRITERS' FEE
CALENDAR YEAR 2011
RECEIPTS AND DEPOSIT CONTROL**

Company/Group	Date of Check	Check #	Check Amount	DEM
Sentry Insurance	02/10/12	5145347	\$213.00	
Sodexo, Inc & Affiliates	02/28/12	13791836	\$72.00	
Sompo Japan Ins Co of America	02/13/12	98777	\$195.00	
State National Ins Co Inc	02/15/12	4000004512	\$360.00	
State National Ins Co Inc	03/14/12	4000004609	\$51.00	
United States Fire Ins Co	02/08/12	188406	\$35,709.00	
Zurich American Ins Co	02/14/12	3401238214	\$3,366.00	
Deposit				\$40,202.00
State of Hawaii	02/23/12	(JV) JS 3915	\$15,694.00	\$4.00

**DRVIERS' EDUCATION FUND UNDERWRITERS' FEE
CALENDAR YEAR 2011
RECEIPTS AND DEPOSIT CONTROL**

Company/Group	Date of Check	Check #	Check Amount	DEM
Subtotal (2/15/12 - 3/29/12 + SOH JV)				\$48,684.00
State Farm Fire and Casualty Company	04/11/12	5000205136	\$26,284.00	\$1,156.00
State Farm Mutual Automobile Ins Co	04/11/12	1003410525	\$454,364.00	\$5,732.00
ERAC Risk Financial Services Inc (EAN Holdings)	04/05/12	1385	\$58,935.00	
City and County of Honolulu (Board of Water Supply)	04/04/12	30799577	\$1,176.00	
Deposit				\$6,888.00
Subtotal 4/19/12				\$6,888.00

Late receipts from FY11

\$512.00
TOTAL TRANSFERRED \$56,084.00

JV 12-706

STATE OF HAWAII
JOURNAL VOUCHER

Department No: 121110

Comptroller No: JS 5386

Department Date: 05/09/2012

SPECIAL
FUND

Comptroller Date: 051412¹²⁰⁰⁰⁰⁰⁰

SFX	TC	F	YR	APP	D	ALLOT CAT	SOURCE/ OBJECT	COST CENTER	PROJECT		DEPT ACT	G/L ACCT	S/L ACCT	REFERENCE DOC		AMOUNT		M O D	R E V	OPTIONAL DEPARTMENTAL DATA	REMARKS	
									NUMBER	PH				NUMBER	SFX							
01	804	S	12	309	R		9992	3026									1,004,056	00				
02	805	S	12	320	J		1992	0411									947,972	00				
03	805	S	12	329	D		1992	4000									56,084	00				

EXPLANATION:
To transfer funds to following agencies in accordance with Sections 431:10C-115 & 431:10G-107. HRS:
Judiciary, District Court of the First Circuit & Department of Transportation.

cc: Judiciary-District Court
 DOT-Hwys
 DCCA-Fiscal

DEPARTMENTAL CERTIFICATION:
COMMERCE & CONSUMER AFFAIRS key moles
for HEAD OF DEPARTMENT

COMPTROLLER APPROVAL: key moles
for COMPTROLLER

20

FINANCIAL AND BUDGET INFORMATION - DATAMART - STATE OF HAWAII

HOME FAMIS BUDGET REPORTS HELP LOGOUT

FAMIS - Revenue / Expenditure Transaction By Date

Department Division Program ID MOF Appn Type Fund Fiscal Year Appn Acct (F-FY-ACCT) *: Required

Cost Center Project No. Phase Activity Rev/Exp Source * From FM * From FY * To FM * To FY Vendor No.

Account Title Appn Type

PROCESS DATE	CHECK NO	ENC NO	ENC TYPE	VENDOR	INVOICE NO	DEPT NO	COMP NO	F-FY-ACCT	SRCE	CC	PROJ NO	PH	ACT	AMOUNT
		1												TOTAL 56,084.00
05/16/2012								S-12-329	1992	4000				56,084.00
		1												TOTAL 56,084.00

User: Kam Kin Sin Data is Balanced

FAMIS as of: 05/14/2013

BUDGET as of: 10/12/2004

V 3.0.043