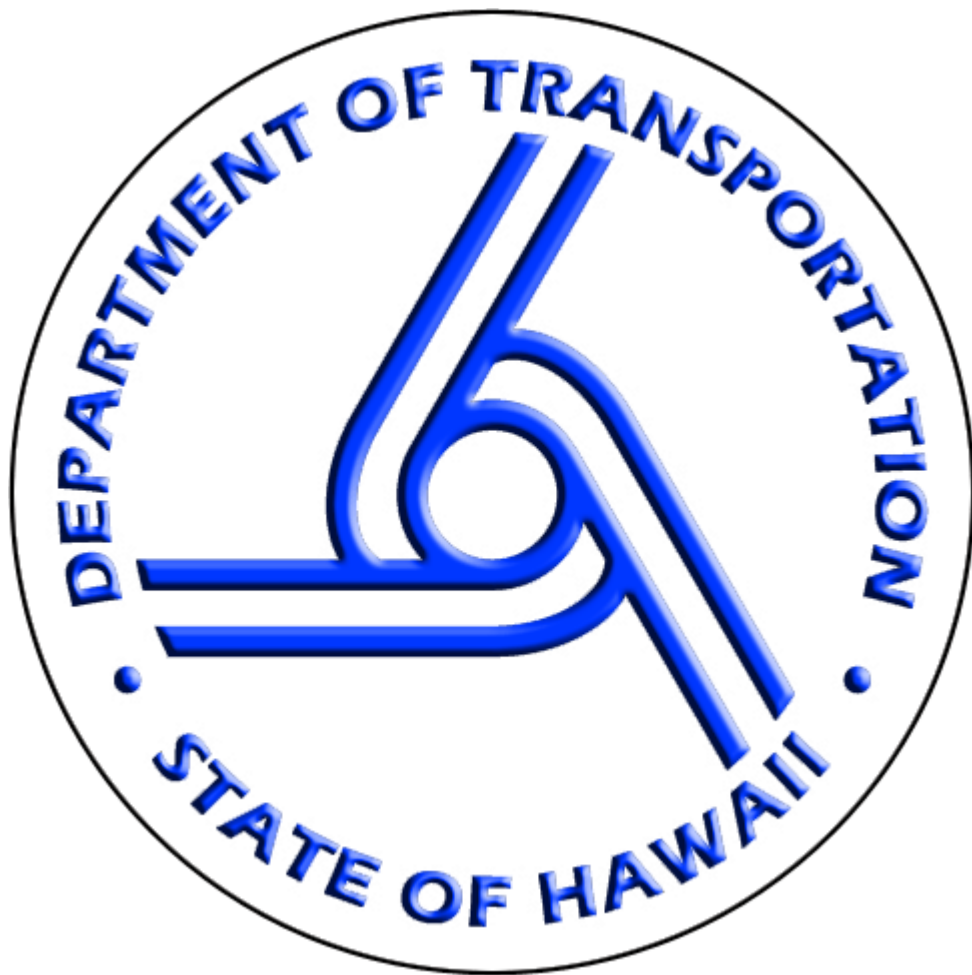


HAWAII 2015 HIGHWAY SAFETY PLAN



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

HAWAII
HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2015
(October 1, 2014 through September 30, 2015)

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
Ford N. Fuchigami, Interim Director/Governor's Highway Safety Representative

HIGHWAY SAFETY SECTION
Lee Nagano, Highway Safety Manager

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OVERVIEW

Aloha!

During federal fiscal year 2014, the Hawaii Department of Transportation's (HDOT) Highway Safety Section and our traffic safety partners have continued to work hard to keep the traffic safety program moving forward.

Impaired driving remains the top priority of our traffic safety program. Hawaii data shows that from 2008-2013, 146 drivers involved in fatal traffic crashes tested positive for drugs.

As with other states, driving while under the influence of drugs is a growing concern in Hawaii, whether it is prescription or illegal substances. We have worked diligently to expand our Drug Recognition Expert (DRE) program which helps identify drivers who are impaired by substances other than alcohol. Currently, we have more than 60 DREs and at least two instructors in each of Hawaii's four counties.

The Highway Safety Section staff also worked 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 strategies and expanding the plan to include a new emphasis area and new area of concern.

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.

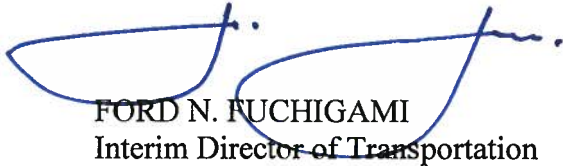
The Highway Safety Section staff also includes:

- Lianne Yamamoto, who coordinates the alcohol and distracted driving programs and processes reimbursement requests, in addition to coordinating media campaigns;
- Karen Kahikina, who coordinates the Drug Recognition Expert/Standardized Field Sobriety Testing programs, speeding, and traffic records programs;
- Christy Cowser, who coordinates the emergency medical services, motorcycle, pedestrian and bicycle safety programs;
- Sheri Sagayaga, who is responsible for our Driver Education/GDL programs as well as assisting with our impaired driving programs;
- Robert Lung, who, 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 continue to reevaluate our processes and projects to maximize outcome and ensure we are moving towards our ultimate goal of zero fatalities.

We remain committed to ensuring that all of 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,

A handwritten signature in blue ink, appearing to read 'Ford N. Fuchigami', is written over the typed name and title.

FORD N. FUCHIGAMI
Interim 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. 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, 2014 and 2015. 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
 - Occupant Protection

- Traffic Records
- Motorcyclist Safety
- Distracted Driving
- Graduated Driver Licensing

Hawaii expects to receive an estimated \$3.5 million (MAP-21) in highway safety grants in Federal Fiscal Year 2015, October 1, 2014 to September 30, 2015. Additionally, Hawaii expects to carry forward approximately \$2 million in SAFETEA-LU funds and \$4 million in MAP-21 FFY 2014 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 outcomes 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 on page 11 and throughout this HSP.

18 YEAR STATISTICS

Hawaii Summary of Traffic Demographics and Fatalities, 1995-2012

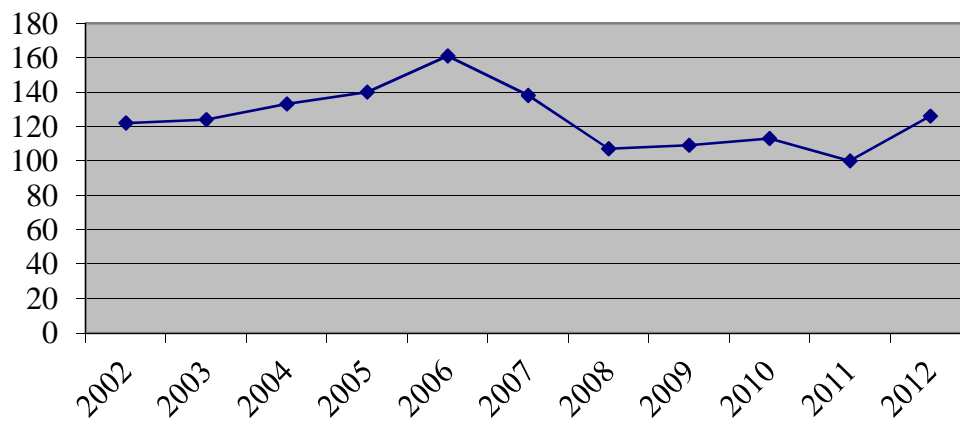
Year	Population	Licensed Drivers	Registered Vehicles	Vehicle Miles Traveled (Million)	Traffic Fatalities	Fatality Rate	Alcohol Involved Fatalities	Alcohol Involved
1995	1,196,854	732,508	901,291	7,944.1	130	1.6	64	49.2%
1996	1,203,755	733,486	907,770	8,005.9	148	1.8	62	41.9%
1997	1,211,640	738,865	906,964	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	8,215.0	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	10,278.0	107	1.0	42	39.0%
2009	1,295,178	905,704	1,149,928	9,973.0	109	1.1	52	48.0%
2010	1,360,301	911,417	1,151,681	9,995.0	113	1.1	43	38.0%
2011	1,374,810	915,033	1,181,148	10,066.0	100	.99	45	45.0%
2012	1,392,313	910,265	1,278,233	10,050.0	126	1.26	51	40.0%

C-1: Traffic Fatalities in Hawaii, 2007-2012

	2007	2008	2009	2010	2011	2012
<u>Actual numbers:</u>						
Traffic Fatalities	138	107	109	113	100	126
<u>Utilizing 5-year moving average:</u>						
Traffic Fatalities	139	143	138	131	126	113

Based on our five-year trendline analysis of Hawaii's motor vehicle fatalities, Hawaii's goal is to decrease traffic fatalities by 10% from the 2007-2012 calendar base year average of 113 to 102 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

Traffic Fatalities in Hawaii, 2007-2012
(5-year moving average)



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

* 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.

Hawaii's goal is to decrease serious traffic injuries by 5% from the 2005-2009 calendar base year average of 373 to 354 by December 31, 2015.

C-3: Fatalities/VMT in Hawaii, 2008-2012

	2008	2009	2010	2011	2012
<u>Fatality Rates:</u>					
Rural	2.32	1.69	1.73	1.75	2.37
Urban	0.63	0.90	0.94	0.76	0.90
Total Fatalities	1.04	1.09	1.13	0.99	1.25
<u>Utilizing 5-year moving average:</u>					
Rural	.56	.41	.42	.39	2.0
Urban	.48	.68	.71	.54	.83
Total Fatalities	1.0	1.1	1.1	.94	1.1

Hawaii's goal is:

- a) Based on our five-year trendline analysis of fatalities/VMT in Hawaii, our goal is to decrease fatalities/VMT from the 2008-2012 calendar base year average of 1.1 to 1.0 by December 31, 2015. Given our relatively low 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 rural fatalities/VMT from the 2008-2012 calendar base year average of 2.0 to 1.9 by December 31, 2015. Given our relatively low 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 urban fatalities/VMT from the 2008-2012 calendar base year average of .83 to 7.5 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

C-4: Unrestrained Passenger Vehicle Occupant Fatalities in Hawaii, 2008-2012 (Utilizing 5-year moving average)

	2008	2009	2010	2011	2012
Number of Unrestrained Passengers Vehicle Occupant Fatalities, All Seat Positions	27	27	25	14	25

Based on our five-year trendline analysis of unrestrained motor vehicle occupants, Hawaii’s goal is to decrease unrestrained passenger vehicle occupant fatalities in all seating positions 10% from the 2008-2012 calendar base year average of 25 to 22 by December 31, 2015. Given our relatively low 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, 2008-2012

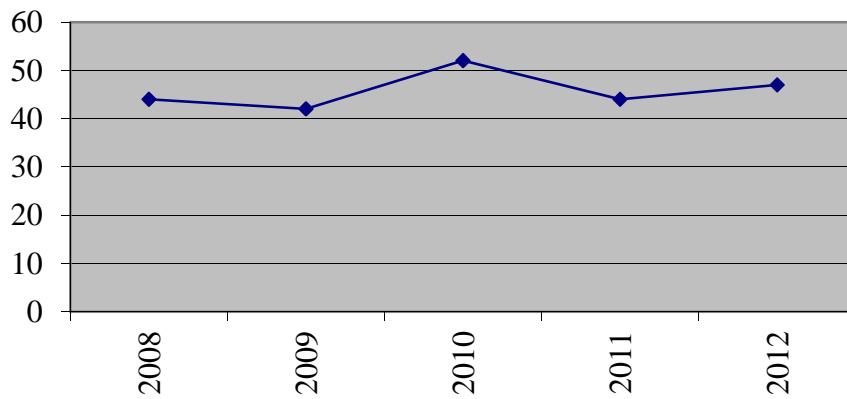
	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Seat Belt Use Rate (Observational Survey)	97.0%	97.9%	97.6%	96.03%	93.4%
<u>Utilizing 5-year moving average:</u>					
Seat Belt Use Rate (Observational Survey)	95.5%	96.16%	96.52%	97.2%	96.39%

Hawaii’s goal is to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .5 percentage point(s) from the 2008-2012 calendar base year average usage rate of 96.39% to 97 % by December 31, 2015. Given our relatively low 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 (Utilizing 5-year moving average)

	2008	2009	2010	2011	2012
	42	52	42	44	47

Fatalities Involving a Driver or MC Operator with BAC of .08 g/dL or higher, 2008-2012 (5-year moving average)



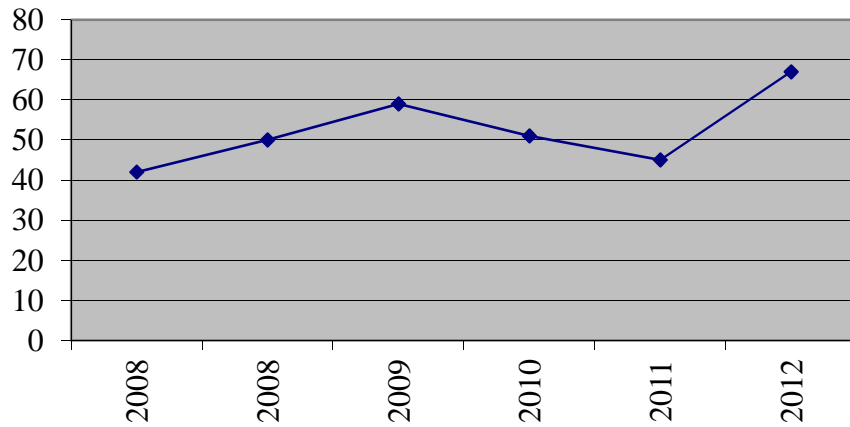
Based on our five-year trendline analysis, Hawaii’s goal is to decrease fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 g/dL or higher 10% from the 2008-2012 calendar base year average of 47 to 42 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

C-6: Number of Speeding-Related Fatalities (Utilizing 5-year moving average)

	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Speed-related fatalities	50	59	51	45	67
Number of Speeding-Related Fatalities (C-6)	70	66	55	61	54

Hawaii's goal is to decrease speeding-related fatalities by 10% from the 2008-2012 calendar base year average of 54 to 49 by December 31, 2015.

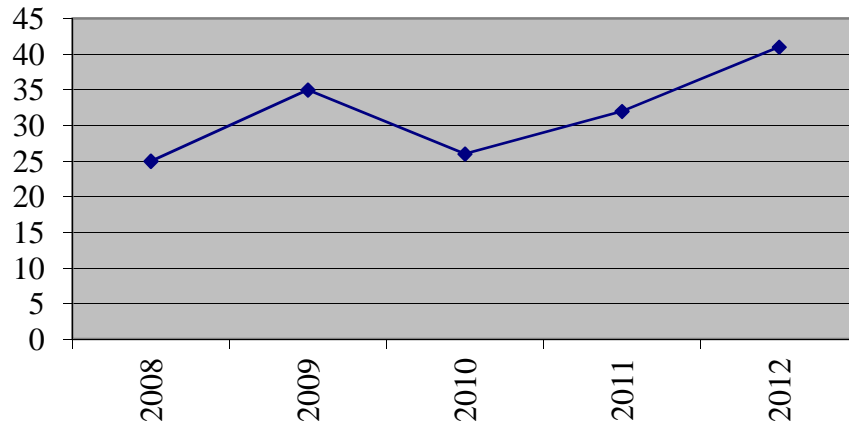
Speeding-Related Fatalities, 2008-2012



**C-7: Motorcyclist Fatalities in Hawaii, 2008-2012
(Utilizing 5-year moving average)**

	2008	2009	2010	2011	2012
Number of Motorcyclist Fatalities	22	30	29	29	32

Motorcycle Fatalities, 2008-2012



Based on our five-year trendline analysis of Hawaii’s motorcycle fatalities, Hawaii’s goal is to decrease motorcyclist fatalities by 10% from the 2008-2012 calendar base year average of 32 to 29 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

**C-8: Unhelmeted Motorcyclist Fatalities in Hawaii, 2008-2012
(Utilizing 5-year moving average)**

	2008	2009	2010	2011	2012
Number of Unhelmeted Motorcyclist Fatalities	19	17	18	21	23

Based on our five-year trendline analysis of Hawaii’s unhelmeted motorcycle fatalities, Hawaii’s goal is to decrease unhelmeted motorcyclist fatalities by 10% from the 2008-2012 calendar base year average of 23 to 21 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

C-9: Drivers Age 20 or Younger Involved in Fatal Crashes, 2008-2012

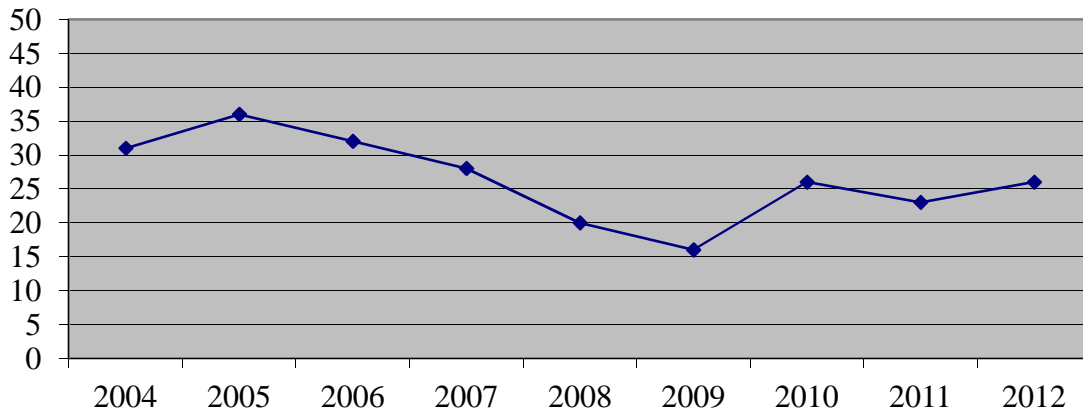
	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Number of Drivers 20 or Younger Involved in Fatal Crashes	18	16	14	12	10
<u>Utilizing 5-year moving average:</u>					
Number of Drivers 20 or Younger Involved in Fatal Crashes	24	23	20	18	14

Based on our five-year trendline analysis, Hawaii’s goal is to decrease the number of drivers age 20 or younger involved in fatal crashes by 10% from the 2008-2012 calendar base year average of 14 to 13 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

C-10: Pedestrian Fatalities in Hawaii, 2008-2012

	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Number of Pedestrian Fatalities	20	16	26	23	26
<u>Utilizing 5-year moving average:</u>					
Number of Pedestrian Fatalities	30	27	25	23	22

Pedestrian Fatalities in Hawaii, 2004-2012
(Actual Numbers)



Based on our five-year trendline analysis of pedestrian fatalities, Hawaii's goal is to reduce pedestrian fatalities by 10% from the 2007-2012 calendar base year average of 22 to 20 by December 31, 2015. Given our relatively low number of fatalities, it is statistically possible for anomalies to occur.

PART 1

EXECUTIVE SUMMARY (PERFORMANCE PLAN)

2015 Performance Goals

The following is a summary of the performance goals the Department has set for the highway safety program for FFY 2015:

Program Group or Area	Performance Measure	Base Level*	Base Date*	Goal	By Year
Total Program					
C-1: Total Fatalities	Fatalities	113	2012	Decrease to 102	2015
C-2: Total Serious Injuries	Serious injuries	373	2010	Decrease to 354	2015
C-3: Total Fatalities/VMT	Fatalities/VMT	1.1	2012	Decrease to 1.0	2015
Rural		2.0		Decrease to 1.9	
Urban		.83		Decrease to .83	
Occupant Protection					
C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions	All occupants	31	2012	Decrease to 28	2015
B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants	Front seat occupants	96.4%	2012	Increase to 97%	2015
Child Safety Seat Usage	Infants	95.2%	2012	Increase to 95%	2015
Child Safety Seat Usage	Toddlers	86.7%	2012	Increase to 91%	2015
All Occupant Fatalities	Unrestrained	25	2012	Increase to 28	2015
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	47	2012	Decrease to 45	2015
Speed Control					
C-6: Number of speeding-related fatalities	Speed-related fatalities	54	2012	Decrease to 49	2015

Motorcyclists					
C-7: Number of motorcyclist fatalities	Motorcyclist fatalities	32	2012	Decrease to 29	2015
C-8: Number of unhelmeted motorcyclist fatalities	Unhelmeted motorcyclists	23	2012	Decrease to 21	2015
Drivers 20 or Younger					
C-9: Number of drivers 20 or younger involved in fatal crashes	Drivers 20 or younger	14	2012	Decrease to 13	2015
Pedestrians					
C-10: Number of pedestrian fatalities	Pedestrians	22	2012	Decrease to 20	2015

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

PROCESS DESCRIPTION

During calendar year 2012, the number of traffic fatalities increased to 126, from 100 in calendar year 2011. Alcohol, speed, motorcyclists and pedestrians continued to be major factors in the high fatality rate.

A brief summary of 2012 fatal data showed:

- Of the 126 traffic fatalities, 26 were pedestrians
- Motorcycle/moped fatalities increased from 32 to 41
- Speed-related fatalities increased from 45 to 51

In federal fiscal year 2015, 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, 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 to selected projects in 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 program

LOWER PRIORITY

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

- ◆ Reduce distracted driving
- ◆ Programs to increase use of child safety seats (including booster)
- ◆ Programs to reduce bicycle crashes
- ◆ Equipment request by Emergency Medical Services

All of the safety projects funded in federal fiscal year 2015 are targeted to these key programs.

Once the priorities were set, the Highway Safety Office issued a Request for Proposals (RFP) in March 2014 inviting interested agencies and traffic safety groups 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 75 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 of the proposals and provided recommendations to the Highway Safety Staff who made the final decision on which should be funded. Proposals which supported strategies in Hawaii's Strategic Highway Safety Plan 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, 2014. A mandatory orientation meeting is scheduled for all new grantees to review the grant process, how to submit requests for reimbursements, project monitoring and reporting requirements.

Federal Fiscal Year 2015 Highway Safety Plan Summary

Project Title	Total	To Local
Program Administration	\$189,000.00	\$0.00
Police Traffic Services	\$363,237.00	\$278,095.00
Impaired Driving	\$3,227,202.68	\$1,883,810.81
Traffic Records	\$2,442,301.00	\$651,630.00
Emergency Medical Services	\$40,000.00	\$35,000.00
Occupant Protection	\$1,466,092.73	\$801,997.04
Speed Control	\$880,259.20	\$530,259.20
Motorcycle Countermeasures	\$248,411.13	\$0.00
Pedestrian/Bicycle Safety	\$266,284.48	\$116,284.48
Distracted Driving	\$782,503.95	\$381,116.72
NHTSA TOTAL	\$9,955,292.17	\$4,678,193.25
Share to Local (percentage)		47%

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 2015.

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 on various traffic safety committees and task forces;
- ◆ Organizing traffic safety groups;
- ◆ Coordinating statewide public information and education programs;
- ◆ 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, 2014.
- ◆ Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- ◆ Conduct an active public awareness and community support program during fiscal year 2015.
- ◆ Support highway safety legislation.
- ◆ Develop the Annual Report for FFY 2015 by December 31, 2015.
- ◆ Utilize all available means for improving and promoting the Hawaii traffic safety program.

MAP-21 Section 402 - Program Administration

1	<p>Project Title: Program Administration Project Number: PA15-00 (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: \$131,000.00 (MAP-21 Section 402 FFY 2013 funds)</p>
2	<p>Project Title: Hawaii Department of Transportation – Fiscal Coordinator Project Number: PA15-00 (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 Offices's daily administrative tasks, process grant agreements and review grant reimbursement requests. Project Cost: \$58,000.00 (MAP-21 Section 402 FFY 2013 funds)</p>
	<p>Program Administration Total: \$189,000.00 (MAP-21 FFY 2013 funds)</p>

MAP-21 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.

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

1	<p>Project Title: Honolulu Police Department Traffic Services Project Number: PT15-01 (01-O-01) Project Goal: To improve the accuracy of timeliness of collecting crash scene data by conducting statewide training for law enforcement officers in highway safety related disciplines by September 30, 2015. Project Description: Funds will be used to host three Institute of Police Technology and Management (IPTM) courses on Oahu. The three courses are “Traffic Crash Reconstruction,” “Basic Pedestrian/Bicyclist Crash Investigation” and “Advanced Pedestrian/Bicyclist Crash Investigation.” 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 (MAP-21 Section 402 FFY 2013 funds)</p>
2	<p>Project Title: Hawaii County Police Department Traffic Services Project Number: PT15-01 (02-H-01) Project Goal: To improve the accuracy and timeliness in collecting crash scene data by training two law enforcement officers in highway safety related disciplines by September 30, 2015. Project Description: The project will enable the Hawaii County Police Department to send Traffic Enforcement Unit officers to participate in three courses on Oahu. Funds will also 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: \$92,000.00 (MAP-21 Section 402 FFY 2013 funds)</p>
3	<p>Project Title: Maui Police Department Traffic Services Project number: PT15-01 (03-M-01) Program Goal: To improve the accuracy and timeliness in collecting crash scene data by training a minimum of two law enforcement officers in highway safety related disciplines by September 30, 2015. Project Description: Funds will be used to train officers in the following classes: “CDR Train-the-Trainer Course,” “CDR Technician & Analyst” course and a Digital Photography for Law Enforcement course. MPD also plans to send five officers to reconstruction courses hosted by the Honolulu Police Department. Funds will also be used to send two officers to the annual ARC-CSI Crash Conference, purchase one laptop to utilize for downloading CDR data at the scene 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: \$52,700.00 (MAP-21 Section 402 FFY 2013 funds)</p>

4	<p>Project Title: Kauai Police Department Traffic Services Project Number: PT15-01 (04-K-01) Program Goal: To improve the accuracy and timeliness in collecting crash scene data by training two law enforcement officers in highway safety related disciplines by September 30, 2015. Project Description: The project will enable the Kauai Police Department to send Traffic officers to participate in the three IPTM courses being offered on Oahu. Funds will also be used to purchase TruView crash investigation software and a drone to take aerial photographs of crash scenes instead of using a helicopter so that KPD crash investigators can quickly process crash scenes. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$73,395.00 (MAP-21 Section 402 FFY 2013 funds)</p>
5	<p>Project Title: Traffic Safety Community/NHTSA Law Enforcement Liaison Project Number: PT15-01 (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. The liaison's main responsibility is to oversee all aspects of Hawaii's Ignition Interlock program. He also assists with the statewide DRE program and Hawaii Traffic Records Core Committee. 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. Grant funds may be used for traffic safety-related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$80,142.00 (MAP-21 Section 402 FFY 2013 funds)</p>
6	<p>Project Title: Program Management Project Number: PT15-01 (06-S-01) PM Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans. Project Cost: \$5,000.00 (MAP-21 Section 402 FFY 2013 funds)</p>
	<p>Police Traffic Services Total: \$363,237.00 (MAP-21 Section 402 FFY 2013 funds)</p>

**Hawaii Police Traffic Services Summary Sheet
MAP-21 FFY 2013 Funds
Federal Fiscal Year 2015**

	POLICE TRAFFIC SERVICES FISCAL SUMMARY	Allocation
PT15-01 (01-O-01)	HPD - Traffic Services	\$60,000.00
PT15-01 (02-H-01)	HCPD - Traffic Services	\$92,000.00
PT15-01 (03-M-01)	MPD - Traffic Services	\$52,700.00
PT15-01 (04-K-01)	KPD - Traffic Services	\$73,395.00
PT15-01 (05-S-01)	Law Enforcement Liaison	\$80,142.00
PT15-01 (06-S-01) PM	Program Management	\$5,000.00
Traffic Services Total:	MAP-21 Section 402 FFY 2013 funds	\$363,237.00

SPEED CONTROL

Excessive speed continues to be a major contributing circumstance in fatal crashes in Hawaii, resulting in 67 fatalities in 2012.

A component of Police Traffic Services, speed enforcement is a top priority of 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, 2008-2012

	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Fatal Crashes Involving Excessive Speed	45	51	48	43	60
Number of Speeding-Related Fatalities	50	59	51	45	67
Speeding Citations*	53,798	66,340	61,836	58,176	69,980
*FFY information provided by local police departments					
<u>Utilizing 5-year moving average:</u>					
Fatal Crashes Involving Excessive Speed	60	58	57	54	49
Number of Speeding-Related Fatalities (C-6)	70	66	55	61	54

Hawaii's goal is to decrease speeding-related fatalities by 10% from the 2008-2012 calendar base year average of 54 to 49 by December 31, 2015.

MAP-21 Section 402 Speed Control Countermeasures

1	<p>Project Title: Honolulu Police Department Speed Enforcement Project Number: SC15-06 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing speed-related crashes and fatalities. The Honolulu Police Department (HPD) will conduct a minimum of 3,000 hours of high visibility speed enforcement. Project Description: The HPD will use funds to pay for 3,000 speed enforcement overtime hours for officers to detect and enforce the traffic violation of speeding. By conducting 3,000 hours of highly visible sustained enforcement, the HPD anticipates issuing 10,500 speed-related and 1,500 other citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$249,181.20 (MAP-21 Section 402 FFY 2013 funds)</p>
2	<p>Project Title: Hawaii County Police Department Speed Enforcement Project Number: SC15-06 (01-H-02) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing speed-related crashes and fatalities. Project Description: The funds will be used to pay for overtime for officers to enforce the speed-related laws. The Hawaii County Police Department (HCPD) will use crash, fatal and injury data to focus their enforcement efforts in those areas that show a speeding problem. HCPD hopes 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 will also target street or outlaw racing that will be conducted by the police district with the most serious problem during the late night, which is peak racing times. They plan on issuing 600 or more speeding citations using grant funding. In addition, HCPD will conduct a speed mobilization campaign island wide to promote enforcement and public awareness. 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: \$76,168 (MAP-21 Section 402 FFY 2014 funds)</p>
3	<p>Project Title: Maui Police Department Speed Enforcement Project Number: SC15-06 (01-M-03) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing speed-related crashes and fatalities. Project Description: The Maui Police Department will use 1,100 overtime hours to enforce the speeding laws. Funds will also be used to purchase three electronic message boards with speed display monitoring and to attend the mandatory grantee meeting in Honolulu. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$120,158.00 (MAP-21 Section 402 FFY 2014 funds)</p>

4	<p>Project Title: Kauai Police Department Speed Enforcement Project Number: SC15-06 (01-K-04) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing speed-related crashes and fatalities. The Kauai Police Department (KPD) will conduct a minimum of 550 hours of high visibility enforcement and issue 1,000 citations. Project Description: The KPD will use 550 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 and 10 LTI laser speed guns. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$84,752.00 (MAP-21 Section 402 FFY 2014 funds)</p>
5	<p>Project Title: Department of Transportation – Speeding Media Campaign Project Number: SC15-06 (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 the 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. 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>
6	<p>Project Title: Program Management Project Number: SC15-06 (03-S-01) PM Project Goal: To oversee and provide guidance to speed-related projects and media campaigns. Project Description: The funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for speed control-related countermeasures. Project Cost: \$50,000.00 (MAP-21 Section 402 FFY 2014 funds)</p>
	<p>Speed Control Total: \$880,259.20 (MAP-21 Section 402 FFY 2013/2014 funds)</p>

**Hawaii Speed Control Summary Sheet
MAP-21 Section 402 FFY 2013/2014 Funds
Federal Fiscal Year 2015**

	SPEED CONTROL FISCAL SUMMARY	Allocation
SC15-06 (01-O-01)	HPD - Speed Enforcement	\$249,181.20
SC15-06 (01-H-02)	HCPD - Speed Enforcement	\$76,168.00
SC15-06 (01-M-03)	MPD - Speed Enforcement	\$120,158.00
SC15-06 (01-K-04)	KPD - Speed Enforcement	\$84,752.00
SC15-06 (02-S-01)	DOT – Speed Media Campaign	\$300,000.00
SC15-06 (03-S-01) PM	Program Management	\$50,000.00
Speed Control Total:	MAP-21 Section 402 FFY 2013/2014 funds	\$880,259.20
	MAP-21 Section 402 FFY 2013 Funds	\$249,181.20
	MAP-21 Section 402 FFY 2014	\$631,078.00

IMPAIRED DRIVING

Impaired driving continues to be a major problem in Hawaii. Of the 126 traffic fatalities in 2012, 51 were alcohol related.

During FFY 2015, 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. Additional sobriety checkpoints will be established during major holiday periods.

During FFY 2015, we will continue to use the “Drive Sober or Get Pulled Over” media slogan in all of our education and media campaigns.

Impaired Driving in Hawaii, 2008-2012

	2008	2009	2010	2011	2012
<u>Actual numbers:</u>					
Fatalities	107	109	113	100	126
Alcohol-Involved Fatalities	42	52	43	45	51
<u>Utilizing 5-year moving average:</u>					
Alcohol-Involved Fatalities	64	64	61	54	47

Hawaii’s goal is to decrease alcohol-impaired driving fatalities by 5% from the 2008-2012 calendar base year average of 47 to 45 by December 31, 2015.

MAP-21 Section 402/405d Impaired Driving Countermeasures

<p>1</p>	<p>Project Title: Honolulu Police Department Impaired Driving Project Number: AL15-02 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. The Honolulu Police Department (HPD) will conduct a minimum of 327 highly visible DUI sobriety checkpoints and 25 DUI saturation patrols during the grant period. Project Description: The HPD will use funds to establish approximately 327 sobriety checkpoints, a minimum of one each week (52 per year) and during designated holidays (Thanksgiving, Memorial Day, and Labor Day, etc.). HPD will also send three officers to the Drug Recognition Expert (DRE) national conference, the Lifesavers Conference. Funds will also be used to send two Advanced Roadside Impaired Driving Enforcement instructors to assist with training on the neighbor islands and to host the quarterly Traffic Commanders meetings. Additionally, funds will be used to purchase 25 DRE medical kits for the DRE officers to conduct evaluations as well as evidentiary breath alcohol testing instruments. 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: \$685,596.00 (MAP-21 Section 405d FFY 2013/2014 funds)</p>
<p>2</p>	<p>Project Title: Hawaii County Police Department Impaired Driving Project Number: AL15-02 (01-H-02) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. Project Description: The Hawaii County Police Department (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 impaired 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 20,000 vehicles or more at the roadblocks utilizing the federal funds. The funds will also be used to send to officers to the Drug Recognition Expert conferences/trainings, the Lifesavers Conference and the quarterly Traffic Commanders meetings. In additional, unds will be used to purchase seven Intoxilyzer 8000 breathalyzer test instruments and two AlcoPro Brand Passive Alcohol Test Flashlights. HCPD will 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: \$211,522.65 (MAP-21 Section 405d FFY 2014 funds)</p>

3	<p>Project Title: Maui Police Department Impaired Driving/Youth Deterrence Project Project Number: AL15-02 (01-M-03) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. Project Description: The Maui Police Department (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; Users Group conference; Alcohol, Drugs and Traffic Safety conference; Lifesavers Conference; and the quarterly Traffic Commanders meetings. They also plan to purchase a light tower for use during sobriety enforcement in rural and/or poorly lit areas and will outfit unmarked DUI enforcement police cars with light bars that will increase officers' safety while on the roads and alert drivers to high visibility enforcement efforts. MPD will 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: \$258,032.16 (MAP-21 Section 405d FFY 2014 funds)</p>
4	<p>Project Title: Kauai Police Department Impaired Driving Project Number: AL15-02 (01-K-04) 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 60 high visibility sobriety checkpoints during the grant period. Project Description: The KPD will use funds to conduct a minimum of 60 sobriety checkpoints and screen approximately 8,140 vehicles throughout the fiscal year in locations that show the greatest possibility of alcohol and drug-related violations. KPD will also participate in national mobilization campaigns as well as special holiday periods locally. KPD will send representatives to the Drug Recognition Expert (DRE) conferences and training, quarterly Traffic Commanders and Impaired Driver Task Force meetings. Funds will also be used to purchase an Intoxilyzer 8000 for the new Hanalei station and a light trailer that will be used in rural checkpoints on the north side of the island. 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: \$155,469.00 (MAP-21 Section 405d FFY 2014 funds)</p>
5	<p>Project Title: Judges Training Project Number: AL15-02 (02-S-01) Project Goal: Conduct statewide judicial training for all district court judges to enable state court judges to better understand 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: \$18,270.00 (MAP-21 Section 405d FFY 2014 funds)</p>

6	<p>Project Title: Prosecutor Training/Traffic Safety Resource Prosecutor Project Number: AL15-02 (03-S-01) Project Goal: To improve the performance of the law enforcement systems in analyzing and enforcing OVUII and other traffic laws by training deputy prosecutors, police and first responders in the technical investigation of crashes, as well as the conceptual, technical, scientific and trial aspects of OVUII and other traffic offenses by training at least 25 Deputy Prosecutors and 20 police officers. 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 a 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. Grant funds may be used for traffic safety related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$105,045.00 (MAP-21 Section 405d FFY 2014 funds)</p>
7	<p>Project Title: Kauai Prosecutors Office Project Number: AL15-02 (04-K-01) Project Goal: The goal is to create a special Prosecuting Attorney position to assist in District Court and handle vehicular crimes on Kauai. Project Description: With the funds the County of Kauai, Office of the Prosecuting Attorney will hire and retain a Special Prosecuting Attorney to help with the backlog of vehicular crime cases. Funds will also be used to send representatives to training, impaired driving meetings and national conferences such as the Lifesavers Conference. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$124,813.00 (MAP-21 Section 405d FFY 2014 funds)</p>
8	<p>Project Title: Maui Prosecutor’s Office – Impaired Driving Prosecution Training Project Number: AL15-02 (05-M-01) Project Goal: To work in collaboration with the Maui Police Department’s goals of increasing the rate of OUI arrest and increasing the Department of the Prosecuting Attorney District Court Division’s rate of conviction of OUI cases. Also, to increase the effectiveness of prosecution with newer strategies. Project Description: Funds will be used to attend the IACP DRE Conference and the Lifesavers Conference to learn the latest strategies in prosecuting OUI cases and network with other prosecutors and judges. Funds will also be used to attend the Statewide Impaired Driving Task Force quarterly meetings in Honolulu. Project Cost: \$20,408.00 (MAP-21 Section 405d FFY 2014 funds)</p>

9	<p>Project Title: Honolulu Police Department – Compliance Checks Project Number: AL15-02 (06-O-01) Project Goal: Increase compliance and safety through deterrence, the Honolulu Police Department’s goal is FFY 2015 is to conduct at least 184 retail store compliance checks. Project Description: The funds will be used to conduct a minimum of 184 retail store compliance checks using underage decoy volunteers attempting to purchase alcohol and to take appropriate enforcement action against persons selling alcohol to minors. Funds will also be used for related meeting costs. Grant funds may be used for traffic safety related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$39,781.56 (MAP-21 Section 405d FFY 2014 funds)</p>
10	<p>Project Title: Hawaii Department of Transportation – Traffic Branch Lifesavers Conference Project Number: AL15-02 (07-S-01) 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 and programs. Grant funds may be used for traffic-safety related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$3,120.00 (MAP-21 Section 405d FFY 2015 funds)</p>
11	<p>Project Title: Hawaii Department of Transportation – Impaired Driving Media Campaign Project Number: AL15-02 (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 “Drive Sober or Get Pulled Over” 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 media training, equipment purchases and media activities. Project Cost: \$600,000.00 (MAP-21 Section 405d FFY 2015 funds)</p>
12	<p>Project Title: Hawaii Department of Transportation – Behavioral Survey Project Number: AL15-02 (09-S-01) Project Goal: Conduct a minimum of two telephone surveys regarding traffic safety to determine the effectiveness of our programs. 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 402 FFY 2013 funds)</p>
13	<p>Project Title: Hawaii Department of Transportation - DRE In-Service Recertification Training Project Number: AL15-02 (10-S-01) Project Goal: Coordinate and implement a minimum of one Drug Recognition Expert (DRE) In-Service Recertification Training in order to retain current DRE’s. Project Description: 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 2015 funds)</p>

14	<p>Project Title: Hawaii Department of Transportation – Impaired Driving Task Force Project Number: AL15-02 (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: The 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 2015 funds)</p>
15	<p>Project Title: Hawaii Department of Transportation – Drug Impaired Media Campaign Project Number: AL15-02 (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 the HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our drugged 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: \$366,148.00 (MAP-21 Section 405d FFY 2015 funds)</p>
16	<p>Project Title: State Judiciary – Honolulu DWI Court Project Number: AL15-02 (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 continue the implementation of phase two of 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 will involve admitting DWI Court participants, who meet DWI Court criteria, into the program. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$354,336.44 (MAP-21 Section 405d FFY 2015 funds)</p>
17	<p>Project Title: Kauai Police Department – Youth Deterrence Project Number: AL15-02 (14-K-01) Project Goal: To increase awareness and compliance of Hawaii’s underage drinking laws in an effort to reduce impaired driving. Project Description: The funds will be used to conduct 17 underage drinking enforcement projects in areas where underage drinkers are known to congregate. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$33,852.00 (MAP-21 Section 405d FFY 2015 funds)</p>
18	<p>Project Title: The Limtiaco Company – Impaired Driving Awareness Program Project Number: AL15-02 (15-S-01) Project Goal: The goal is to reach a minimum of 500,000 media impressions (TV, print and/or radio) and 5,000 drivers through direct community outreach. Project Description: The funds will be used to continue support and expand existing HDOT campaigns and police enforcement activities by using earned media and community outreach to educate the public that impairment is not just alcohol related, but it also includes the use of illegal drugs and prescription medication. Funds will also be used to increase awareness of the Drug Recognition Expert program and to let the public know that police are trained to detect drug impairment. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$70,808.87 (MAP-21 Section 405d FFY 2015 funds)</p>

19	<p>Project Title: Program Management Project Number: AL15-02 (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 2015 funds)</p>
	<p>Impaired Driving Countermeasures Total: \$3,277,202.68</p>

Hawaii Impaired Driving Summary Sheet
MAP-21 Section 402/405d FFY 2013/2014/2015 Funds
Federal Fiscal Year 2015

	IMPAIRED DRIVING COUNTERMEASURES FISCAL SUMMARY	Allocation
AL15-02 (01-O-01)	HPD – Impaired Driving	\$685,596.00
AL15-02 (01-H-02)	HCPD – Impaired Driving	\$211,522.65
AL15-02 (01-M-03)	MPD Impaired Driving /Youth Deterrence	\$258,032.16
AL15-02 (01-K-04)	KPD Impaired Driving	\$155,469.00
AL15-02 (02-S-01)	Judges Training	\$18,270.00
AL15-02 (03-S-01)	Prosecutors Training	\$105,045.00
AL15-02 (04-K-01)	Kauai Prosecutors Office	\$124,813.00
AL15-02 (05-M-01)	Maui Prosecutors Office	\$20,408.00
AL15-02 (06-S-01)	HPD Compliance Checks	\$39,781.56
AL15-02 (07-S-01)	DOT Traffic Branch – Lifesavers Conference	\$3,120.00
AL15-02 (08-S-01)	DOT (Alcohol) Impaired Driving Media Campaign	\$600,000.00
AL15-02 (09-S-01)	DOT Behavioral Survey	\$60,000.00
AL15-02 (10-S-01)	DOT – DRE In-Service Training	\$20,000.00
AL15-02 (11-S-01)	DOT Impaired Driving Task Force	\$50,000.00
AL15-02 (12-S-01)	DOT – (Drug) Impaired Driving Media Campaign	\$366,148.00
AL15-02 (13-O-01)	State Judiciary – DWI Court Honolulu	\$354,336.44
AL15-02 (14-K-01)	KPD – Youth Deterrence	\$33,852.00
AL15-02 (15-S-01)	The Limtiaco Company – Impaired Driving Awareness	\$70,808.87
AL15-02 (16-S-01) PM	Program Management	\$100,000.00
Impaired Driving Total		\$3,277,202.68
	MAP-21 Section 402 FFY 2013 Funds	\$60,000.00
	MAP-21 Section 405d FFY 2013/2104/2015 Funds	\$3,217,202.68

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 (HDOT) 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 Traffic Records Coordinating Committee's (TRCC) 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 HDOT 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: TR15-03 (01-S-01) Project Goal: The goal of the committee is to meet monthly in order to discuss and implement Hawaii's Traffic Safety Information Systems Strategic Plan. 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 MVAR form; develop an electronic citations process; and enable electronic transfer of traffic data amongst state and county agencies. The TRCC will also implement action plans based on the major recommendations of the most recent Traffic Records Assessment and recommended strategies from the 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 2010 funds)</p>
2	<p>Project Title: Hawaii Department of Transportation - Traffic Records Project Project Number: TR15-03 (02-S-01) Project Goal: To build the capacity to store all of Hawaii's traffic crash and citation data to improve connectivity between the Hawaii Department of Transportation and all stakeholders. Project Description: The funds will be used by the DOT's Highway Traffic Branch to send three representatives to the 41st International Forum on Traffic Records. This branch is responsible for the Highway Safety Improvement Program (HSIP) and maintains the state's crash reporting database (TARS). Major traffic accident data is collected and analyzed to recommend safety improvement projects in the State of Hawaii. This branch is also leading our efforts in collecting crash data electronically. To support their efforts, their branch will purchase a new server to house the State's crash reports. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$950,000.00 (SAFETEA-LU Section 408 FFY 2010/2011/2012 funds)</p>

3	<p>Project Title: Honolulu Police Department Traffic Records Grant Project Number: TR15-03 (03-O-01) Project Goal: To improve the timeliness, completeness, consistency and accuracy of the Motor Vehicle Accident Report (MVAR) and to integrate the HPD Records Management System with the Hawaii Department of Transportation systems and send 500 or more Major Traffic Collision reports from the current amount of zero. Project Description: The funds will be used to purchase computer equipment, software programs, two sequel database licenses, and a computer server capable of producing and storing electronic traffic crash reports, diagramming and electronic traffic citations. HPD will continue with its electronic citation project, completing the testing phase and eventual live implementation of the system. With HPD's current revamping of its RMS, the vendor is developing an electronic MVAR and will work with Hawaii Information Consortium (HIC) and DOT on an electronic crash data transfer system. In addition, HPD will participate in the monthly HTRCC meetings and send three supervisors to the International Forum on Traffic Records. Funds will also be used to purchase a MVAR server and related licenses and software. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$322,460.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>
4	<p>Project Title: Hawaii County Police Department Traffic Records Grant Project Number: TR15-03 (04-H-01) Project Goal: The Hawaii County Police Department (HCPD) will transfer all Motor Vehicle Accident Reports (MVAR) to the Hawaii Information Consortium (HIC) within three months of the report being completed. HCPD will transfer all traffic citations to the District Court within six days of issuance. Project Description: The funds will be used to travel to Oahu to participate in the monthly Hawaii Traffic Records Coordinating Committee (HTRCC) meetings and any special subcommittee meetings; and send two representatives to attend the 2014 International Forum on Traffic Records. HCPD will also work with the HTRCC on researching and implementing an electronic citation system. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$124,510.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>
5	<p>Project Title: Maui Police Department Traffic Records Grant Project Number: TR15-03 (05-M-01) Project Goal: Electronic transmission of crash data reports to state agencies and initiate electronic issuance of traffic citations and data to state agencies by September 30, 2015. Project Description: The funds will be used to develop and implement an electronic crash data transfer system from MPD to HIC/DOT; travel to Oahu to participate in the monthly TRCC meetings and any special subcommittee meetings; and send two representatives to attend the 2014 International Forum on Traffic Records. MPD will also apply funds towards an electronic citation system, with the purchase of electronic citation equipment and peripherals, three computer monitors and related software. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$81,000.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>

6	<p>Project Title: Kauai Police Department Traffic Records Grant Project Number: TR15-03 (06-K-01) Project Goal: Increase the number of crash data reports submitted electronically from KPD to HDOT from the baseline data of 0 percent of departmental crash reports to 25 percent of departmental crash report by September 30, 2015. Project Description: The funds will be used to develop an electronic crash data transfer system from KPD to HIC/DOT; travel to Oahu to participate in the monthly HTRCC meetings and any special subcommittee meetings; send one representative to the 2014 International Forum on Traffic Records; and purchase equipment to implement an electronic citation system. In addition, KPD will purchase two targets to be used with the Leica Scanstation to assist with traffic crash investigations, which will decrease the time it takes to collect crash data at the scene and improve upon completeness in crash data. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$113,660.00 (SAFETEA-LU Section 408 FFY 2012 funds)</p>
7	<p>Project Title: Department of Motor Vehicles – Bar Coding Project Project Number: TR15-03 (07-S-01) Project Goal: To improve upon integration of the county police department’s traffic records systems with the Department of Motor Vehicles’ (DMV) records systems 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 (SAFETEA-LU Section 408 FFY 2013funds)</p>
	<p>Traffic Records Total: \$1,703,630.00 (SAFETEA-LU Section 408 2010/11/12 funds)</p>

**Hawaii Traffic Records Summary Sheet
SAFETEA-LU FFY 2010/2011/2012 Funds
Federal Fiscal Year 2015**

	TRAFFIC RECORDS FISCAL SUMMARY	Allocation
TR15-03 (01-S-01)	DOT - Traffic Records Committee	\$60,000.00
TR15-03 (02-S-01)	DOT - Traffic Records Forum	\$950,000.00
TR15-03 (03-O-01)	HPD - Traffic Records Grant	\$322,460.00
TR15-03 (04-H-01)	HCPD - Traffic Records Grant	\$124,510.00
TR15-03 (05-M-01)	MPD - Traffic Records Grant	\$81,000.00
TR15-03 (06-K-01)	KPD - Traffic Records Grant	\$113,660.00
TR15-03 (07-S-01)	DMV – Barcoding	\$52,000.00
Traffic Records Total:		\$1,703,630.00

MAP-21 Section 405c FFY 2013/2014/2015 -Traffic Records

8	<p>Project Title: Judiciary Citation Software Project Number: TR15-03 (08-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 department electronic citation information system and the Judiciary Information Management System (JIMS). This will allow the Judiciary to have a platform to store incoming data from the police and enter it into their own system and to allow citations to come to the Judiciary electronically. This will save Judiciary many man hours of inputting data into the JIMS system as they do now. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$500,000.00 (MAP-21 Section 405c FFY 2013/14 funds)</p>
9	<p>Project Title: Emergency Medical Services HEMSIS/NEMSIS Project Number: TR15-03 (09-S-01) Project Goal: To train providers through HEMSIS User Conference, and information distribution program, to enable them to become familiar with NEMSIS 3.0, and input data correctly. Also, match about 10,000 EMS records with HHIC and HDOT. Project Description: The funds will be used to improve upon NEMSIS compliance, completeness, accuracy and timeliness in the Hawaii Emergency Medical Services Information System (HEMSIS), as well as host the HEMSIS User Conference, which provides HEMSIS software training and updates to first responders. Funds will also be used to establish a Computer Aided Dispatch (CAD) interface project on Maui; conduct semi-monthly HEMSIS Data and Injury Records Committee meetings via teleconference; purchase a laptop computer that will be used in sharing large data sets with traffic safety partners and for data presentations; and send one representative to the 2014 International Forum on Traffic Records. Additionally, funds will be used to continue the data linkage project, which will link 2010 and 2011 traffic-related injury data from MVARs, Hawaii Health Information Corporation's (HHIC) in-patient records and EMS reports. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$109,476.00 (MAP-21 Section 405c FFY 2014 funds)</p>
10	<p>Project Title: Maui Prosecutor's Office – Traffic Records Program Project Number: TR15-03 (10-M-01) Project Goal: To assist the Maui Police Department to initiate the electronic issuance of traffic citations and data to state agencies and assist in the smooth transition for electronic citations for the County of Maui and judicial system. Project Description: The funding will be used to participate in the Hawaii Traffic Records Coordinating Committee meetings and to attend the 2014 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: \$10,000.00 (MAP-21 405c FFY 2015 funds)</p>

11	<p>Project Title: Hawaii Department of Transportation - Traffic Records Program Project Number: TR15-03 (11-S-01) Project Goal: The goal is to reduce the number and severity of traffic accidents by collection major traffic accident data and analyzing the data to recommend improvement project in the State of Hawaii. Project Description: Grant funds will be used to send three representatives to the 2014 International Forum on Traffic Records to research technology available from other states that have enhanced their traffic records system and to meet with representatives from other states that experience the problems/roadblocks that the Hawaii Department of Transportation (HDOT) encounters. HDOT will also work with the Hawaii Information Consortium on developing a data transfer system from the police departments to the HDOT. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$29,195.00 (MAP-21 405c FFY 2015 funds)</p>
12	<p>Project Title: Hawaii FARS Analyst Project Number: TR15-03 (12-S-01) Project Goal: Sustain the Hawaii FARS program and send Hawaii's new FARS Analyst to training. Project Description: The funding for Hawaii's Fatality Analysis Reporting System's Analyst was recently reduced. This is to supplement and aid in the collection of FARS data for the FARS program as agreed upon with NHTSA as of 2011. This will make up any potential shortfall in funds and to be used to send the recently hired FARS Analyst to New Analyst Training. This project is necessary, allowable and reasonable. Project Cost: \$30,000.00 (MAP-21 405c FFY 2015 funds)</p>
13	<p>Project Title: Program Management Project Number: TR15-03 (13-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 405c FFY 2015 funds)</p>
	<p>Traffic Records Total: \$738,671.00 (MAP-21 405c FFY 2014/2015 funds)</p>

**Hawaii Traffic Records Summary Sheet
MAP-21 FFY 2013/2014/2015 Funds
Federal Fiscal Year 2015**

	TRAFFIC RECORDS FISCAL SUMMARY	Allocation
TR15-03 (08-S-01)	Judiciary - Citation Software	\$500,000.00
TR15-03 (09-S-01)	DOH/EMS – HEMSIS/NEMSIS	\$109,476.00
TR15-03 (10-M-01)	Maui Prosecutor's Office – Traffic Records	\$10,000.00
TR15-03 (11-H-01)	HDOT – Traffic Records Program	\$29,195.00
TR15-03 (12-H-01)	HDOT – FARS Analyst	\$30,000.00
TR15-03 (13-S-01) PM	Program Management	\$60,000.00
Traffic Records Total:	MAP-21 Section 405c FFY 2013/2014/2015 Funds	\$738,671.00

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, 2007-2011

	2007	2008	2009	2010	2011
<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

MAP-21 Section 402 - Emergency Medical Services Countermeasures

1	<p>Project Title: Honolulu Fire Department – Hydraulic Extrication Kits Project Number: EM15-04 (01-O-01) Project Goal: To purchase equipment that will aid in reducing the amount of time it takes to safely extricate motor vehicle crash victims while improving safety of their personnel. Project Description: The project will use grant funds to purchase 405 pairs of extrication gloves for fire department personnel who are trained to use extrication equipment such as hydraulic jacks. The special gloves will be worn to prevent injury when extricating motor vehicle crash victims. Funds will also be used to purchase 35 hydraulic jacks to stabilize motor vehicles in order to quickly and safely extricate crash victims. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$35,000.00 (MAP-21 Section 402 FFY 2013 funds)</p>
2	<p>Project Title: Program Management Project Number: EM15-04 (02-S-01) PM Project Goal: Monitor all emergency medical 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 (MAP-21 Section 402 FFY 2013 funds)</p>
Emergency Medical Services Total: \$40,000.00	

**Hawaii Emergency Medical Services Summary Sheet
MAP-21 Section 402 FFY 2013 Funds
Federal Fiscal Year 2015**

	EMS COUNTERMEASURES FISCAL SUMMARY	Allocation
EM15-04 (01-O-01)	HFD – Hydraulic Extrication Kits	\$35,000.00
EM15-04 (02-S-01) PM	Program Management	\$5,000.00
EMS Total	MAP-21 Section 402 FFY 2013 funds	\$40,000.00

Occupant Protection

As of June 2013, 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, 2008-2012

(Actual numbers)

	2008	2009	2010	2011	2012
Child Safety Seat Usage (Observational Survey)					
Infants	96.77	93.62	93.78	96.88	95.0
Toddlers	78.47	86.96	90.06	89.44	88.5
Citations Issued for Failure to Use Occupant Protection					
Driver	16,443	12,678	11,883	13,154	14,467
Child	1,307	1,585	1,695	2,116	1,855

C-4: Unrestrained Passenger Vehicle Occupant Fatalities in Hawaii, 2008-2012 (Utilizing 5-year moving average)

	2008	2009	2010	2011	2012
Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	27	27	25	14	25

Hawaii's goal is to decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the 2008-2012 calendar base year average of 25 to 22 by December 31, 2015.

B-1: Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants in Hawaii, 2008-2012

	2007	2008	2009	2010	2011	2012
<u>Actual numbers:</u>						
Seat Belt Use Rate (Observational Survey)	97.6	97.0	97.9	97.6%	96.03%	93.4%
<u>Utilizing 5-year moving average:</u>						
Seat Belt Use Rate (Observational Survey)	94.5	95.5	96.16	96.52%	97.2%	96.4%

Hawaii's goal is to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .5 percentage point(s) from the 2008-2012 calendar base year average usage rate of 96.4% to 97% by December 31, 2015.

MAP-21 Section 402/405b – Occupant Protection Countermeasures

1	<p>Project Title: Honolulu Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP15-05 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. Project Description: The Honolulu Police Department (HPD) will use funds to pay for 2,600 overtime hours for off-duty officers to enforce occupant protection violations. Approximately 300 overtime hours will be used for off-duty officers to conduct child restraint inspections. Police estimate that they will issue 5,200 seat belt/child restraint citations and 1,300 other citations as a result of their overtime enforcement. Grant funds will also be used towards the recertification of 10 HPD child seat technicians; training 14 new 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 inspection sites. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$221,547.04 (MAP-21 Section 405b FFY 2014 funds)</p>
2	<p>Project Title: Hawaii County Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP15-05 (01-H-02) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. Project Description: The Hawaii County Police Department (HCPD) will use funds to pay for overtime for officers to enforce the mandatory seat belt law. HCPD will participate in the National Click It or Ticket campaign and other mobilization efforts by NHTSA. HCPD will also enforce the mandatory Child Restraint law. HCPD will conduct at least 100 seat belt checkpoints, issue 950 or more seat belt citations and child restraint citations, issue 500 or more citations for other traffic violations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$78,480.00 (MAP-21 Section 405b FFY 2015 funds)</p>
3	<p>Project Title: Maui Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP15-05 (01-M-03) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. Project Description: The Maui Police Department (MPD) will use funds to continue their aggressive seat belt enforcement program throughout FFY 2015, including participation in the National Click It or Ticket campaign and other mobilization efforts by NHTSA. The Department will use 1,250 overtime hours to enforce seat belt and child restraint laws. They estimate that their enforcement efforts will result in 2,500 occupant protection violation citations during the grant period. Funds will also be used to purchase 10 Advance Light Transmittance Meters to enforce violators who have dark tint that make it difficult to observe for seat belt compliance. 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: \$120,225.00 (MAP-21 Section 405b FFY 2015 funds)</p>

4	<p>Project Title: Kauai Police Department Seat Belt/Child Restraint Enforcement Program Project Number: OP15-05 (01-K-04) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in increasing seat belt/child restraint use and reducing crashes and fatalities. Project Description: The Kauai Police Department (KPD) will use funds to implement an aggressive seat belt enforcement program and participate in the National Click It or Ticket campaign in FFY 2015. They will utilize 695 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, KPD will hire a contractor to oversee the child passenger safety program for Kauai County. Funds will also be used to send approximately 10 cps technicians to Honolulu for the statewide Instructor/Technician training and three representatives to the annual Lifesavers Conference in Chicago. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$113,980.00 (MAP-21 Section 405b FFY 2015 funds)</p>
5	<p>Project Title: Hawaii County Police Department – Click It or Ticket Campaign Project Number: OP15-05 (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. Project Description: The Hawaii County Police Department will use funds to conduct a minimum of 10 “Click It or Ticket” 3-on-3 basketball and volleyball tournaments, for youth ages 6 through 18. Each event will run 2-3 days. The project plans on participation of 2,300 youths and attendance of an additional 4,000 people at the events. The project hopes to obtain at least 1,600 pledges from youth and adults to wear their seat belts and ensure that all occupants of vehicles operated by them are using their restraints. The project will involve the community and student volunteers to assist in operating the tournaments and coordinate 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 purchase promotional items such as medals, t-shirts and sports equipment for the tournaments. 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 2015 funds)</p>
6	<p>Project Title: Maui Child Restraint Program Project Number: OP15-05 (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; 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. The project will also send one individual to attend the Lifesavers or Kids in Motion conference and to attend monthly child passenger safety meetings in Honolulu. Grant funds may be used for related training and equipment/supply purchases if approved by the Highway Safety Office. Project Cost: \$72,600.00 (MAP-21 Section 402 FFY 2015 funds)</p>

7	<p>Project Title: Oahu Child Restraint Program Project Number: OP15-05 (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 towards 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 fitting stations and at community car seat checks. Funds will also be used to maintain the statewide child passenger safety website and purchase supplies for the inspection stations and community car seat checks. Additionally, funds will be used to pay for a coordinator to oversee the inspection stations, community car seat checks and technician training. KIPC will also use grant funds to pay for a program coordinator. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$115,400.00 (MAP-21 Section 402 FFY 2014 funds)</p>
8	<p>Project Title: University of Hawaii Observational Survey Project Number: OP15-05 (05-S-01) Project Goal: To conduct a minimum of five observational surveys by September 30, 2015. 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: OP15-05 (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 are also planning to conduct four standardized CPS Technician Courses, two Recertification classes and two technician updates. Additionally, funds will be used to send technicians to the statewide Instructor/Technician update in Honolulu. Funds will also be used to send one representative to the Lifesavers conference or Kids In Motion conference and for car seat supplies. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$49,205.00 (MAP-21 Section 405b FFY 2015 funds)</p>

10	<p>Project Title: Limtiaco Company – Occupant Protection Education/Media Program Project Number: OP15-05 (07-S-01) Project Goal: The goal of the program is to increase awareness of Hawaii’s seat belt and child restraint laws in order to reduce motor vehicle fatalities and injuries due to failure to wear seat belts and use child restraints. Project Description: Funds will be used to conduct educational presentations and coordinate earned media events in order to promote Hawaii’s seat belt and child restraint laws. Funds will also be used to create a new public service announcement for television and to send one representative to the Lifesavers conference in Chicago. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$114,095.69 (MAP-21 Section 402 FFY 2015 funds)</p>
11	<p>Project Title: Hawaii Fire Department – Child Restraint Inspection Station Project Number: OP15-05 (08-H-01) Project Goal: The objective of Hawaii Fire Department’s (HFD) Child Passenger Safety Clinics is to increase awareness, education and the proper usage of child restraints throughout Hawaii County. Project Description: By educating and ensuring the proper utilization of child safety seats, it is the goal of the HFD to reduce injuries and save lives. The HFD will use grant funds for overtime to conduct a minimum of eight clinics, to send two staff members to the Lifesavers conference and to purchase promotional items. In return, they absorb the rest of the personnel costs and conduct a media campaign to promote the program. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$12,560.00 (MAP-21 Section 402 FFY 2015 funds)</p>
12	<p>Project Title: DOT Click It or Ticket Media Campaign Project Number: OP15-05 (09-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 the HDOT. We will continue to air our “Click It or Ticket” television, movie theatre and radio campaigns 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 2015 funds)</p>
13	<p>Project Title: HDOT Child Passenger Safety Media Campaign Project Number: OP15-05 (10-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 2015 funds)</p>
14	<p>Project Title: Program Management Project Number: OP15-05 (11-S-01) PM Project Goal: Monitor all occupant protection 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 2015 funds)</p>
	<p>Occupant Protection Total: \$1,466,092.73</p>

**Hawaii Occupant Protection Summary Sheet
MAP-21 402/405b Funds
Federal Fiscal Year 2015**

	OCCUPANT PROTECTION FISCAL SUMMARY	Allocation
OP15-05 (01-O-01)	HPD - Seat Belt Enforcement	\$221,547.04
OP15-05 (01-H-02)	HCPD - Seat Belt Enforcement	\$78,480.00
OP15-05 (01-M-03)	MPD - Seat Belt Enforcement	\$120,225.00
OP15-05 (01-K-04)	KPD - Seat Belt Enforcement	\$113,980.00
OP15-05 (02-H-01)	HCPD - Click It or Ticket	\$18,000.00
OP15-05 (03-M-01)	Maui Child Restraint Program	\$72,600.00
OP15-05 (04-O-01)	Oahu Child Restraint Program	\$115,400.00
OP15-05 (05-S-01)	University of Hawaii Observational Survey	\$100,000.00
OP15-05 (06-H-01)	Hawaii County Child Restraint Program	\$49,205.00
OP15-05 (07-S-01)	Limiaco Co. – Occupant Protection Media/Education	\$114,095.69
OP15-05 (08-H-01)	HFD – Child Restraint Program	\$12,560.00
OP15-05 (09-S-01)	HDOT - Click It or Ticket Media Campaign	\$300,000.00
OP15-05 (10-S-01)	HDOT - Child Passenger Safety Media Campaign	\$100,000.00
OP15-05 (11-S-01) PM	Program Management	\$50,000.00
OP Total:		\$1,466,092.73
	MAP-21 402 FFY 2014 Total:	\$215,400.00
	MAP-21 402 FFY 2015 Total:	\$667,255.69
	MAP-21 405b FFY 2014 Total:	\$221,547.04
	MAP-21 405b FFY 2015 Total:	\$361,890.00

MOTORCYCLE SAFETY

During 2012, 42 motorcycle and moped riders were killed in traffic crashes.

Motorcycles on Hawaii's Roadways, 2007-2012

	2007	2008	2009	2010	2011	2012
<u>Actual numbers:</u>						
Number of Motorcyclist Fatalities	29	25	35	26	32	41
Number of Unhelmeted Motorcyclist Fatalities	21	18	17	13	25	29
Motorcycle Registrations	26,978	28,447	28,879	29,436	33,022	38,223
Helmet Use Observation Study						
Rider Helmeted	49.13%	52.76%	67.62%	58.10%	47.66%	54.17%
Passenger Helmeted	66.67%	53.80%	45.45%	57.89%	45%	42.86%

MAP-21 Section 402/405f - Motorcycle Countermeasures

1	<p>Project Title: Leeward Community College – Motorcycle Safety Education Program Project Number: MC15-07 (01-S-01) Program Goal: To reduce motorcycle fatalities and injuries by providing motorcycle safety courses statewide. Project Description: The Leeward Community college will use grant funds to lead a cooperative effort by multiple agencies to advance the availability of motorcycle safety courses to residents of each county in Hawaii and to make advance rider training available to current riders that is affordable, informative and supports the goal of lifelong learning. Funds will also be used to host a Trike and Sidecar Instructor Certification course and to purchase a trike and sidecar motorcycle that will be used for training purposes. The number of trikes continues to increase in Hawaii. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$48,411.13 (MAP-21 Section 405f FFY 2015/MAP-21 Section 402 FFY 2014 funds)</p>
2	<p>Project Title: Hawaii Department of Transportation Motorcycle Media/Education Campaign Project Number: MC15-07 (02-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 HDOT. 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 402 FFY 2014 funds)</p>

3	<p>Project Title: Program Management Project Number: MC15-07 (03-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 402 FFY 2014 funds)</p>
	<p>Motorcycle Safety Total: \$248,411.13</p>

Hawaii Motorcycle Summary Sheet
MAP-21 Section 405f FFY 2014/MAP-21 Section 402 FFY 2014 Funds
Federal Fiscal Year 2014

	MOTORCYCLE SAFETY FISCAL SUMMARY	Allocation
MC15-07 (01-S-01)	LCC - Motorcycle Safety Education	\$48,411.13
MC15-07 (02-S-01)	DOT - Motorcycle Safety Media/Education	\$170,000.00
MC15-07 (03-S-01) PM	Program Management	\$30,000.00
Motorcycle Total:		\$248,411.13
	MAP-21 405f FFY 2015 Funds	\$34,819.60
	MAP-21 402 FFY 2015 Funds	\$213,591.53

PEDESTRIAN AND BICYCLE SAFETY

During 2012, there were 26 pedestrian fatalities in Hawaii, a slight increase from 23 in 2011.

The state will continue to concentrate its efforts in the area of pedestrian safety in 2015 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	1
5-9	0
10-15	0
16-20	2
21-24	1
25-34	6
35-44	2
45-54	1
55-64	6
65-74	4
75-over	3
Total	26

Bicycles on Hawaii's Roadways, 2007-2012

	2007	2008	2009	2010	2011	2012
<u>Actual numbers:</u>						
Number of Bicyclist Fatalities	4	2	3	3	2	2
Bicycle Helmet Use Rate	28.6%	60.6%	55.68%	37.21%	33.02%	37.92%
Moped Helmet Use Rate	20.4%	25.5%	36.89%	23.91%	20.28%	25.37%
<u>Utilizing 5-year moving average:</u>						
Number of Bicyclist Fatalities	5	4	3	3	3	2

MAP-21 Section 402 - Pedestrian/Bicycle Safety Countermeasures

1	<p>Project Title: Honolulu Police Department Pedestrian Enforcement Program Project Number: PS15-09 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be an effective countermeasure in reducing pedestrian-related fatalities and injuries. 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 1,200 overtime hours in enforcement and project that they will issue 2,400 pedestrian type citations and 600 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: \$99,672.48 (MAP-21 Section 402 FFY 2015 funds)</p>
2	<p>Project Title: Honolulu Police Department Bicycle Enforcement Program Project Number: PS15-09 (02-O-01) Project Goal: Conduct highly visible and sustained enforcement as an effective countermeasure in reducing bicycle-related fatalities and injuries. HPD will conduct a minimum of 200 hours of high visibility bicycle enforcement. Project Description: Funds will be used to establish an enforcement program that will consist of bicycle enforcement activities on state and county roadways where fatalities or serious injury collisions have occurred. HPD will expend 200 overtime hours in enforcement and project that they will issue 200 bicycle-related citations to bicyclists and motorists in violation of bicycle safety laws. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$16,612.00 (MAP-21 Section 402 FFY 2015 funds)</p>
3	<p>Project Title: Hawaii Department of Transportation – Pedestrian Safety Media Campaign Project Number: PS15-09 (03-S-01) PM 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 HDOT. 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: \$100,000.00 (MAP-21 Section 402 FFY 2015 funds)</p>
4	<p>Project Title: Program Management Project Number: PS15-09 (04-S-01) PM Project Goal: Monitor all pedestrian/bicycle 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 (MAP-21 Section 402 FFY 2015 funds)</p>
	<p>Pedestrian/Bicycle Total: \$266,284.48 (MAP-21 Section 402 FFY 2015 funds)</p>

**Hawaii Project Summary Sheet
MAP-21 Section 402 FFY 2015 Funds
Federal Fiscal Year 2015**

	PEDESTRIAN/ BICYCLE SAFETY FISCAL SUMMARY	Allocation
PS15-09 (01-O-01)	HPD - Pedestrian Enforcement Program	\$99,672.48
PS15-09 (02-O-01)	HPD - Bicycle Enforcement Program	\$16,612.00
PS15-09 (03-S-01)	DOT - Pedestrian Media Campaign	\$100,000.00
PS15-09 (04-S-01) PM	Program Management	\$50,000.00
Ped/Bike Total:	MAP-21 Section 402 FFY 2015 funds	\$266,284.48

MAP-21 Section 402 Distracted Driving

Hawaii now has a state law that bans 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 2015 through coordinated education, awareness and enforcement activities.

Distracted Driving Countermeasures

1	<p>Project Title: Honolulu Police Department – Distracted Driving Enforcement Project Number: DD15-10 (01-O-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing crashes and fatalities. Project Description: Grant funds will be used to conduct 2,500 hours of overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 5,000 citations for cell phone use and 1,250 other citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$207,651.00 (MAP-21 Section 402 FFY 2015 funds)</p>
2	<p>Project Title: Hawaii County Police Department – Distracted Driving Enforcement Project Number: DD15-10 (02-H-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing crashes and fatalities. Project Description: Grant funds will be used to conduct 150 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 400 other citations. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$57,430.00 (MAP-21 Section 402 FFY 2015 funds)</p>
3	<p>Project Title: Maui Police Department – Distracted Driving Enforcement Project Number: DD15-10 (03-M-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing crashes and fatalities. Project Description: Grant funds will be used to conduct 500 hours of overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 1,000 citations for electronic mobile device use while driving and 50 other citations. MPD officers will also conduct 24 hours of overtime conducting 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: \$49,140.72 (MAP-21 Section 402 FFY 2015 funds)</p>

4	<p>Project Title: Kauai Police Department – Distracted Driving Enforcement Project Number: DD15-10 (04-K-01) Project Goal: Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing crashes and fatalities. Project Description: Grant funds will be used to conduct 700 hours of overtime enforcement of Hawaii’s electronic mobile device law. Using grant funds, the police department estimates that they will issue approximately 957 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: \$66,895.00 (MAP-21 Section 402 FFY 2015 funds)</p>
5	<p>Project Title: Hawaii DOT – Distracted Driving Media/Education Campaign Project Number: DD15-10 (05-S-01) Project Goal: Conduct a minimum of one statewide media campaign to promote the high visibility distracted driving enforcement projects. Project Description: This grant will be administered through the HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air our distracted driving public service announcement in support of the national Distracted Driving Awareness Month in April 2015. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$300,000.00 (MAP-21 Section 402 FFY 2015 funds)</p>
6	<p>Project Title: The Limtiaco Company – Distracted Driving Awareness/Education Project Number: DD15-10 (06-S-01) Project Goal: Highly visible media/education campaign to promote enforcement which remains to be the most effective countermeasure in reducing crashes and fatalities. Project Description: The Limtiaco Company will use grant funds to develop and implement a Distracted Driver awareness education and media campaign. Approximately \$25,000 will be used to produce a new distracted driving awareness television public service announcement. Grant funds may be used for related training and equipment purchases if approved by the Highway Safety Office. Project Cost: \$96,387.23 (MAP-21 Section 402 FFY 2015 funds)</p>
7	<p>Project Title: Program Management Project Number: DD15-10 (07-S-01) PM Project Goal: Monitor all distracted driving 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: \$5,000.00 (MAP-21 Section 402 FFY 2015 funds)</p>
	<p>Distracted Driving Total: \$782,503.95 (MAP-21 Section 402 FFY 2015 funds)</p>

**Hawaii Distracted Driving Summary Sheet
MAP-21 Section 402 FFY 2015 Funds
Federal Fiscal Year 2015**

	DISTRACTED DRIVING FISCAL SUMMARY	Allocation
DD15-10 (01-O-01)	Honolulu Police Department – Distracted Driving	\$207,651.00
DD15-10 (02-H-01)	Hawaii County Police Department – Distracted Driving	\$57,430.00
DD15-10 (03-M-01)	Maui Police Department – Distracted Driving	\$49,140.72
DD15-10 (04-K-01)	Kauai Police Department – Distracted Driving	\$66,895.00
DD15-10 (05-S-01)	DOT Distracted Driving Media Campaign	\$300,000.00
DD15-10 (06-S-01)	The Limtiaco Company – Media/Education Campaign	\$96,387.23
DD15-10 (07-S-01) PM	Program Management	\$5,000.00
Distracted Driving Total:	MAP-21 Section 402 FFY 2015 funds	\$782,503.95

Hawaii Department of Transportation

FFY 2015 Equipment Request

July 1, 2014

Mr. Christopher Murphy
Regional Administrator – Region 9
National Highway Traffic Safety Administration
201 Mission Street, Suite 1600
San Francisco, California 94105

Re: Hawaii's 2015 Highway Safety Plan

Dear Mr. Murphy:

The Hawaii Department of Transportation is requesting approval to fund the purchase of the following equipment during federal fiscal year 2015.

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
PT	MAP-21 402 FFY 2013	PT15-01 (02-H-01)	Hawaii County Police Department	Sokkia Total Station Unit	\$8,500	1	\$8,500
PT	MAP-21 402 FFY 2013	PT15-01 (02-H-01)	Hawaii County Police Department	Data Collector for Sokkia Total Station Unit	\$3,500	1	\$3,500
PT	MAP-21 402 FFY 2013	PT15-01 (02-H-01)	Hawaii County Police Department	Full scale printer for Sokkia Total Station Unit	\$3,000	1	\$3,000
PT	MAP-21 402 FFY 2013	PT15-01 (03-M-01)	Maui Police Department	Mapscenes software	\$2,000	1	\$2,000

2015 Highway Safety Plan
Equipment Request
July 1, 2014

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
PT	MAP-21 402 FFY 2013	PT15-01 (03-M-01)	Maui Police Department	Laptop to download CDR data	\$1,500	1	\$1,500
PT	MAP-21 402 FFY 2013	PT15-01 (03-M-01)	Maui Police Department	CDR hardware updates	\$1,700	1	\$1,700
PT	MAP-21 402 FFY 2013	PT15-01 (04-K-01)	Kauai Police Department	DJI Quadcopter Camcorder	\$1,500	1	\$1,500
PT	MAP-21 402 FFY 2013	PT15-01 (04-K-01)	Kauai Police Department	Proform Vehicle Scale System Kit	\$1,000	1	\$1,000
PT	MAP-21 402 FFY 2013	PT15-01 (04-K-01)	Kauai Police Department	TruView software	\$6,500	1	\$6,500
AL	MAP-21 405d FFY 2013/2014	AL15-02 (01-O-01)	Honolulu Police Department	Evidentiary breath alcohol testing instrument	\$8,000	1	\$8,000
AL	MAP-21 405d FFY 2014	AL15-02 (01-H-02)	Hawaii County Police Department	Intoxilyzer 8000 with printers and required accessories	\$8,187.95	7	\$57,315.65
AL	MAP-21 405d FFY 2014	AL15-02 (01-M-03)	Maui Police Department	CMI Model 8000 Intoxilyzer with gas delivery system	\$7,500	6	\$45,000
AL	MAP-21 405d FFY 2014	AL15-02 (01-K-04)	Kauai Police Department	Light trailer	\$13,000	1	\$13,000
AL	MAP-21 405d FFY 2014	AL15-02 (01-K-04)	Kauai Police Department	Intoxilyzer 8000 portable breath tester	\$6,850	1	\$6,850
TR	SAFETEA-LU 408 FFY 2010/2011/2012	TR15-03 (02-S-01)	Hawaii Department of Transportation	Traffic Accident Reporting System Server Update	\$950,000	1	\$950,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (03-O-01)	Honolulu Police Department	Electronic citation equipment and peripherals	\$50,000	1	\$50,000

2015 Highway Safety Plan
 Equipment Request
 July 1, 2014

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (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	TR15-03 (03-O-01)	Honolulu Police Department	Database licenses for electronic citations and crash reports	\$15,000	2	\$30,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (03-O-01)	Honolulu Police Department	Data diagramming software	\$200,000	1	\$200,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (04-H-01)	Hawaii County Police Department	Electronic citation equipment and peripherals	\$50,000	1	\$50,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (04-H-01)	Hawaii County Police Department	Server	\$55,000	1	\$55,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (05-M-01)	Maui Police Department	Electronic citation equipment and peripherals	\$50,000	1	\$50,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (05-M-01)	Maui Police Department	Proprietary encryption lock	\$15,000	1	\$15,000
TR	SAFETEA-LU 408 FFY 2012	TR15-03 (06-K-01)	Kauai Police Department	Electronic citation equipment and peripherals	\$50,000	1	\$50,000
TR	MAP-21 405c FFY 2013/2014	TR15-03 (07-S-01)	Judiciary	Electronic citation software	\$500,000	1	\$500,000
TR	SAFETEA-LU 408 FFY 2013	TR15-03 (08-S-01)	Department of Motor Vehicles	Bar coding software	\$52,000	1	\$52,000
EM	MAP-21 402 FFY 2013	EM15-04 (01-O-01)	Honolulu Fire Department	High-visibility extrication gloves	\$62.83	405	\$25,446.15
EM	MAP-21 402 FFY 2013	EM15-04 (01-O-01)	Honolulu Fire Department	Hydraulic jacks	\$261.78	35	\$9,162.30

2015 Highway Safety Plan
 Equipment Request
 July 1, 2014

Program Area	Funding Source	Project Number	Agency	Equipment Description	Unit Cost	# of Units	Total Cost
OP	MAP-21 405b FFY 2015	OP15-05 (01-M-02)	Maui Police Department	Advanced light transmittance meters	\$300	10	\$3,000
OP	MAP-21 402 FFY 2015	OP15-05 (03-M-01)	Maui Police Department – Maui CPS Program	Tents for fitting stations	\$1,000	2	\$2,000
OP	MAP-21 402 FFY 2014	OP15-05 (04-O-01)	Keiki Injury Prevention Coalition – Oahu CPS Program	Tent and parts for car seat inspections	\$6,000	1	\$6,000
SC	MAP-21 402 FFY 2014	SC15-06 (01-H-02)	Hawaii County Police Department	Radar speed units	\$2,200	10	\$22,000
SC	MAP-21 402 FFY 2014	SC15-06 (01-M-03)	Maui Police Department	Electronic message boards with speed display monitoring	\$5,500	3	\$16,500
SC	MAP-21 402 FFY 2014	SC15-06 (01-K-04)	Kauai Police Department	LTI laser speed guns	\$2,500	10	\$25,000
SC	MAP-21 402 FFY 2014	SC15-06 (01-K-04)	Kauai Police Department	Stalker DSR X2 radar speed detection devices	\$2,166.67	3	\$6,500
MC	MAP-21 405f FFY 2015	MC15-07 (01-S-01)	Leeward Community College	Trike and a sidecar training motorcycle	\$15,000	1	\$15,000
TOTAL							\$2,316,974.10
Total	SAFETEA-LU 408						\$1,527,000.00
Total	MAP-21 402						\$141,808.45
Total	MAP-21 405						\$648,165.65

2015 Highway Safety Plan
Equipment Request
July 1, 2014

This equipment is essential to our highway safety program and is included in Hawaii's 2015 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:

Christopher Murphy
NHTSA Region 9 Administrator

Date

Appendix A to Part 1200

402 Certifications

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

State: Hawaii

Fiscal Year: 2015

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 Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.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

6.10.14

Date

Ford N. Fuchigami

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1200

402 Certifications



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

O.M.B. No. 2127-0003
(Expires 3/31/08)

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Hawaii **Number:** 2015 HSP **Date:** June 27, 2014

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/(Decrease)	
PA	\$189,000.00			Current Balance	
PT	\$363,237.00				
AL	\$3,277,202.68				
TR	\$2,442,301.00				
EM	\$40,000.00				
OP	\$1,466,092.73				
SC	\$880,259.20				
MC	\$248,411.13				
PS	\$266,284.48				
DD	\$782,503.95				
Total NHTSA	\$9,955,292.17				
Total FHWA					
Total NHTSA & FHWA					

State Official Authorized Signature: _____



NAME: Ford N. Fuchigami

TITLE: Governor's Representative

DATE: June 27, 2014

Federal Official Authorized Signature: _____

NHTSA - NAME: _____

TITLE: _____

DATE: _____

Effective Date: _____

U.S. Department of Transportation National Highway Traffic Safety Administration
 Highway Safety Plan Cost Summary

State: Hawaii

Page: 1

Report Date: 06/30/2014

2015-HSP-1

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-2015-00-00-00		\$.00	\$ 189,000.00	\$.00	\$ 189,000.00	\$ 189,000.00	\$.00
	Planning and Administration Total		\$.00	\$ 189,000.00	\$.00	\$ 189,000.00	\$ 189,000.00	\$.00
Alcohol								
	AL-2015-00-00-00		\$.00	\$ 15,000.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
	Alcohol Total		\$.00	\$ 15,000.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
Emergency Medical Services								
	EM-2015-00-00-00		\$.00	\$ 10,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
	Emergency Medical Services Total		\$.00	\$ 10,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
Motorcycle Safety								
	MC-2015-00-00-00		\$.00	\$ 50,000.00	\$.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
	Motorcycle Safety Total		\$.00	\$ 50,000.00	\$.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
Occupant Protection								
	OP-2015-00-00-00		\$.00	\$ 220,663.92	\$.00	\$ 882,655.69	\$ 882,655.69	\$ 882,655.69
	Occupant Protection Total		\$.00	\$ 220,663.92	\$.00	\$ 882,655.69	\$ 882,655.69	\$ 882,655.69
Pedestrian/Bicycle Safety								
	PS-2015-00-00-00		\$.00	\$ 66,571.12	\$.00	\$ 266,284.48	\$ 266,284.48	\$ 266,284.48
	Pedestrian/Bicycle Safety Total		\$.00	\$ 66,571.12	\$.00	\$ 266,284.48	\$ 266,284.48	\$ 266,284.48
Police Traffic Services								
	PT-2015-00-00-00		\$.00	\$ 90,809.25	\$.00	\$ 363,237.00	\$ 363,237.00	\$ 363,237.00

Police Traffic Services	\$.00	\$90,809.25	\$.00	\$363,237.00	\$363,237.00
Total					
Speed Management					
SC-2015-00-00-00	\$.00	\$220,064.80	\$.00	\$880,259.20	\$880,259.20

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

State: Hawaii

Highway Safety Plan Cost Summary

2015-HSP-1

For Approval

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Report Date: 06/30/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Speed Management Total								
<i>Distacted Driving</i>								
	DD-2015-00-00-00		\$.00	\$220,064.80	\$.00	\$880,259.20	\$880,259.20	\$880,259.20
			\$.00	\$195,625.99	\$.00	\$782,503.95	\$782,503.95	\$782,503.95
	Distacted Driving Total		\$.00	\$195,625.99	\$.00	\$782,503.95	\$782,503.95	\$782,503.95
	NHTSA 402 Total		\$.00	\$1,057,735.08	\$.00	\$3,663,940.32	\$3,663,940.32	\$3,474,940.32
408 Data Program SAFETEA-LU								
<i>408 Data Program Incentive</i>								
	K9-2015-00-00-00		\$.00	\$5,110,890.00	\$.00	\$1,703,630.00	\$1,703,630.00	\$1,703,630.00
	408 Data Program Incentive Total		\$.00	\$5,110,890.00	\$.00	\$1,703,630.00	\$1,703,630.00	\$1,703,630.00
408 Data Program SAFETEA-LU Total								
MAP 21 405b OP High 405b High HVE								
	M1HVE-2015-00-00-00		\$.00	\$145,859.26	\$.00	\$583,437.04	\$583,437.04	\$583,437.04
	405b High HVE Total		\$.00	\$145,859.26	\$.00	\$583,437.04	\$583,437.04	\$583,437.04
MAP 21 405b OP High Total								
MAP 21 405c Data Program								
<i>405c Data Program</i>								
	M3DA-2015-00-00-00		\$.00	\$184,667.75	\$.00	\$738,671.00	\$738,671.00	\$738,671.00
	405c Data Program Total		\$.00	\$184,667.75	\$.00	\$738,671.00	\$738,671.00	\$738,671.00
MAP 21 405c Data Program Total								
MAP 21 405d Impaired Driving Mid 405d Mid HVE								

M5HVE-2015-00-00-00	\$.00	\$804,300.67	\$.00	\$3,217,202.68	\$3,217,202.68	\$3,217,202.68
405d Mid HVE Total	\$.00	\$804,300.67	\$.00	\$3,217,202.68	\$3,217,202.68	\$3,217,202.68

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: Hawaii

Page: 3

2015-HSP-1
For Approval

Report Date: 06/30/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405d Impaired Driving Mid Total			\$.00	\$804,300.67	\$.00	\$3,217,202.68	\$3,217,202.68	\$3,217,202.68
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2015-00-00		\$.00	\$12,102.78	\$.00	\$48,411.13	\$48,411.13	\$48,411.13
	405f Motorcyclist Awareness Total		\$.00	\$12,102.78	\$.00	\$48,411.13	\$48,411.13	\$48,411.13
MAP 21 405f Motorcycle Programs Total			\$.00	\$12,102.78	\$.00	\$48,411.13	\$48,411.13	\$48,411.13
NHTSA Total			\$.00	\$7,315,555.54	\$.00	\$9,955,292.17	\$9,955,292.17	\$9,766,292.17
Total			\$.00	\$7,315,555.54	\$.00	\$9,955,292.17	\$9,955,292.17	\$9,766,292.17

Appendix D

405 Incentive

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

State: Hawaii

Fiscal Year: 2015

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

Date

Ford N. Fuchigami

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 # Appendix D, Part 1, page 1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Appendix D, Part 1, pages 2 - 6.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Appendix D, Part 1, pages 7 - 8.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Appendix D, Part 1, pages 8 - 9.

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 # Appendix D or submitted electronically through the TRIPRS database on 06 / 24 / 2014.
- 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 # Appendix D or submitted electronically through the TRIPRS database on 06 / 24 / 2014.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Appendix D or submitted electronically through the TRIPRS database on 06 / 24 / 2014.
- The name and title of the State's Traffic Records Coordinator is Karen Kahikina, Highway Safety Specialist.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Appendix D or submitted electronically through the TRIPRS database on 06 / 24 / 2014.
- [*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
68-69,73-74.

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 09 / 16 / 2011.
-

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 07 / 22 / 2013 and is provided as HSP attachment # Appendix D, Part 3
 - 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 # Appendix D, Part 3

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 07 / 01 / 2013 and last amended on 07 / 01 / 2014, is in effect, and will be enforced during the fiscal year of the grant.

*SB2729, SD2, HD1, CD1 was passed and enrolled to Governor Neil Abercrombie, but has **Legal citations:** not been signed yet.

- Act 74 - 2013 Session Prohibition on texting while driving
- Act 74 - 2013 Session Definition of covered wireless communication devices
- Act 74 - 2013 Session Minimum fine of at least \$25 for first offense
- Act 74 - 2013 Session Increased fines for repeat offenses
- Act 74 - 2013 Session 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 07 / 01 / 2013 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 # Appendix D, Part 5
- 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 # Appendix D, Part 5
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Appendix D, Part 5
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Appendix D, Part 5
- 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 # Appendix D, Part 5.

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):** See Appendix D, Part 5, page 15 for State law regarding motorcycle fees for the purpose of funding motorcycle training and safety programs.

AND

- The State's law appropriating funds for FY2011 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):** See Appendix D, Part 5, pages 16-20 for motorcycle safety program appropriations.

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 notice 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.*)

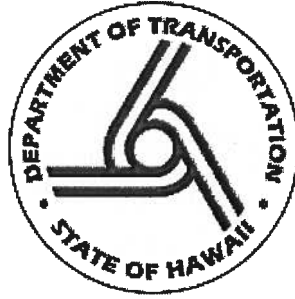
Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable. **Legal citation(s):** _____

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 # _____.



**Part 1: Hawaii Application for
Section 405b Occupant Protection (23 CFR 1200.21)
for
Federal Fiscal Year 2015**

Prepared by

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

**Hawaii Department of Transportation
Federal Fiscal Year 2015, 405 Grant Application
Occupant Protection**

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 2015. 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 2013 observational survey showed that Hawaii's seat belt use rate was 94 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, 2015. 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 during FFY 2015. 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 2015 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 focus their

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

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

During federal fiscal year 2013, 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 2015 CIOT mobilization. We have budgeted \$200,000 for the statewide media campaign that will include radio, television and movie theatre spots.

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.

To further promote the CIOT mobilization, we will be deploying variable message boards on state highways that display the message "Click It or Ticket - \$102 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 pages 2-6.**

During FFY 2015, 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

The HDOT will continue to provide funds to all four county police department to conduct year-round enforcement of Hawaii's occupant protection laws, both seat belt and child restraint.

Hawaii now has a universal seat belt law that was signed into law during the May 2013 launch of the Click It or Ticket campaign. The new law requires everyone in the vehicle to wear a seat belt or use a child restraint. When the law passed, a media/education campaign was launched the week before the law took effect. This included a news conference, radio/television interviews and information about the law on electronic variable message boards placed along the major highways, freeways and roadways. A paid radio and television campaign was also launched that week.

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

Along with enforcement efforts, the Hawaii County Police Department used its highly successful CIOT basketball and volleyball tournaments to proactively educate elementary, intermediate and high school students and their families about seat belts and child restraints. During the FFY 2013 grant period, there were 11 tournaments, 685 participants and 2,400 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

During FFY 2015, we will continue to fund year-round enforcement of Hawaii's occupant protection laws, both seat belt and child restraint.

All four county police departments 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.

To show support for our efforts, the Hawaii Department of Education has given permission to all four county police departments to conduct enforcement, at all public schools statewide, during drop-off/pick-up periods.

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 continue to conduct year-round earned media events such as interviews on the radio and television.

During FFY 2013, we developed a new 30-second public service announcement debuted during the 2013 Child Passenger Safety Week and

aired again during the holiday season. The new PSA that will remind the public about the booster seat law, as compliance isn't very high in that area. The new spot will continue be shown on television and in movie theatres statewide during FFY 2015.

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 developed 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 2013, 41 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 919 child safety seats were checked at these events. Community car seat checks will continue to be held statewide during FFY 2015.

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.

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. The plan was updated during calendar year 2013 with new strategies being added to the OP emphasis area.

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 2015 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 April 2013, 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. The same attitudinal survey showed that 75 percent of the survey respondents said that they knew about the universal seat belt law.

- **Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or pages 7-8.**

During the FFY 2015 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 underserved 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.

Child passenger safety services are not available on the island of Niihau as it is privately owned and access to the island is limited to invitation only. Additionally, the island of Kahoolawe is not inhabited by humans, so no services are provided there either.

These child restraint inspection stations, which include a wide variety of venues from hospitals, health centers, fire stations, and police departments, provide free car seat inspections to parents who cannot attend the community car seat checks. During FFY 2013, 1,652 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)
- Greenwell 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)
- **The State’s plan for child passenger safety technicians is provided as HSP attachment or pages 8-9.**

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, the military and health care providers to send key staff to the trainings.

NHTSA Standardized Child Passenger Training

During FFY 2013, there were eight 4-Day CPS training sessions held in the State of Hawaii, resulting in a total of 82 certified CPS technicians. The CPS training classes followed 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 2015. Refresher courses will also be offered in each county during the grant period.

Instructor Updates

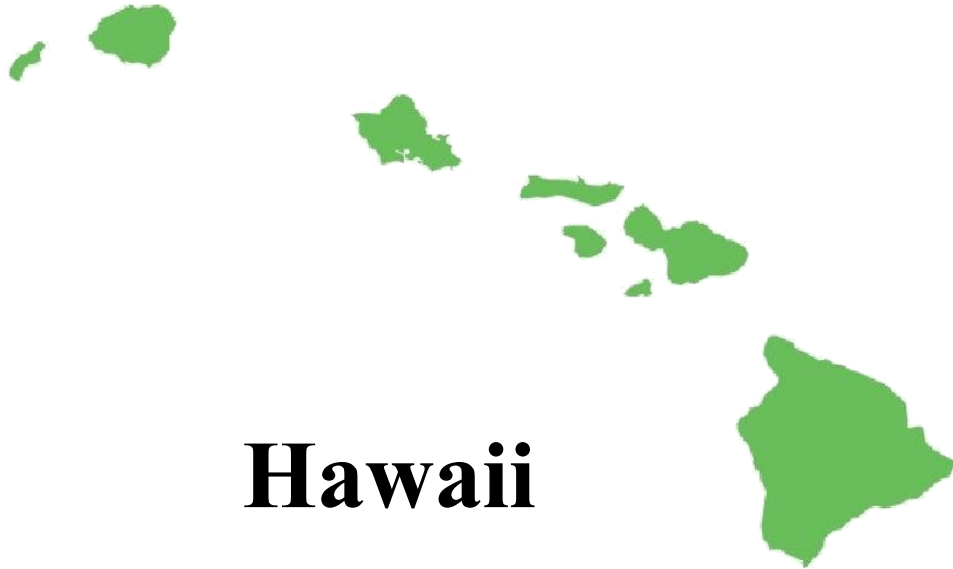
In November 2013, the HDOT held a statewide CPS Instructor/Technician update with approximately 80 instructors and technicians. A mainland CPS instructor, Julie Prom, was brought in to provide an update and also improve teaching techniques.

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.

We are currently planning another statewide CPS Instructor/Technician update during FFY 2015.

Contact Information

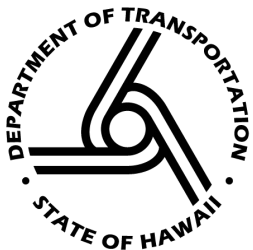
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**Part 2: State Traffic Safety Information System Improvements
(23 CFR 1200.22)**

**Hawaii Application for
Section 405(c) Grant
for
Federal Fiscal Year 2015**

Prepared by



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Honolulu, Hawaii 96813**





**FFY 2015 Section 405(c)
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**

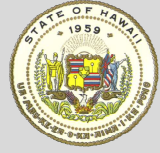
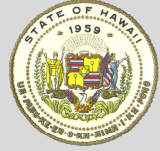


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**FFY 2015 Section 405(c)
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Grant Application
Hawaii Department of Transportation**



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:

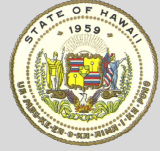
- Number of crash records electronically transferred from police departments to HDOT
- Time it takes for crash records to be transferred from police departments to HDOT
- Time it takes for crash records to be edited and input into TARS, once received from police departments (at the current time, TARS 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 has formed an E-Citation Subcommittee and is in the process of 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 2015 Section 405(c)
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Hawaii Department of Transportation**



Section 1: Traffic Records System Management

1-A: Traffic Records Coordinating Committee

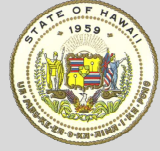
- Establish an Executive Level of the Traffic Records Coordinating Committee.
- Formalize the structure of the Traffic Records Coordinating Committee by developing a Charter and Memoranda of Understanding. A formal structure will serve as a reminder to the working level of the import of their efforts 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 (2013-2018). The Data & Safety Management Systems Emphasis Area finalized its strategies for the SHSP. These strategies will also help the HTRCC in developing a new Traffic Safety Information Systems Strategic Plan.



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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.
 - HDOT has also contracted a consultant to assist with the upgrade of the TARS database and system. This consultant will develop a project plan to determine the best system that will work with Hawaii's traffic records infrastructure.
 - 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 edited and 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 has formed an E-Citation Subcommittee to research the solutions to challenges and issues that must be resolved in order to implement an e-citation system. A "feasibility study" will assist in getting buy in from stakeholders, such as the police departments, the Legislature, county prosecutors and the Judiciary, as well as determine the project plan for this system.
- 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.



**FFY 2015 Section 405(c)
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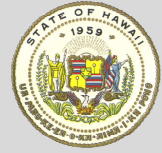
- Develop annual crash facts summary reports and publish statistics on the HDOT website. Ensure that safety data and safety program web pages are easy to find by simple navigation aids on the HDOT website. Ideally, the data presentations would include statewide and county/city level summaries in each key safety program area as represented by the Highway Safety Office and the SHSP emphasis areas.

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.



**FFY 2015 Section 405(c)
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



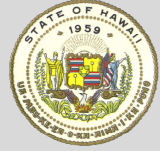
Section 2: Traffic Records System Components

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.
- 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.



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- 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.

2-B: Roadway Data Component

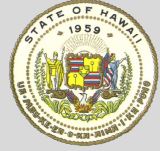
- Implement a systems enhancement project to interface the TARS and the roadway features file.
- Re-evaluate the use of the analytic tools recommended in the *Highway Safety Manual*, in particular the Safety Analyst tool. This strategy should be presented to the Traffic Records Coordinating Committee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



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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

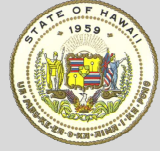
- Facilitate meetings between the Judiciary, law enforcement agencies' electronic citation vendors and Records Management System vendors to address current problems with e-citation implementation.
 - The HTRCC has formed an E-Citation Subcommittee to work on research and implementation of this program. Members of the subcommittee include representatives from law enforcement agencies, county prosecutors, the Judiciary, HDOT and HIC.
- 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.
 - ADLRO and the Judiciary have reorganized, and the ADLRO is now under Judiciary Finance, which means they have new leadership and supervising personnel.

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

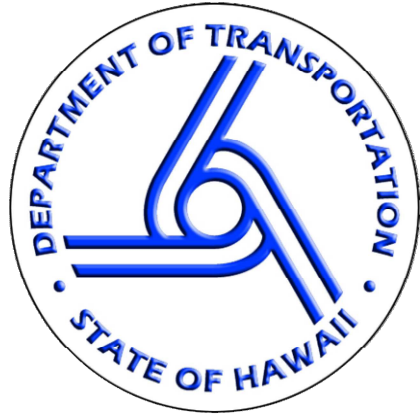
- Promote the use of HEMSIS data to all TRCC partners.
 - The Hawaii SHSP Core Committee has incorporated HEMSIS data into presentations to all traffic safety partners in the eight Emphasis Areas. The Department of Health (DOH) has also used the HEMSIS data in presentations to transportation planning 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.



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- Include data from the VA hospital in the emergency department dataset.
 - DOH does include data from the VA hospital in its emergency department dataset. However, it only includes data from hospital admissions, not just emergency room visits.
- 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.
 - DOH links trauma and death certificate data with other traffic-related data sources, including HDOT, EMS and FARS.
- 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.
 - DOH does provide annual update of traffic safety-related injury reports. These are available at <http://health.hawaii.gov/injuryprevention/home/traffic-safety>. DOH also produces a five-year Hawaii data book with traffic-related injuries and fatality data, which is also available online. The last book produced included data from 2007 through 2011.
- 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.
 - DOH examines death certificate information and FARS data to compare traffic counts. However, there are some instances where the death certificate information does not match with FARS due to differing rules, such as when a fatality occurs beyond 30 days after the crash or if a crash occurs on a private road.



Hawaii

Traffic Safety Information Systems Strategic Plan

Last revision June 2014



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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

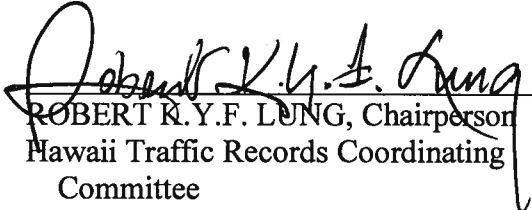
- Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, motor vehicle, motor carrier and driver licensing agencies.
- Consider and coordinate the views of organizations in the State of Hawaii that are involved in the administration, 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.

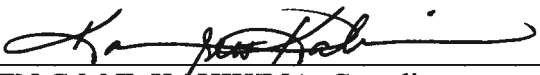
Agreement with the nature and intent of this Charter and authority of the Hawaii Traffic Records Coordinating Committee to carry out its mission is indicated by the following signatures:



 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

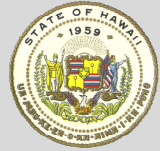
Membership Roster

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
Kari Benes	Traffic Safety Coordinator	EMS & Injury Prevention System Branch Department of Health
Russell Castagnaro	President	Hawaii Information Consortium/eHawaii.gov
Clay Chan	Program Specialist	EMS & Injury Prevention System 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
Calvin Ching	Deputy Chief Court Administrator	District Court of the 1 st Circuit Judiciary
Sharon Cravalho	Division Administrator	Federal Motor Carrier Safety Administration
Byron Fujieda	Deputy Prosecutor	Department of the Prosecuting Attorney County of Maui
Dan Galanis	Epidemiologist	Injury Prevention and Control Department of Health
Brian Gibson	Executive Director	Oahu Metropolitan Planning Organization
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



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Lynn Inafuku	Senior Staff Attorney	Judiciary
Wade Isobe	Section Leader for Driver's Licensing/CDL System	Department of Information Technology City & County of Honolulu
Estrella Jove	Research Statistician	Traffic Branch Highways Division Department of Transportation
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
Jeen Kwak	Deputy Prosecutor	Department of the Prosecuting Attorney 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
Ben Moszkowicz	Sergeant	Traffic Division Honolulu Police Department
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
Dana Nakasato	JIMS Specialist	Judiciary
Mai Nguyen Van	JIMS Program Manager	Judiciary
Thomas Nitta	Major	Records Division Honolulu Police Department



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Nilda Ocreto	Financial Responsibility Supervisor	Motor Vehicle, Licensing and Permits Division Department of Customer Services City & County of Honolulu
Jason Overmyer	Sergeant	Traffic Safety Unit Kauai Police Department
C.S. Papacostas	Chair	Civil and Environmental Engineering University of Hawaii at Manoa
Robert Pauole	Sergeant	Traffic Division Hawaii County Police Department
David Pickard	IT Specialist	Information Technology Division Kauai Police Department
Burt Ramos	Project Manager	Hawaii Information Consortium/eHawaii.gov
Barbara Richardson	Judge	First Circuit Court, Ninth District Judiciary
Robert Sequeira	IT Manager	Engineering Services Office Highways Division Department of Transportation
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
Kevin Thornton	Director of IT and Systems	Judiciary
Linda Tom	Court Administrator	Traffic Violations Bureau First Circuit Judiciary
Ricky Uedoi	Lieutenant	Traffic Division Maui Police Department
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

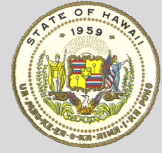
Within these main projects are project activities that aim to ensure the successful implementation of these goals. The strategic plan also includes supplemental projects that are just as important towards the overall achievement of the plan, such as the Hawaii Emergency Medical Services Information System (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>



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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 November 2008. With the implementation of the revised MVAR, the TARS database is now 88.2 percent (97 out of 110 elements) MMUCC compliant.

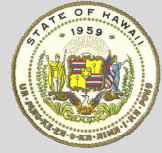
In conjunction with the major revision of the MVAR form, we are also working towards an electronic version of the revised form. The electronic version will enable the four county police departments to transfer the motor vehicle crash data electronically to the Traffic Accident Reporting System (TARS) in the Traffic Branch of the HDOT.

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



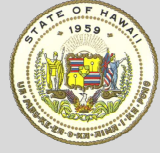
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Purchase data diagramming software for all county police departments to use (using FHWA Flex Funding)	2010	2011/2012	MPD – Completed KPD – Completed HCPD – Completed
Kauai Police Department to implement electronic MVAR	2013		Delayed – Currently working 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	2015		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)	2015		HPD – Delayed due to delays with their new RMS
Progress	<p>Maui Police Department (MPD), Hawaii County Police Department (HCPD) and Kauai Police Department (KPD) are currently using electronic MVAR. The Honolulu Police Department (HPD) is working with their consultant, Motorola, on rebuilding their entire RMS, which includes implementing an electronic MVAR. They had hoped to go live with their electronic MVAR in October 2013 but unexpected delays have pushed the project timeline further.</p>		



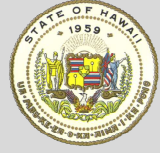
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	<p>MPD, HCPD and KPD have all purchased their data diagramming software. All three departments are using the software and incorporating the diagrams into their MVARs; they just need to work with the Hawaii Information Consortium (HIC)/eHawaii.gov on successfully transferring the data to DOT electronically. HPD will look into data diagramming software when they are building their electronic MVAR.</p>
Problems	<ol style="list-style-type: none"> 1) KPD’s vendor, VisionAIR was recently bought out by TriTech. Since then, KPD has been having issues with their RMS and related software. They may be looking into acquiring a new vendor. 2) 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. They may be looking into acquiring a new vendor. 3) HPD continues to experience delays with their new RMS. This pushes project deadlines further back, including electronic MVAR, data diagramming and electronic data transfer.
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.



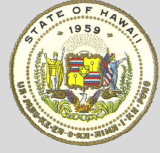
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PROJECT NAME			
Electronic Citations			
Project ID	II		
Lead Agency	Honolulu Police Department		
Project Manager	Sergeant Benjamin Moszkowicz		
Project Description	<p>With the launch of Hawaii’s Judiciary Information Management System (JIMS) and the 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 Information Consortium (HIC) to begin “feasibility study” to determine how Hawaii should implement an e-citation system	April 2014		Delayed – HIC and HPD have not signed a Statement of Work (SOW) yet
Presentation to police chiefs	August/Sept 2014		Delayed – HIC and HPD have not signed a SOW yet
Draft legislation and meet with Legislators	October/Nov 2014		Delayed – HIC and HPD have not signed a SOW yet
Hawaii County Police Dept. to purchase electronic citation equipment	2015		Researching



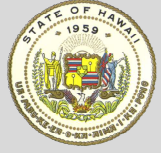
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Kauai Police Dept. to purchase electronic citation equipment	2015	Researching
Maui Police Dept. to purchase electronic citation equipment	2015	Researching
Purchase bar coding software for motor vehicle registration	2015	Dependent on paper/printing issues
Judiciary to purchase software that will interface between the police departments' electronic citation information systems and JIMS	2015	Researching
Interface software upgrade for Judiciary	2015	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	<p>The Hawaii Traffic Records Coordinating Committee (HTRCC) has decided to move forward on the electronic citation project. It was previously placed on hold while the committee focused its efforts on the electronic transfer of crash data from county police departments to the state's Traffic Accident Reporting System.</p> <p>The HTRCC created an E-Citation Subcommittee that is researching the best way for Hawaii to proceed with e-citations.</p>	
Problems	<ol style="list-style-type: none"> 1) The HTRCC is already experiencing delays with the e-citation project; a "feasibility study" cannot be conducted until an acceptable Statement of Work is signed between HIC and HPD (who is planning on funding the feasibility study using Traffic Records funds). 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 e-citation system as part of the feasibility. The HTRCC hopes to use findings from the study to convince stakeholders that e-citations should be implemented. 	



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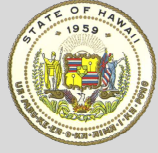


**Amendments
to Project**

- 1) Although this project was on hold following Hawaii's most recent Traffic Records Assessment in September 2011, the HTRCC has decided to move forward on implementing an e-citation system, beginning with establishing an E-Citation Subcommittee and conducting a "feasibility study."



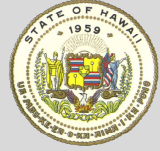
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PROJECT NAME			
Electronic Transfer of Crash Records			
Project ID	III		
Lead Agency	Traffic Safety Section, Traffic Branch, Department of Transportation		
Project Manager	Sean Hiraoka, State Traffic Safety Engineer		
Project Description	<p>This project 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>
Maui Police Dept. to purchase software that will interface between the crash information systems of MPD and TARS	2012		Completed
HDOT representatives to conduct scanning tour of 2-3 states with similar systems and environment as Hawaii	July 2012	July 2012	Completed
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	2014		On Schedule
MPD to work with HIC on electronic transfer of data diagrams to accompany Motor Vehicle Accident Reports	2014		On Schedule



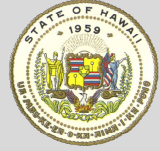
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Honolulu Police Department to purchase software that will interface between the crash records information systems of HPD and TARS	2015	Delayed – Currently working with Motorola on building a new RMS, including electronic MVAR; experiencing delays with building the system
Hawaii County Police Dept. to purchase equipment/software for the collection and transmission of crash records to TARS	2015	Delayed – HCPD’s IT person was transferred to another division. Since then, no one else can dedicate the time to working on this project.
Kauai Police Dept. to purchase equipment/software for the collection and transmission of crash records to TARS	2015	Delayed – KPD was experiencing issues with their new vendor and RMS. They are currently working with vendor and HIC on building interface/export function
HDOT to begin working with HIC on receiving electronic crash data from police departments	2015	Delayed – The Statement of Work needed to be reviewed by numerous parties before it can be signed
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	2015	On Schedule – The Traffic Branch will use NHTSA Traffic Records funds to purchase a new server



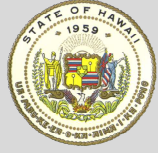
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Progress	<p>The HTRCC has been working with the Hawaii Information Consortium (HIC)/eHawaii.gov on the best way to electronically transfer crash data from the county police departments to TARS. This includes having HIC work closely with the agencies 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 was programmed so that MPD’s crash reports will be regularly and automatically imported into the HIC repository once a week.</p>
Problems	<ol style="list-style-type: none"> 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.
Amendments to Project	<ol style="list-style-type: none"> 1) Target dates for the county police departments’ purchase of equipment/software for the electronic transfer of crash adjusted to account for the delays in the project and reflect new goals set by HPD, KPD, HCPD and HIC. 2) 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

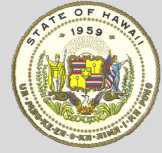
Project ID	IV
Lead Agency	EMS & Injury Prevention Program, Department of Health
Project Manager	Clayton Chan, Program Specialist
Project Description	<p>The State’s electronic data collection system, Hawaii Emergency Medical Services Information System (HEMSIS), is a statewide electronic patient care 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 (DOH) 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



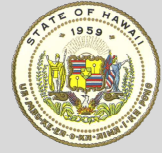
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Software that is NEMSIS silver compliant developed	Oct-Dec 2007	Dec 2007	Completed, but not satisfactory (only 70% compliant)
		Nov 2008-Feb 2009	Completed; 81% Compliant
Beta testing on Oahu	Jan-Mar 2008	December 2007	Completed
HEMSIS Users Conference 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



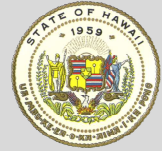
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Develop and deploy E5 software that is NEMSIS silver compliant on neighbor islands	Oct-Dec 2008	Oct-Dec 2008	Completed
Conduct train-the-trainer	Oct-Dec 2008	Oct-Dec 2008	Completed
Accomplish beta testing on Oahu; conduct statewide training; data dictionary 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



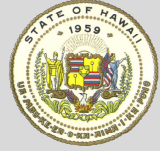
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Expect to have 100% of the NEMSIS data elements collected (100% NEMSIS compliant)	July-Sept 2010	March 2010	Completed
Complete implementation of D-elements (demographic dataset) into the system through a registry module by all the agencies; 90% of 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



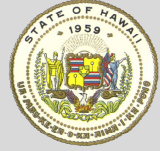
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Initiate evaluation of CAD interface on Kauai and purchase equipment	2012/2013	On Schedule
Implement CAD interface project on Kauai	2014	Delayed
Purchase laptop for use in data presentations and sharing of large data sets with traffic safety partners		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	Canceled – HEMSIS Conference in 2014 was canceled because DOH has decided to move the conference dates to November. April is usually a busy month, especially with the Legislative Session.
Establish 50% wireless accessing points statewide	2014	On Schedule
Implement CAD interface project on Maui	2014/2015	On Schedule
Progress		
Problems	None	
Amendments to Project	<ol style="list-style-type: none"> 1) New milestones added. 2) Updated target dates to reflect delays. 3) The statewide CAD interface project continues, with the Department of Health projecting implementation on Maui. 4) Statewide training on HEMSIS for EMS providers will be conducted in November instead of April. 	



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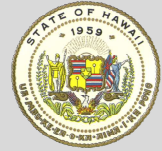


PROJECT NAME	
HHIC MOTOR VEHICLE CRASH DATA LINKAGE	
Project ID	V
Lead Agency	EMS & Injury Prevention Program, Department of Health
Project Manager	Clayton Chan, Program Specialist/Dan Galanis, Epidemiologist
Project Description	Although available data sources describe a wide continuum of motor vehicle 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



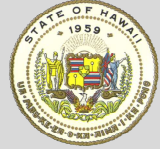
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Linkage of calendar year 2007 EMS, MVAR and HHIC records by HHIC personnel, using both demographic and temporal data (to link to HDOT and EMS reports), and personal identifiers (to link EMS reports) of people involved in the crashes	June 2011	August/Sept 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		Delayed – Hawaii Department of Transportation does not have 2010 crash data available
Linkage of calendar year 2011 EMS, MVAR and HHIC records	2015		Delayed – Hawaii Department of Transportation does not have 2011 crash data available
Progress	The Department of Health (DOH) successfully linked their 2008 and 2009 EMS records to HDOT’s MVAR crash records and HHIC’s inpatient data.		
Problems	1) DOH was not able to link calendar year 2010 EMS, MVAR and HHIC records because the last full year of data available from HDOT is 2009.		
Amendments to Project	1) Updated target dates to reflect delays. 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	Clayton Chan, Program Specialist		
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



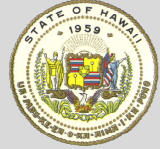
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Begin submission of data by nine critical access hospitals, a community health center with an emergency department and a hospital burn unit	July-August 2010	2009 Three of the nine hospitals have begun submitting data; process is ongoing
Incorporate trauma data for remaining eight hospitals in the state	2011	
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/ Clayton 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



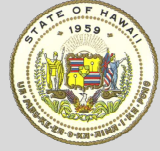
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Share HEMSIS Response Data in GIS format with neighbor island county public works departments	June 2011	February 2011	Completed and ongoing
Begin Mobile Access Point Project to collect/capture accurate longitude/latitude data for crash sites that EMS responds to in all counties	2014		On Schedule
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	None		
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	Clayton Chan, Program Specialist
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



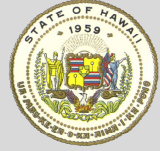
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Complete screen evaluation and revisions; begin creation of five additional training screens	June 2011	On Hold
Initial training and subsequent revisions completed, focusing on the individual agency’s educators and “super” users of the current ePCR 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

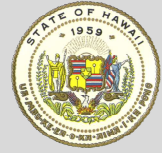
Project ID	IX
Lead Agency	Administrative Driver's License Revocation Office
Project Manager	Marie Laderta, Chief Adjudicator
Project Description	<p>Hawaii's Ignition Interlock law was put into effect beginning January 1, 2011. With this new law comes a need to track data such as number of OVUII arrests, 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



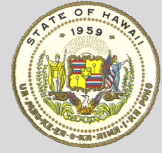
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ADLRO to receive approval to hire a part-time temporary clerical employee to assist with ignition interlock implementation tasks	June 30, 2011		On hold
ADLRO to work with Judiciary and JIMS to determine equipment and software compatibility	June 2011		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						
		2009 funds	2010	2011	2012	2013	2014	2015
Data Coordinator	HDOT	\$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	\$60,000.00
HTRCC	HDOT	\$60,000.00	\$60,000.00	\$43,398.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
Data Assessment	HDOT		\$70,000.00					
Training/Traffic Records Forum	HDOT	\$7,170.00	\$5,705.00			\$13,155.00	\$9,000.00	\$9,195.00
Server Upgrade	HDOT	\$0						\$950,000.00
New Server Consultant	HDOT						\$90,000.00	
MVAR Data Transfer	HDOT							\$20,000.00
NHTSA Data Analysis Course	HDOT		\$6,000.00					
FARS Analyst	HDOT							\$30,000.00
Training/Traffic Records Forum	HPD	\$6,130.00	\$5,459.36		\$10,170.00	\$10,170.00	\$10,620.00	\$9,960.00
Electronic Transfer Software/Interface-Phase 2	HPD							\$7,500.00
Electronic Citation Equipment (Hardware)	HPD							\$50,000.00

Project	Agency	Federal Fiscal Year/Cost						
		2009 funds	2010	2011	2012	2013	2014	2015
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
Electronic Citation Equipment (Hardware)	HCPD		\$52,908.00					\$50,000.00
Training/Traffic Records Forum	HCPD	\$8,490.00	\$8,490.00		\$8,918.00	\$8,918.00	\$5,530.00	\$3,980.00
Electronic Transfer of Crash Records Software/ Export Function for Data Transfer	HCPD				\$70,480.00	\$55,000.00		\$62,500.00
HTRCC Meetings	HCPD		\$5,514.77	\$16,602.00	\$16,602.00	\$16,602.00	\$10,606.00	\$8,030.00
Laptop Mounting Systems	HCPD						\$55,000.00	
Electronic Citation Equipment (Hardware)	KPD							\$50,000.00
Training/Traffic Records Forum	KPD	\$4,885.00	\$3,267.11		\$11,800.00	\$4,830.00	\$8,680.00	\$7,780.00
Electronic Transfer of Crash Records Software/ Export Function for Data Transfer	KPD			\$23,334.00				\$7,500.00
HTRCC Meetings	KPD		\$2,753.70	\$5,280.00	\$5,280.00	\$5,280.00	\$6,280.00	\$6,280.00
Forensic Mapping Equipment	KPD					\$125,580.00		\$7,750.00
Training for Forensic Equipment	KPD					\$20,000.00		
Electronic Citation Equipment (Hardware)	MPD							\$50,000.00

Project	Agency	Federal Fiscal Year/Cost						
		2009 funds	2010	2011	2012	2013	2014	2015
Training/Traffic Records Forum	MPD	\$3,025.00	\$2,803.53		\$3,292.50	\$6,612.50	\$6,485.00	\$8,500.00
Electronic Transfer of Crash Records Software/Interface	MPD				\$7,500.00			
License for Access to Data Diagrams	MPD						\$15,000.00	
Robotic Total Station, Computers and Training	MPD						\$76,330.89	\$1,500.00
HTRCC Meetings	MPD		\$4,172.00	\$12,480.00	\$12,480.00	\$12,480.00	\$5,400.00	\$6,000.00
NEMSIS-Phase 3	EMS	\$103,942.00						
NEMSIS-Phase 4/Trauma Registry	EMS		\$38,228.50					
NEMSIS-Phase 5/CAD Interface	EMS			\$36,000.00	\$52,355.00	\$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	\$20,000.00
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		\$76,032.00
HEMSIS Data & Injury Records Committee Teleconference Meetings	EMS			\$9,850.00	\$9,850.00	\$9,850.00	\$9,850.00	\$9,850.00
Training/Traffic Records Forum	EMS				\$3,594.00	\$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							\$250,000.00
Citation Software-Phase 2	JUD							\$250,000.00

Project	Agency	Federal Fiscal Year/Cost						
		2009 funds	2010	2011	2012	2013	2014	2015
Bar Coding for MVAR & Electronic Citations	DMV							\$52,000.00
ADLRO Ignition Interlock Database	ADLRO		\$4,718.36					
Training/Traffic Records Forum	Maui Prosecutors							\$8,500.00
HTRCC Meetings	Maui Prosecutors							\$1,500.00
TOTALS		\$270,675.00	\$399,000.10	\$341,346.00	\$460,431.50	\$679,138.50	\$562,706.40	\$2,392,951.00

* This budget reflects how we plan to allocate FFY 2009, 2010, 2011, 2012, 2013, 2014 and 2015 funds.

** 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 2009-2012 budgets are smaller than the funding amount received, and the FFY 2013, FFY 2014 and FFY 2015 budgets 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 2009 - \$50,000 FFY 2010 - \$50,000 FFY 2011 - \$40,000 FFY 2012 - \$40,000 FFY 2013 - \$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 FFY 2015 - \$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 2009 - \$60,000 FFY 2010 - \$60,000 FFY 2011 - \$72,440 FFY 2012 - \$77,280 FFY 2013 - \$87,400 FFY 2014 - \$86,680 FFY 2015 - \$81,810	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	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 2015 - \$52,000 (Will need to revisit timeline; everything depends on Real ID issue)	Preston Ko		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 2015 - \$20,000	Sean Hiraoka	2015		
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 - \$55,000 FFY 2015 - \$62,500	Robert Pauole		FFY 2015	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 2015 - \$7,500	Jon Takamura		FFY 2015	
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 2012 - \$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 - \$15,000	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 2015 - \$7,500	Benjamin Moszkowicz	Early 2015	2015	HPD is experiencing delays in building its new RMS, including electronic crash reporting
Electronic Transfer of Crash Records – Traffic Accident Reporting System (TARS) Server Upgrade	HDOT	Upgrade TARS server software and equipment in order to provide for the electronic transfer of crash data, more user-friendly query capabilities and customized reports. 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 2015 - \$950,000	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)	Benjamin Moszkowicz			HPD is experiencing delays in building its new RMS, including electronic crash reporting.

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Citations							
Electronic Citations	TBD	Initially targeted for HPD's 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	TBD	2011/2012	2016	Funding; HTRCC is researching the best options for implementing an electronic citation system in Hawaii
Electronic Citations -- Equipment Purchase	HPD	Purchase equipment for the electronic citation project for the Honolulu Police Department	FFY 2015 - \$50,000	Benjamin Moszkowicz	FFY 2015		HTRCC conducting research on feasibility and best options
Electronic Citations -- Equipment Purchase	HCPD	Purchase equipment for the electronic citation project for the Hawaii County Police Department.	FFY 2015 - \$50,000	Robert Pauole	FFY 2015		HTRCC conducting research on feasibility and best options
Electronic Citations -- Equipment Purchase	KPD	Purchase equipment for the electronic citation project for the Kauai Police Department.	FFY 2015 - \$50,000	Jon Takamura	FFY 2015		HTRCC conducting research on feasibility and best options

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Electronic Citations -- Equipment Purchase	MPD	Purchase equipment for the electronic citation project for the Maui Police Department.	FFY 2015 - \$50,000	Ricky Uedoi	FFY 2015		HTRCC conducting research on feasibility and best options
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)	Preston Ko		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	Benjamin Moszkowicz	Purchased in Sept 2008		HTRCC conducting research on feasibility and best options
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 2015 - \$55,000	Benjamin Moszkowicz	FFY 2014		HPD is experiencing delays in building its new RMS, including electronic crash reporting

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
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	Benjamin Moszkowicz		Purchased	
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 2015-\$250,000	Kevin Thornton	FFY 2015		HTRCC conducting research on feasibility and best options
Electronic Citations -- Citation Software (Phase 2)	Judiciary	Provide interface software upgrade.	FFY 2015-\$250,000	Kevin Thornton	FFY 2015		HTRCC conducting research on feasibility and best options
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.	TBD	Ricky Uedoi	FFY 2015		HTRCC conducting research on feasibility and best options
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.	TBD	Robert Pauole	FFY 2015		HTRCC conducting research on feasibility and best options
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.	TBD	Jon Takamura	FFY 2015		HTRCC conducting research on feasibility and best options

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	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 - \$68,112 FFY 2015 - \$76,032	Clay Chan/ 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 FFY 2015 - \$9,850	Clay Chan/ 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	Purchased in 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 2014 - \$20,000 FFY 2015 - \$20,000	Dan Galanis	2011	2007-2009 data linked	
Data Diagramming	HPD	Purchase data diagramming software for HPD to use to make its MVARs more complete.	FY 2015 - \$200,000	Benjamin Moszkowicz	2015	2015	HPD is experiencing delays in building its new RMS, including electronic crash reporting
Traffic Records Forum – HDOT	HDOT	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2009 - \$6,290 FFY 2010 - \$7,170 FFY 2011 - \$5,705 FFY 2014 - \$9,000 FFY 2015 - \$9,195	Sean Hiraoka	Ongoing		
Traffic Records Forum – HPD	HPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2009 - \$5,904 FFY 2010 - \$6,130 FFY 2011 - \$5,459 FFY 2013 - \$10,170 FFY 2014 - \$10,620 FFY 2015 - \$9,960	Benjamin Moszkowicz	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 2009 - \$13,780 FFY 2010 - \$8,490 FFY 2011 - \$8,490 FFY 2013 - \$8,918 FFY 2014 - \$5,530 FFY 2015 - \$3,980	Robert Pauole	Ongoing		
Traffic Records Forum – KPD	KPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2009 - \$4,885 FFY 2010-\$3,267.11 FFY 2012 - \$11,800 FFY 2013 - \$4,830 FFY 2014 - \$8,680 FFY 2015 - \$7,780	Jon Takamura	Ongoing		
Traffic Records Forum – MPD	MPD	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2009 - \$3,025 FFY 2010-\$2,803.53 FFY 2012-\$3,292.50 FFY 2013-\$6,612.50 FFY 2014 - \$6,485 FFY 2015 - \$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 2015 - \$3,594	Clay Chan	Ongoing		
Traffic Records Forum – Maui Prosecutors	Maui Prosecutors	Attend annual International Forum on Traffic Records & Highway Safety Information Systems	FFY 2015 - \$8,500	Byron Fujieda	Ongoing		

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
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	Benjamin Moszkowicz	March/April 2012	Completed 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-\$125,580 FFY 2015 - \$7,750	Jon Takamura	Implemented in July 2013	Sept 2013	
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	Implemented in July 2013	Completed 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 2014 - \$76,330.89	Ricky Uedoi	Implemented in 2014	Completed 2014	
FARS Analyst	HDOT	Fund Hawaii FARS Analyst position	FFY 2015 - \$30,000	HDOT	October 1, 2014		

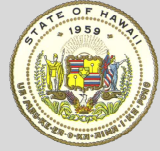
PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
OTHER TRAFFIC SAFETY INFORMATION SYSTEMS PROJECTS (Financed through other means)							
NEMSIS	DOH/EMS	Provide greater uniformity and consistency in EMS 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]	Clay Chan		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	
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	TBD	TBD	Delayed

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
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	
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.

PROJECT NAME	LEAD AGENCY	PROJECT DESCRIPTION/ PURPOSE	ESTIMATED COST	WHO LEADS	TARGET IMPLEMENTATION DATE	TARGET COMPLETION DATE	POTENTIAL CHALLENGES
Hawaii Driver License System and JIMS	Dept. of Info Tech (DIT)/ DMV Dept. of Customer Services	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)	DIT/DMV	September 2010		
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		Completed 2014	
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



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Hawaii Traffic Safety Information Systems Strategic Plan

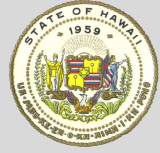
Performance Measure Progress

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



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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							
<p>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.</p> <p>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.</p>							
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							
<p>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%).</p> <p>It is now HCPD’s departmental policy that GPS coordinates are included in every accident report.</p> <p>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.</p>							
	Baseline	2009	2010	2011	2012	2013	2014
Goal							100%
Actual	0%				100%	100%	



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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	2009	2010	2011	2012	2013	2014
Goal							3 months
Actual	Not determined						



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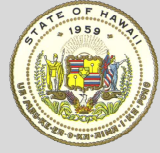


Electronic Transfer of Crash Records

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) and stored on 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 3,030 MVARs by analyzing the number of MVARs that were transferred between May 1, 2012 and April 30, 2013. We then analyzed the number of MVARs that were transferred between May 1, 2013 and April 30, 2014.</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 and stored on the data repository for HDOT's TARS.		
Measurable Progress Report		
<p>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 and storage on the HIC server.</p> <p>From May 1, 2013 through April 30, 2014, a total of 4,422 MVAR electronic records were housed in HIC's repository. This is an increase from the 3,030 MVARs that were electronically transferred and stored in the repository from May 1, 2012 through April 30, 2013. These records were MVARs of major accidents that took place between June 2010 and April 30, 2014, and were considered "complete" and approved for transfer from MPD to HIC/HDOT.</p>		



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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	5,306 MVARs		
Actual	0 records (June 2012)	0 records (May 2011- May 2012)	3,030 approved major MVARs (May 2012- April 2013)	4,422 approved major MVARs (May 2013- April 2014)			



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HHIC Motor Vehicle Crash Data Linkage							
Status	Performance Area				System		
No Change	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 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	9,000 records linked	
Actual	0 records linked	3,809 records linked	3,809 records linked	8,378 records linked			



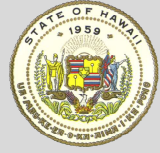
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Motor Vehicle Accident Geo-Coding System/Mobile Access Point Project		
Status	Performance Area	System
No Change	Accuracy	Crash
Measurement		
Accuracy of identifying EMS response locations to traffic-related crashes on Oahu		
Measurement Method		
<p>This measurement is based upon the accuracy of identifying EMS response locations to traffic-related crashes by utilizing GPS data in addition to street addresses on Oahu.</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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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.

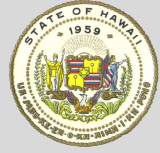
Measurable Progress Report

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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Motor Vehicle Accident Geo-Coding System/Mobile Access Point Project		
Status	Performance Area	System
Demonstrated Improvement	Accuracy	Crash
Measurement		
Accuracy of identifying EMS response locations to traffic-related crashes in Hawaii County		
Measurement Method		
<p>This measurement is based upon the accuracy of identifying EMS response locations to traffic-related crashes by utilizing GPS data in addition to street addresses in Hawaii County.</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 in Hawaii County (the Big Island) that don't have a close proximity to a street address or mile marker. 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. There are many streets and highways in Hawaii County 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 May 1, 2013 to April 30, 2014, the percentage of all traffic-related EMS reports with complete addresses rose to 9 percent (88 out of 1,003 charts that indicate motor vehicle crash as Cause of Injury). We compared this to our baseline period of May 1, 2012 to April 30, 2013, in which the percentage of reports with complete addresses was 0 percent.</p>		



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Although there is demonstrated improvement in this performance area, the small percentage of complete addresses using GPS may be attributed to a software issue. When Emergency Medical Services personnel download the coordinates of the crash site for electronic Patient Care Reports, the software defaults to its factory settings, which places the location in another country. The software vendor is currently working on resolving this problem. Fortunately, the software provides the correct coordinates to the dispatch to identify where the crash location and crash victim(s) are.

It is also important to note that this geo-coding improvement is not as easily implemented on the neighbor islands as it is on Oahu due to issues with satellite limitations and lack of cellular phone towers.

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 in Hawaii County.

Until recently, Hawaii did not have a geo-coding system to track traffic crash data in Hawaii County. 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.

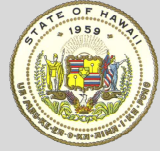
Measurable Progress Report

None

	Baseline	2010	2011	2012	2013	2014	2015
Goal							15% reports with accurate location (Hawaii County only)
Actual	0% reports with accurate location (Hawaii County only)					9% reports with accurate location (Hawaii County only)	

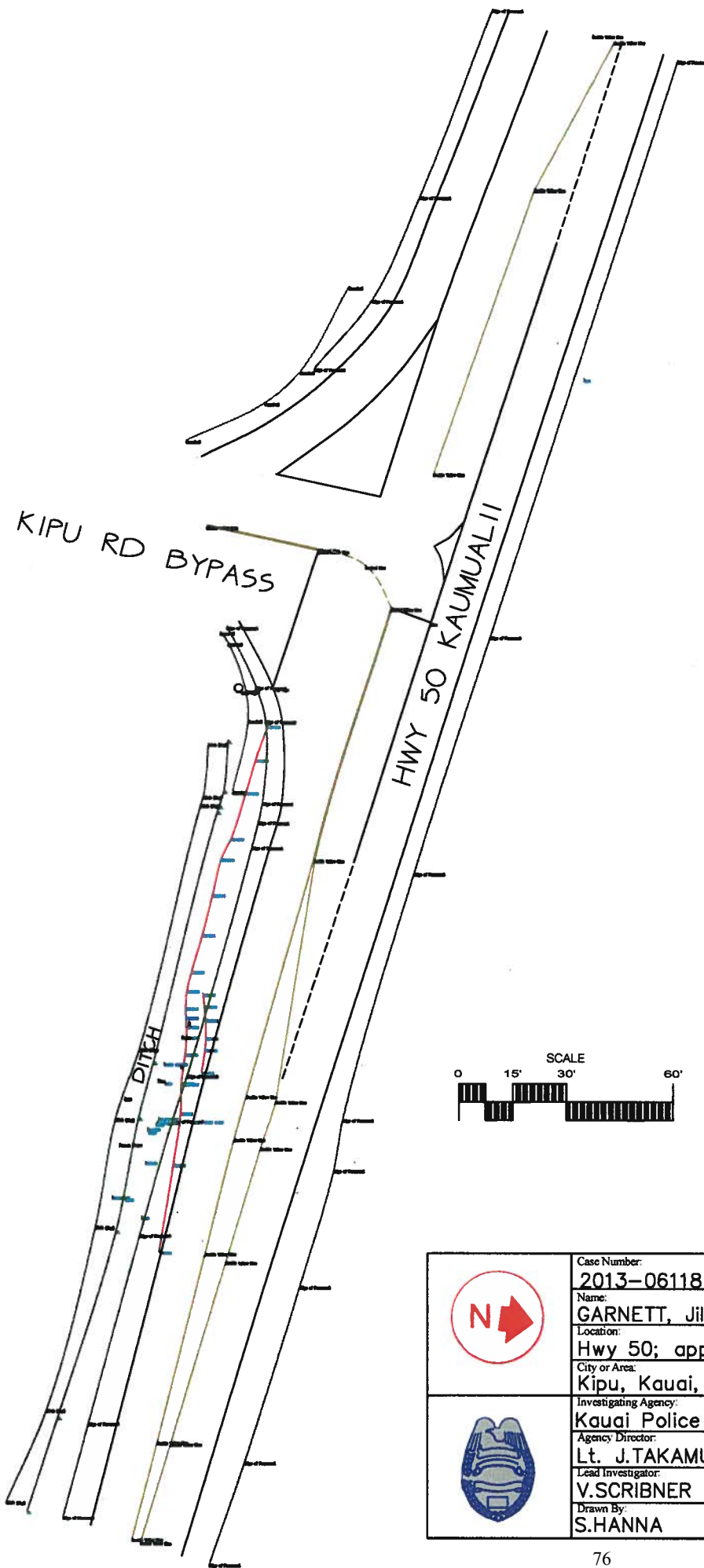




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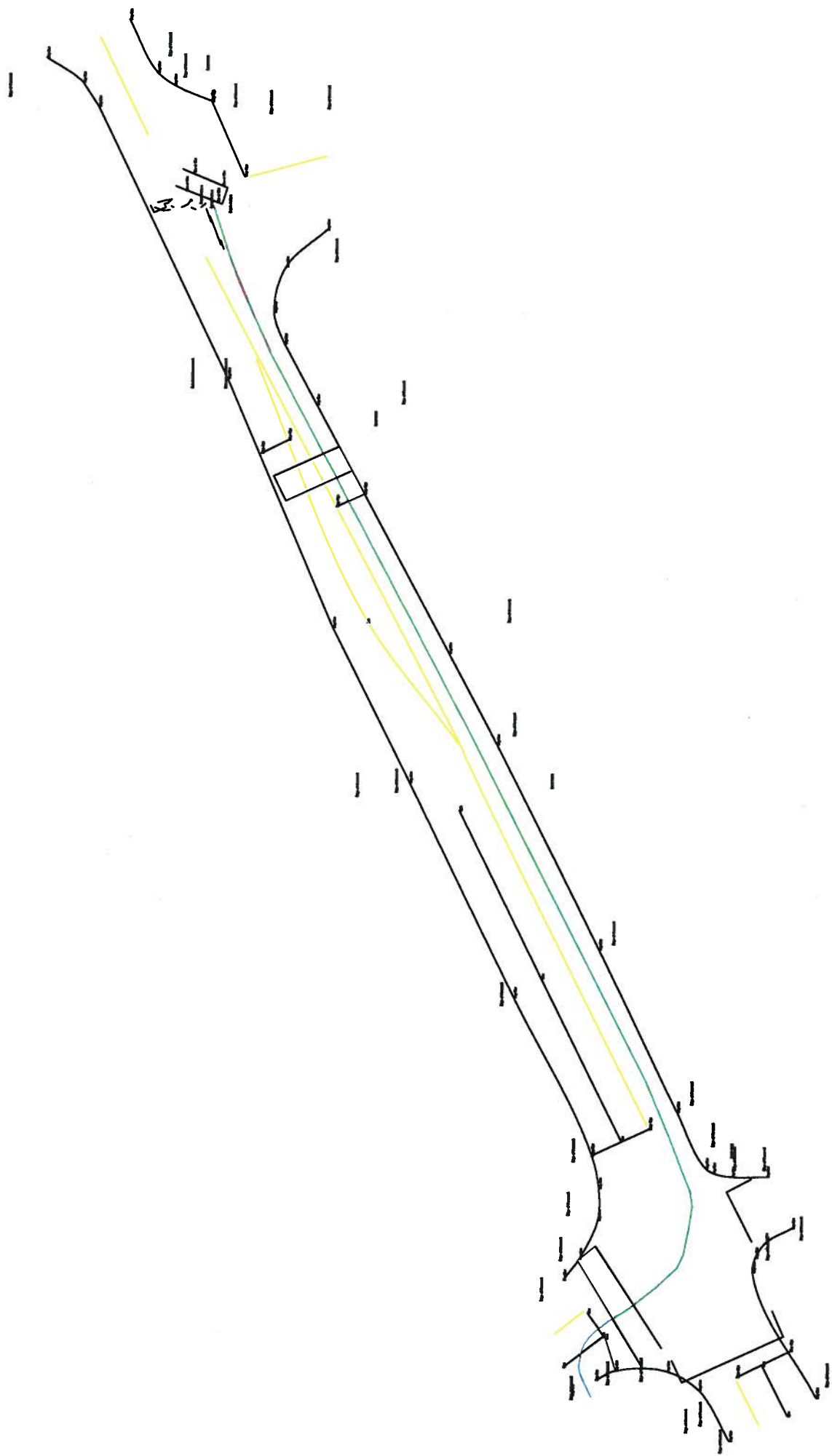




Data Diagramming – Crash Reconstruction							
Status	Performance Area			System			
Demonstrated Improvement	Completeness			Crash			
Measurement							
Number of data points collected during crash investigations							
Measurement Method							
<p>This measurement is based upon the number of data points that are collected by the Kauai Police Department (KPD) during crash investigations. The department uses a Leica ScanStation C10, which was purchased using NHTSA Section 408 grant funding during Federal Fiscal Year 2013.</p> <p>We arrived at our baseline of 200 data points by analyzing the number of points that were previously recorded by the lead investigator using KPD’s older scanner. We then analyzed the number of data points recorded using the new scanner following the implementation date of July 23, 2013.</p>							
Measure Description							
Hawaii improved upon completeness in our “Crash” core data system as measured in terms of the number of data points collected and recorded by KPD during crash investigations.							
Measurable Progress Report							
<p>The State of Hawaii has improved upon completeness in our “Crash” core data system, as it relates to the number of data points collected by KPD during crash investigations. On July 23, 2013, KPD traffic crash investigators began using its new Leica ScanStation C10. While the previous crash scene scanner collected approximately 200 data points at a crash scene, the new system collects upwards of 10 million points at a crash scene, an average of 6 million data points per shot/station. Thus, from May 1, 2012 through April 30, 2013, approximately 200 data points were collected during traffic crash reconstructions. That number has increased to upwards of 10 million points during the period of May 1, 2013 through April 30, 2014. Diagram 1 recreates a crash scene using 200 data points, while Diagram 2 delineates a crash scene using 20.3 million data points, providing greater detail.</p> <p>The scanned data is currently input into the department’s Records Management System (RMS) as part of the criminal investigation. KPD is in the process of instituting a policy requiring all scans to be attached to the corresponding Motor Vehicle Accident Reports (MVAR), which are then submitted to the Hawaii Department of Transportation’s (HDOT) Traffic Accident Reporting System (TARS).</p> <p>With this new scanner, we have improvement in data diagramming and crash reconstruction. This improvement is part of our overall MVAR project and goal to increase completeness in crash data.</p>							
	Baseline	2013	2014	2015	2016	2013	2017
Goal							
Actual	200 data points	200 data points	20.3 million data points				

Diagram 1



	Case Number: 2013-06118	Date of Occurrence: 03/16/2013
	Name: GARNETT, Jill	
	Location: Hwy 50; appx 200' east of mm3	
	City or Area: Kipu, Kauai, HI	
	Investigating Agency: Kauai Police Department	
	Agency Director: Lt. J.TAKAMURA	
	Lead Investigator: V.SCRIBNER	Date of Sketch: 08/26/2013
	Drawn By: S.HANNA	Sheet: 1 of 2



	Case Number: 2013 - 16672	Date of Occurrence: 07 - 20 - 2013
	Name: 07 - 20 - 2013	
	Location: KUHIO HWY / LANIKAI RD	
	City or Area: WAILUA	
	Investigating Agency: KAUAI PD / TSS	
	Unit Commander: LT. J. TAKAMURA	
	Lead Investigator: S. HANNA	Date of Sketch: 07 - 23 - 13
Drawn By: S. HANNA	File Reference Number:	

LEGEND






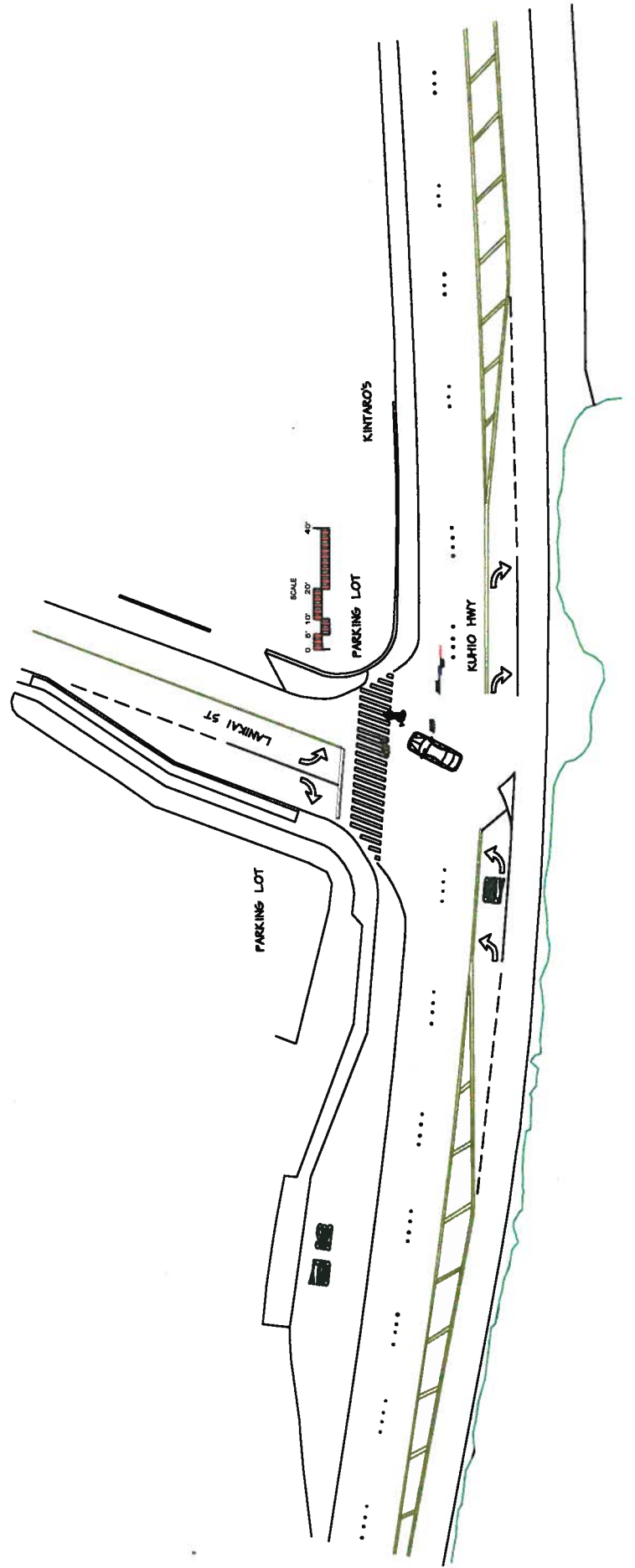
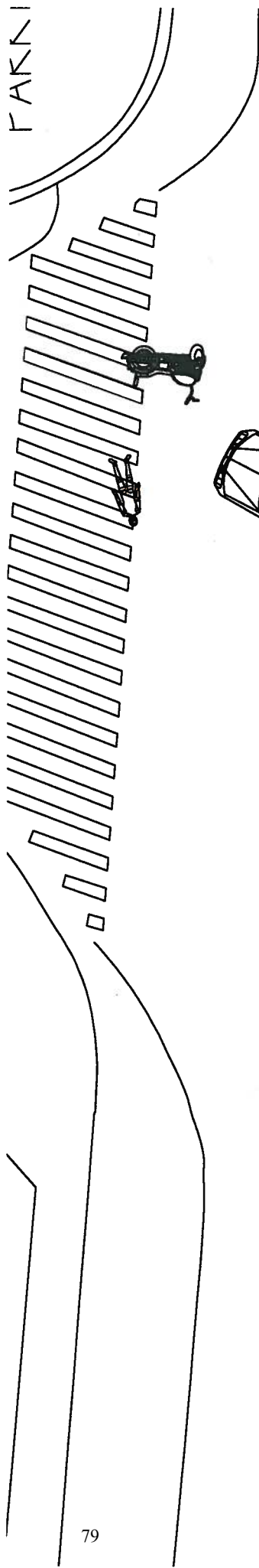
-  SKID
-  GOUGE
-  UNIT 01
-  UNIT 02
-  U2 OPERATOR (APPX LOCATION)

Diagram 2

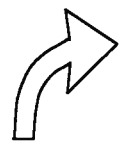




GOLUSE SKID

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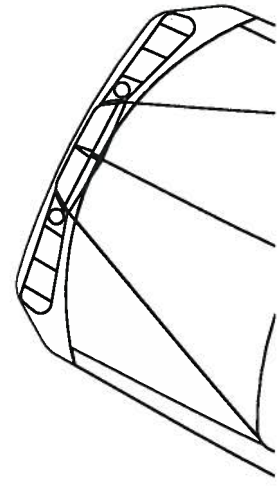
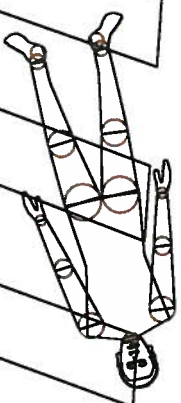
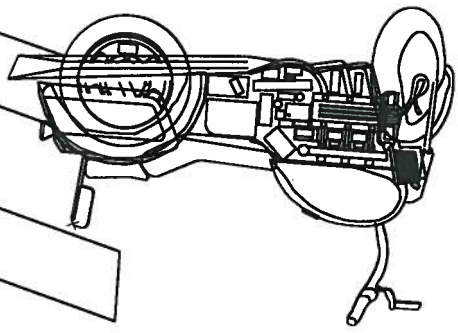
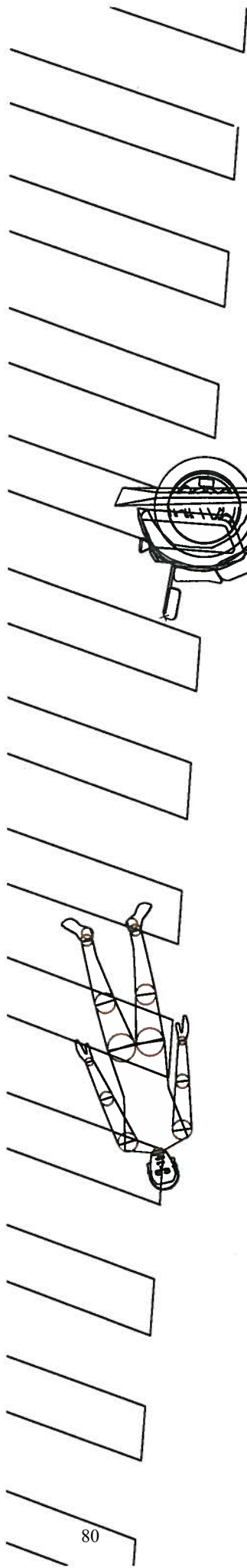
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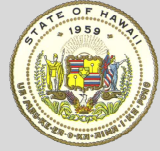


HEMSIS

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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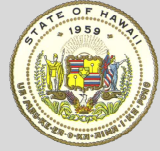


** The state's electronic data collection system, HEMSIS, is a statewide, electronic patient care report and data management system for pre-hospital emergency medical services. HEMSIS includes standardized field entry directly into a single EMS information management system. Whereas previous paperwork 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	2009	2010	2011	2012	2013	2014	2015
Goal							99 percent	99 percent
Actual	93.3 percent (Jan-June 2007)	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		



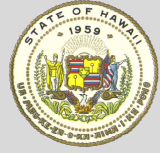
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CAD Interface							
Status	Performance Area				System		
No Change	Timeliness				EMS/Injury Surveillance		
Measurement							
Time it takes for EMS to enter dispatch information into HEMSIS							
Measurement Method							
This measurement is based 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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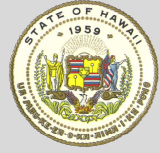


Ignition Interlock Database

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								
<p>This measurement is based upon the average time it takes from the moment the reports are received by ADLRO to entry into the database.</p> <p>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.</p>								
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

As with previous years, the Hawaii Traffic Records Coordinating Committee (HTRCC) strives to meet every month throughout the year. However, in October 2013, the HTRCC decided to form an Electronic Citation Subcommittee to research the implementation of an e-citation system in Hawaii. Thus, beginning in December 2013, the HTRCC and the E-Citation Subcommittee alternatively meet every other month.

The following are a list of HTRCC and E-Citation Subcommittee meeting dates during the prior 12 months and minutes from these meetings (minutes from the May 15, 2014 HTRCC meeting have not been approved yet):

HTRCC Meetings

July 18, 2013
August 15, 2013
September 19, 2013
October 15, 2013
November 14, 2013
January 16, 2014
March 28, 2014
May 15, 2014

E-Citation Subcommittee Meetings

December 12, 2013
February 12, 2014
March 28, 2014



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**HTRCC
Meeting Minutes**

Hawaii Traffic Records Coordinating Committee Meeting Minutes

July 18, 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
Ben Moszkowicz	Honolulu Police Department, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
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 9:17 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 – Intergraph was able to fix some of the problems and test successfully. However, other problems arose. HCPD will not pay Intergraph until all problems are resolved.
 - ***The TRCC asked if HCPD can contract Hawaii Information Consortium (HIC) to help fix the problems since these issues will hold up the interface/data export project.***

 - b. MPD – They are still waiting for Intergraph to provide them with a cost quote to “unlock” the data diagrams for transfer from MPD to HIC.

Lance Kaupalolo reported that the Hawaii Integrated Justice Information Sharing (HIJIS) project is in “full swing.” HIJIS is interested in DOT/county police departments and HIC’s data export projects because they may want to copy this system.

- The TRCC asked if HIC already works with HIJIS since HIC works with the Judiciary. Lance hasn’t heard HIC’s name come up.

III. MVAR Data Transfer Update

- a. No new developments or updates to report.
- HIC is still reviewing the Statement of Work (SOW) between HIC and DOT.
 - KPD – VisionAIR will be conducting the conversion for the entire system on July 27-28, 2013.

IV. Electronic Citation Update

- a. The TRCC discussed the issues that would need to be addressed in order to implement an e-citation system.
- Among these issues is choosing a vendor. Most or all vendors will want a share of the fines.
 - There would need to be legislative changes and Judiciary consent/changes.

V. Agency Updates

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

Bob Lung needs to conduct research on Axway as an option for county police departments to securely send reports to ADLRO.

- Lance mentioned that another option may be to purchase software that would encrypt the reports that are sent to ADLRO. A different passcode would be assigned to each highly encrypted “package” of reports sent via e-mail. In order for the intended recipient to open the reports, the police departments would have to call the recipient to let them know of the passcode. That way, in case the e-mail is sent to the wrong person, that person would not be able to open the reports.
- b. DOH – This is Jenny Gong’s last meeting. She is moving to another section within DOH. At this time, there is no replacement for her in the Injury Prevention Branch or on the TRCC.
- c. DOT – HPD and DOT is in the process of signing a Memorandum of Understanding (MOU) in order for crash reports to be sent from HPD to DOT. The MOU formally outlines DOT’s responsibilities and restrictions in receiving and disseminating information garnered from the reports. At this time, Major Thomas Nitta/HPD is reviewing the MOU. Once it is returned to DOT, it will be sent to the Attorney General’s Office for review and approval.

VI. Legislation

- a. There is nothing new to report.

- b. Bob L. asked if the new technology bills that the Governor recently signed would impact the TRCC and its initiatives. HB632 (Relating to Open Data) requires state departments to make electronic data sets available to the public. The bill also requires the chief information officer (CIO) to develop policies and procedures to implement the Open Data Initiative. SB1003 (Relating to Information Technology) authorizes the CIO to conduct security audits and direct remedial actions, as necessary, in the management of the state's cyber security.
 - Robert Sequeira stated that the bills would not impact the TRCC yet. It is up to the Administrative Directors to decide what data they will be releasing or including in this initiative.

VII. Strategic Highway Safety Plan (SHSP) Updates

- a. Sean Hiraoka provided an update on the SHSP Strategies Selection Process and the various EA meetings. He also mentioned that the Impaired Driving Task Force will be meeting soon, and the task force will be using the SHSP Impaired Driving EA strategies as a starting point in developing a statewide impaired driving plan.

VIII. Announcements

- a. Karen Kahikina announced that, under the new MAP-21 guidelines, Traffic Records funding was reduced from a minimum of \$500,000 each year to \$295,000 for FFY 2013.
- b. Karen mentioned that the Highway Safety Section was sent an information packet on a crash reconstruction software. She passed the packet around, along with copies of the sales representative's business card, to the TRCC members and stated that if anyone is interested, they should contact the vendor directly.

IX. Next Meeting: August 15, 2013; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

X. Meeting adjourned at 11:09 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

August 15, 2013
Airport Honolulu Hotel

Attendees:

Kari Benes	DOH Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Estrella Jove	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Mark Kikuchi	C&C of Honolulu, Department of Transportation Services
Bob Lung	DOT Consultant
Nilda Ocreto	C&C of Honolulu, Financial Responsibility Section
Robert Pauole	Hawaii County Police Department, Traffic
David Pickard	KPD, IT
Robert Sequeira	DOT, IT
Jon Takamura	KPD, Traffic
Linda Tom	Judiciary
Ricky Uedoi	Maui Police Department, Traffic

- 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. KPD – Data diagrams can be attached to crash reports; they will be attached as an object or image file. Also, TriTech has purchased VisionAIR.

 - b. MPD – Intergraph has provided MPD with a cost quote for “unlocking” the data diagrams for transfer from MPD to HIC. The total price is \$10,200 with an annual \$1,600 software maintenance charge. This project would not be able to be completed by end of this federal fiscal year, so the Highways Safety Section has recommended that MPD include it in its FFY 2014 grant project.
 - MPD’s IT Division has requested a more detailed scope of work from Intergraph so that they can see what the maintenance fees would include.

- Bob Lung and Karen Kahikina expressed concerns regarding how MPD will fund the annual fee. The TRCC suggested that Hawaii Integrated Justice Information Sharing (HIJIS) project or MPD could provide future funding for this.
- ***The Highway Safety Section will amend MPD's FFY 2014 grant to include the data diagramming unlock.***

c. HCPD – No update on projects.

III. MVAR Data Transfer Update

- a. David hasn't started working with the Hawaii Information Consortium (HIC) yet on the crash data transfer project. ***Karen or Bob L. will introduce David to Burt and have them touch bases.***
- b. No other new developments or updates to report.
 - HIC is still reviewing the Statement of Work (SOW) between HIC and DOT.
 - HCPD is at a standstill because of the stall in the data diagramming project.
 - HPD's Memorandum of Understanding with HPD is still being reviewed by HPD.

IV. Electronic Citation Update

- a. KPD – VisionAIR has an e-citation module, but they're not sure if it can be activated.
- b. MPD – MPD has two e-citation modules – one for the RMS and the other for the field.
- c. The TRCC discussed how police departments would keep track of citation numbers assigned to e-tickets.

V. Agency Updates

- a. ADLRO – Wade Isobe has responded to Bob L.'s inquiry on the PF-4 screen and informed him that DIT is extremely busy with the REAL ID issue and will work on the PF-4 screen once they have completed the REAL ID project.
- b. DOH – Kari Benes reported that they are looking at moving the HEMSIS Conference to another month; the conference is usually held in April, but they may be considering holding it in October.
 - Karen mentioned that October may not be a good month because it's the start of the federal fiscal year, and project activities, including some planning and purchasing, may not begin until their grant applications are approved by the Highway Safety Section.

- c. Bob L. tried to contact ICSD regarding Axway but never received a response.
 - Lance Kaupalolo mentioned that HIJIS is “building tunnels” for their system. Perhaps HIJIS can modify their OpenFox query. OpenFox is handled by the Criminal Justice Data Center and Criminal Justice Information System (CJIS). The TRCC can contact Liane Moriyama at HIJIS for more information.
- d. DMV – Licensing Administrator Dennis Kamimura will be retiring at the end of October.

Nilda Ocreto mentioned that they still have problems accessing HPD reports.

VI. Strategic Highway Safety Plan (SHSP) Updates

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

VII. Legislation

- a. Bob announced that the Impaired Driving Task Force has just started. The legislative subcommittee met with legislators to discuss proposed impaired driving-related legislation.

VIII. Announcements

- a. Bob L. stated that the police departments should be using High Accidents Location information to determine increased enforcement locations and roadblocks.
- b. He also brought up the idea of having speed corridors in Hawaii, where fines are doubled or tripled if drivers are caught speeding in certain areas.

- IX. Next Meeting: September 19, 2013; 9:00 a.m.-12:00 p.m.;
 Airport Honolulu Hotel, Maui Room

The TRCC set meeting dates for FFY 2014:

October 15, 2013	May 15, 2014
November 14, 2013	June 19, 2014
January 16, 2014	July 17, 2014
February 20, 2014	August 21, 2014
March 20, 2014	September 18, 2014
April 24, 2014	

- X. Meeting adjourned at 11:21 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee
Meeting Minutes
September 19, 2013
Airport Honolulu Hotel

Attendees:

Kari Benes	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
Ben Moszkowicz	HPD, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
Robert Sequeira	DOT, IT
Jon Takamura	KPD, Traffic
Dana Teramoto	C&C of Honolulu, Financial Responsibility Section
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:04 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Agency Updates
 - a. KPD – No update on data diagramming project. There were some internal issues with their RMS since the last meeting, one of which is following the MVAR reference manual in coding fields. Issues have been resolved.

Jon Takamura also isn't sure if Burt Ramos from HIC and David Pickard touched bases regarding the crash data transfer project.
 - b. MPD – They are still waiting for Maui County IT to approve the scope of work for Intergraph to “unlock” the crash diagrams so that they can be sent electronically to HIC and DOT.

Another issue with the Motor Vehicle Accident Report (MVAR) has arisen. When the original officer signs off on the report, the file becomes locked. If another officer needs to revise the report, he or she needs to block enter the information into the narrative; the fields cannot be changed. (Blocks are free text, not data.) Intergraph is working on reactivating the button so that officers can go back and make changes. Lance Kaupalolo presented an option that the police departments and ADLRO could use in securely sending police reports. The Symantec Encryption Desktop Corporate software is a product that could be purchased “off the shelf” and is really secure. MPD’s finance division uses it to send out paychecks or paycheck information to personnel.

- The TRCC would have to make sure that ADLRO is fine with this option. If they are, then the counties could use the software.
 - This seems to be a better and easier option than using Axway.
 - ***Karen Kahikina will forward the information to ADLRO.***
- c. Judiciary – Jay Kawakami reported that the courts are busier because of the electronic mobile device law. Everyone who receives a citation is required to go to court. Most offenders are pleading guilty.
- d. DOH – They are still considering moving the HEMSIS User Conference to October. Karen advised that this may cause some issues with procurement and purchasing because the federal fiscal year doesn’t begin until October 1, and grant activities may not take place prior to DOH receiving a grant approval letter from the Highway Safety Section.
- e. DOT – They still haven’t heard back from HIC regarding the Statement of Work for the crash data transfer project. In addition, the Memorandum of Understanding with HPD is still being reviewed by HPD.
- f. HPD – Pat Chau should be attending the TRCC meetings to update the committee on progress with HPD’s new RMS, electronic MVAR and crash data transfer.
- ***It was suggested that if he is too busy to attend the meetings, then maybe he could provide an e-mailed update. Ben Moszkowicz will check with Pat to see if this is a possibility.***
- g. HCPD – They will be paying Intergraph the balance of their invoice for the data diagramming project. Although there are still some issues with the program, these are relatively minor. Because of one of these problems, the diagram will need to be printed out then scanned as a PDF or JPG and attached to the electronic report. Overall, the officers seem to be happy with the product.

III. Next Steps Exercise

- a. The committee members participated in an exercise in which priority projects were posted, along with issues and challenges the projects are facing. The group then brainstormed ideas on possible solutions (regardless of how impossible or inane it seemed), each person writing ideas on their Post-Its and placing them on the boards next to the respective issue. The results of the exercise are as follows:

Transfer of Crash Data	
Problems/Issues	Possible Solutions
“Unlocking” diagrams	Almost done!
	Pay vendor for this function
	Advice for other police departments working on their crash data transfer projects: Make sure their vendors put this feature in their Statement of Work from the beginning or early on.
Non-linkable database (TARS)	New database with ability to link outside agencies
	Upgrade database
HPD not electronically transferring to DOT	HPD and DOT IT to work together to devise solution
	Collect data electronically
	DOT should be part of the meetings/discussions between HPD and Motorola
Data diagramming stalled HCPD	HCPD hire new IT person or assign someone to work on TRCC-related projects
	DOT part of HCPD process
Vendor issues	Need internal IT support “expertise” to communicate with vendors effectively <ul style="list-style-type: none"> - The TRCC asked who reviews the vendor contracts before signing at the police departments. Contracts usually reviewed by personnel with no IT experience or expertise.
	Don’t pay vendor until job gets done correctly
	Need on-island representative <ul style="list-style-type: none"> - Lance informed the committee that it costs \$80,000/month to have an Intergraph representative on the island
	Consequences for vendors (if they don’t complete the work on time, agencies get a discount of forfeit contract). Include consequences in contracts. <ul style="list-style-type: none"> - Consequences may be unenforceable
	Get new vendor
No Statement of Work between HIC and DOT	Contact HIC

Electronic MVAR	
Problems/Issues	Possible Solutions
Business Rules (no consistency/standards)	Obtain business rules from vendors
	Hire vendor to develop standard
	Develop standard business rules for TRCC. TRCC would need to review the agencies' business rules to see what should be included
Unlocking diagrams	Almost done!
HPD not there yet	(No responses)

Electronic Citations	
Problems/Issues	Possible Solutions
No e-citations	Any way to obtain funding? Grants?
	Create a subcommittee <ul style="list-style-type: none"> - Members should include: <ul style="list-style-type: none"> Judiciary (Calvin Ching) JIMS (Dana Nakasato/Mai Nguyen Van) HPD IT Person (Pat Chau) HIC (Judiciary's IT Contractor) KPD IT DOT Law enforcement (Ben Moszkowicz)
Signature needed for laptops	Capture offender photo/fingerprint in lieu of signature?
	We don't require signatures now. If required, can violator sign <u>their</u> copy?
	Need to get demo model from Judiciary
	Consult with Judiciary/judges
Equipment/software <ul style="list-style-type: none"> - Funding/maintenance - Printers 	Use grant funds to purchase hardware and software
	Self-sustaining system – portions of fine pay for e-citation equipment/maintenance
	Would need at least \$200,000 per year connectivity for cellular service
Long citations/payment instructions	Use handheld device that is able to print citation in police vehicle
	Instructions on a separate handout
	Pre-printed instruction inserts with payment instructions (envelope) – will shorten citation length
Vendor (who can we use?)	Use HIC and assist implementation
	Ensure that vendor works closely with Judiciary so that the data transfer is done correctly

	Whoever can do the work. As long as data gets sent to Judiciary (timely), why should it matter?
Data transfer issues (didn't transfer over correctly)	Data <u>was</u> transferring. This just may be a matter of fixing the transfer.
Getting police on board (Judiciary pays for citation books now; why should the police departments pay for e-citations)	HPD Traffic wants to convert to e-citations. If this truly is a priority, doesn't the program have to start somewhere?
Shouldn't be solely a county responsibility (Judiciary wants it)	This is a state project with department input for officers' ease.
	If Judiciary gets their data, why <u>wouldn't</u> they want it transferred electronically?
	Address with management at Judiciary
	Provide grant funds to Judiciary to take the lead and direct police departments on what vendor to use, which equipment/software to use, etc. Judiciary to distribute highway safety grant funds to police departments to implement e-citation.

Other Projects	
Problems/Issues	Possible Solutions
ADLRO fax	Use e-mail, encryption software, secure network
	If redacted, police reports become public anyway after review decision has been sent. Is encryption needed?
	Work with ADLRO IT to see what is acceptable?
DMV can't get HPD reports quickly	Nilda should call Ben to resolve this
Ways to streamline process to make procedures easier <ul style="list-style-type: none"> - For example, bar code on registrations - Insurance - Faster and easier to complete MVARs and citations/e-citations 	Purchase bar code readers for police departments
	Purchase special printers for DMVs
GPS information on MVARs <ul style="list-style-type: none"> - Having other departments enter information onto MVARs 	Procure GPS units for police departments
	Establish standard GPS procedures and format
	Integrate computer aided dispatch (CAD) statewide same/similar to fire EMS. Dispatch then has preliminary crash data real time.
	Pilot project for other counties to try

IV. Announcements

- a. Karen reminded committee members that FFY 2013 will end on September 30, 2013. Narrative reports are due October 15, 2013. Reimbursement requests are due October 30, 2013.
- b. Karen also reminded committee members that the Highway Safety Section will be holding a mandatory grant orientation on Monday, October 21, 2013 at the Honolulu Airport Conference Center, located on the 7th floor of the interisland terminal.

V. Next Meeting: October 15, 2013; 9:00 a.m.-12:00 p.m.;
 Airport Honolulu Hotel, Maui Room

VI. Meeting adjourned at 11:20 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

October 15, 2013

Airport Honolulu Hotel, Maui Room

Attendees:

Jan Higaki	DOT, Traffic Safety
Estrella Jove	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Bob Lung	DOT Consultant
Ben Moszkowicz	HPD, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
Robert Sequeira	DOT, IT
Jon Takamura	KPD, Traffic
Dana Teramoto	C&C of Honolulu, Department of Transportation Services
Linda Tom	Judiciary
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:15 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes of the last meeting were reviewed and approved by the committee.

- II. Future Meetings
 - a. The committee discussed the current frequency of meetings and decided that it may be better to meet every other month, rather than every month, starting in November 2013. The meetings will still be held 9:00 a.m. to 12:00 p.m.

- III. Data Diagramming Update
 - a. MPD – Ricky Uedoi reported that Lance Kaupalolo just sent Burt Ramos a Statement of Work (SOW) between Intergraph and MPD for review and approval. The SOW defines the software and services required to provide a custom RMS Export Interface for accident drawings. Lance requested that Burt look over the defined specifications to verify that HIC will be able to extract the diagrams.

 - b. KPD – They have been having issues with their new RMS and the vendor. KPD had to send a letter to TriTech, demanding that a representative return to Kauai to resolve these issues.

- c. HCPD – They paid the balance on the data diagramming software.
- d. HPD – According to Ben Moszkowicz, HPD has said that the new RMS will be operational by the end of the calendar year.

IV. MVAR Data Transfer Update

- a. DOT – The Traffic Safety Section provided an update on Motor Vehicle Accident Reports (MVARs) received from the county police departments:
 - MPD – MVARs up to June 2013
 - HCPD – 2013 reports, but each month is incomplete
 - HPD – one week behind on MVARs
 - KPD – MVARs up to May 2013
 - ***Rob Pauole can provide the Traffic Safety Section with a list of all major accidents starting from January 2013 so that they can compare the reports received to this list and see what may be missing.***
 - ***Ricky will check with Lance to see if they can do this, too.***

V. E-Citation

- a. Committee members confirmed who should be included in the E-Citation Subcommittee. The members should include:
 - Judiciary (Judge Barbara Richardson, Calvin Ching, Kevin Thornton, David Maeshiro)
 - JIMS (Dana Nakasato, Mai Nguyen Van)
 - HPD IT (Pat Chau)
 - HIC
 - KPD IT (David Pickard)
 - DOT (Bob Lung, Karen Kahikina)
 - Law enforcement (Ben Moszkowicz, Traffic Commanders)
 - County prosecutors
- b. The first subcommittee meeting will be held Thursday, December 12, after the Impaired Driving Task Force Meeting at the Airport Honolulu Hotel.
 - Alternate meeting date: Week of December 16
- c. ***Karen will draft and send out invitations.***

VI. Agency Updates

- a. ADLRO – Bob Lung provided an update for ADLRO. The PF-4 screen is still on hold.

They hired a replacement for Doug Birge’s position as a Hearing Officer. They may also request to hire a statistician.

Ben mentioned that HPD received a questionnaire from ADLRO about police sending reports to ADLRO. The questionnaire referred to the electronic submission of documents.

VII. Next Steps

- a. The TRCC reviewed the results of last meeting's exercise that focused on priority projects and issues/challenges being faced. In addition to the electronic MVAR and electronic transfer of crash data, the TRCC will focus its efforts on e-citations and determining how to implement this system.
- b. Assessment Recommendations and Strategic Highway Safety Plan (SHSP) Data Emphasis Area (EA) Strategies – Bob L. distributed the recommendations from the 2011 Traffic Records Assessment and a list of the updated SHSP Data EA strategies. ***The TRCC should begin to compare the two lists to determine if there is any overlap, thus “killing two birds with one stone.”***

VIII. Announcements

- a. Karen provided an update on FFY 2014 grants and funds. Since there is a lot of Section 408 carry forward funds, the Traffic Records grants may begin project activities. All other program areas are on hold right now (unless otherwise told) due to the government shutdown. The Highway Safety Section will keep grantees updated on funding status.

IX. Next Meeting: Thursday, November 14, 2013; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

X. Meeting adjourned at 10:50 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

November 14, 2013

Airport Honolulu Hotel, Maui Room

Attendees:

Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Estrella Jove	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Bob Lung	DOT Consultant
Dana Nakasato	Judiciary/JIMS
Robert Pauole	Hawaii County Police Department, Traffic
David Pickard	Kauai Police Department, IT
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
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 – MPD had sent Burt Ramos a Statement of Work (SOW) between Intergraph and MPD for review and approval. The SOW defines the software and services required to provide a custom Records Management System (RMS) Export Interface for accident drawings. Lance Kaupalolo had requested that Burt look over the defined specifications to verify that HIC will be able to extract the diagrams. HIC has reviewed the SOW and is fine with it.
 - ***Karen Kahikina commented that the Highway Safety Section would need to get NHTSA's approval for a grant modification before MPD can proceed with this project.***
 - b. HCPD – No updates. The diagrams are fine.
 - c. KPD – No updates.

- III. MVAR Data Transfer Update
- a. MPD – The daily transmissions of crash data from MPD to HIC are still ongoing.
 - b. HCPD – Right now, the department’s main project is attaining a new RMS.
 - c. HIC – They reported that they are currently on a “need-to-know” basis with the Honolulu Police Department.
 - d. DOT – They are still working on getting a new server. Also, as a follow up to the last TRCC meeting, Rob Pauole provided the Traffic Safety Section with a couple of lists of all major accidents starting from January 2013 to cross check reports received to this list to see what may be missing.
 - ***MPD will give Jan lists to cross check, too. These lists will include crash reports from June 2010 to the present.***
 - e. KPD – TriTech has been on site at KPD for the past few weeks to resolve the issues KPD has been encountering with their RMS; officers were using paper Motor Vehicle Accident Report (MVAR) forms due to these problems. TriTech will be making plans to change the RMS configuration.
- IV. E-Citation
- a. Karen reminded TRCC members that the first E-Citation Subcommittee meeting will be held on Thursday, December 12, 1:00 p.m.-4:30 p.m.
- V. Agency Updates
- a. ADLRO – ***The City & County of Honolulu Department of Information Technology is now ready to meet with DOT to discuss changes to the PF-4 screen.***
 - b. Judiciary – They are testing their Oracle database upgrade. They will also be meeting internally to prepare for the E-Citation Subcommittee meeting.
- VI. Traffic Records Forum
- a. TRCC members who attended the Traffic Records Forum in St. Paul, Minnesota, in October reported on what they learned during the conference.
 - Ricky Uedoi attended a session on data tracking for cellular phone use, as well as sessions that discussed e-citations. Maryland’s e-citation system was notable.
 - Lance reported that any e-citation programs we use would have to be implemented statewide.
 - David Pickard stressed that data integration is essential, citing Wisconsin as an example. KPD uses Geocom to map crashes.

- Bob Sequeira commented that most of the sessions at the conference have progressed to data integration. This year's forum focused on EMS data, while next year's forum will focus on data integration. Also, the most important and beneficial reason for attending the conference was meeting with consultants and networking with vendors /contractors and other states to learn what they are doing or what challenges they have faced in their traffic records projects.
- Jan sat in on sessions about data integration and data warehouses. She learned about Crash Modification Factors, which we should be using.
- This was Estrella Jove's first attendance at the Traffic Records Forum. She mentioned that she learned so much during the conference, including that better data makes better decisions to save lives.
- Bob Lung commented that the forum focused less on data collection, unlike in previous years, and placed more emphasis on data integration and crash analysis so that better decisions can be made.

VII. GPS

- a. The TRCC discussed the inclusion of GPS coordinates in MVARs.
 - ***The TRCC should establish procedures, a uniform format, etc. for departments to follow.***
 - Lance mentioned that the map is important. If the map is off, the coordinates will be off.
 - MPD is already using GPS coordinates.
 - KPD can use GPS, as well.
 - HCPD is already including coordinates in their reports.
- b. ***The TRCC decided to keep the GPS topic on the agenda for further discussion.***

VIII. Traffic Records Assessment

- a. According to Bob L., the new online format for the Traffic Records Assessment includes 378 questions. ***He will review the questions and distribute to the appropriate agencies for answering.*** Although Hawaii's next assessment isn't until 2016, questions may be answered in advance to allow the assessors more time to conduct the assessment.
- b. The new format includes module leaders, assessors and a facilitator. A telephone conference call is included.
- c. There is no need to budget for the assessment since no travel is involved and telephone calls will be made by NHTSA.

IX. Announcements

- a. Bob L. provided a brief recap of a meeting traffic safety partners (including law enforcement officers, prosecutors, DOH representatives, and DOT personnel) had with a representative from NMS Labs on November 20. The discussion revolved around the Impaired Driving Task Force's desire to set up a state lab for drug testing using blood specimen, as well as what services NMS offers and how they may be able to help in this endeavor.

X. Next Meeting: Thursday, January 16, 2014; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

XI. Meeting adjourned at 11.20 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

January 16, 2014

Airport Honolulu Hotel, Maui Room

Attendees:

Kari Benes	DOH, Injury Prevention
Clay Chan	DOH, Injury Prevention
Jan Higaki	DOT, Traffic Safety
Sean Hiraoka	DOT, Traffic Safety
Estrella Jove	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Lance Kaupalolo	Maui Police Department, IT
Bob Lung	DOT Consultant
Ben Moszkowicz	Honolulu Police Department, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
David Pickard	Kauai Police Department, IT
Robert Sequeira	DOT, IT
Jon Takamura	Kauai Police Department, Traffic
Ricky Uedoi	Maui Police Department, Traffic
Frank Wegesend	Judiciary

- 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 – The proprietary encryption lock for the data diagrams is in place for any vendor, including the Hawaii Information Consortium (HIC). But Intergraph would need to know which vendor needs to access the diagrams since unlocking it is vendor specific.
 - b. HCPD – No updates.
 - c. KPD – No updates.
 - d. HPD – Motorola is saying that the RMS will be ready in mid May.

III. MVAR Data Transfer Update

- a. KPD – They are using electronic MVARs again; officers had been using paper Motor Vehicle Accident Report (MVAR) forms due to problems KPD was experiencing with their RMS.
- b. MPD – The daily transmissions of crash data from MPD to HIC are still ongoing.
- c. HCPD – There has been no progress. Right now, the department’s main project is attaining a new RMS.
- d. DOT – HIC had sent back a revised Statement of Work (SOW). DOT has to meet internally to discuss these changes before proceeding. ***Jan will coordinate that meeting.***

DOT has to use HiePro, the department’s new procurement system, to receive bids for the new server/system.

- They probably won’t get the server this year. However, they are planning on hiring a consultant by the end of the Federal Fiscal Year (FFY).

IV. E-Citation

- a. ***Bob Lung suggested that the TRCC/E-citation subcommittee start with a concurrent resolution officially establishing the subcommittee.*** The legislators would probably have the subcommittee report back with findings and recommendations. The other option would be to just “run with the project” and change the laws as we need to.

V. Agency Updates

- a. ADLRO – Bob L. will be meeting with ADLRO and the Department of Information Technology to discuss changes to the PF-4 screen. They are also trying to change the Ignition Interlock Permit from a paper permit to a plastic card.
- b. Judiciary – No updates to report.
 - Bob L. inquired how he can get monthly reports of number of citations and a listing of the violations.
 - ***Ben Moszkowicz will try to get him the reports.***
- c. DOH – The crash map, which uses HEMSIS data, is now online.

The HEMSIS Conference will be moved to November because having the conference in April conflicts with the Legislative session.

Provider training for the new, upgraded NEMSIS 3.0 system will be in June.

DOH is trying to work on the Computer-Aided Dispatch (CAD) interface on Kauai with KPD; however, he has encountered some challenges. He will contact David Pickard to discuss further.

- He is also working on the CAD interface on Maui with MPD. He will contact Lance Kaupalolo to discuss further.

VI. GPS in MVARs

a. The TRCC discussed the inclusion of GPS coordinates in MVARs.

- MPD and HCPD are already using GPS.
- KPD has the capabilities.
- Sean Hiraoka mentioned that the TRCC should discuss formats, conversions, maps, etc.
 - David suggested that TRCC can set a standard that everyone follows, rather than worrying about conversions later.
 - Lance stated that Maui's planning office handles their maps, so MPD can't tell them what to use. Also, Maui already has a site where the public can map out crashes.
 - Bob Sequeira suggested that DOT should just take whatever format the agencies with established GPS use and convert it on DOT's end.
 - ***Sean will draft a letter to the police departments, asking them to fill in the GPS Location field on the MVAR and informing DOT what format the GPS is in.***

VII. Announcements

a. Karen reminded the committee members that highway safety grant proposals are due on Friday, March 14.

VIII. Next Meetings:

E-Citation Subcommittee Meeting
Wednesday, February 12, 2014
9:00 a.m.-12:00 p.m.
Airport Honolulu Hotel, Maui Room

TRCC Meeting
Friday, March 28, 2014
9:00 a.m.-12:00 p.m.
Airport Honolulu Hotel, Maui Room

IX. Meeting adjourned at 11:13 a.m.

Note: Boldfaced and italicized texts are action items.

Hawaii Traffic Records Coordinating Committee Meeting Minutes

March 28, 2014

Airport Honolulu Hotel, Maui Room

Attendees:

Byron Fujieda	County of Maui, Department of the Prosecuting Attorney
Jan Higaki	DOT, Traffic Safety
Estrella Jove	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Jay Kawakami	Judiciary
Ben Moszkowicz	Honolulu Police Department, Traffic
Nilda Ocreto	C&C of Honolulu, Financial Responsibility Section
Robert Pauole	Hawaii County Police Department, Traffic
Robert Sequeira	DOT, 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 9:11 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. KPD – They have been experiencing issues with their data diagramming software; it sometimes works. KPD can't figure out what the problem is.

 - b. MPD – The proprietary encryption lock for the data diagrams is still in place. Karen Kahikina gave MPD permission to proceed with purchasing the “key” for the encryption lock.

 - c. HCPD – No updates.

 - d. HPD – HPD is considering using Aras software for their data diagramming needs. Jon Takamura commented that Aras has issues with compatibility with Records Management Systems (RMS) and other software, but they do conduct a very impressive presentation and sales pitch.

III. MVAR Data Transfer Update

- a. KPD – They are looking at leaving TriTech and starting all over again with a new vendor. However, this probably won't happen for at least three to five years.
 - Some challenges they have encountered include Motor Vehicle Accident Reports (MVAR) going missing.
- b. MPD – The daily transmissions of crash data from MPD to HIC are still ongoing.
- c. HCPD – They are in the middle of writing a proposal for a new RMS. ***In the meantime, HCPD can transfer MVARs to HDOT faster by scanning the reports and e-mailing them to Jan Higaki in the Traffic Safety Section.***
 - ***Rob Pauole will start doing this on Monday, and try this pilot project for one month.***
- d. HPD – Their new RMS is scheduled to go live in May.
- e. DOT – HIC had sent back a revised Statement of Work (SOW). DOT has met internally to discuss changes that HIC made to the SOW. ***Jan will coordinate that meeting.***
- f. HIC – HIC submitted an update report via e-mail. They have been in contact with KPD to establish data connection for the MVARs. KPD expects that regular MVAR transmissions to HIC may be started in the near future. Once those transmissions begin, HIC will receive the reports; HIC will probably require approximately one month of development work to ensure that the data is stored correctly and that the system is able to generate PDFs from the data received. This will be done in tandem with David Pickard, the KPD team and the TriTech team.

IV. E-Citation

- a. The E-Citation Subcommittee met on February 12. Ben Moszkowicz provided a recap of the subcommittee meeting.
 - The proposed timeline for the e-citation project is:
 - April 2014 – Start feasibility study
 - August/September 2014 – Presentation to police chiefs
 - October/November 2014 – Draft legislation and meeting with legislators
- b. The subcommittee will be meeting immediately following this TRCC meeting.

V. Agency Updates

- a. Judiciary – No updates to report.
- b. DMV – They met with the Administrative Driver’s License Revocation Office (ADLRO). The PF31 screen, which shows whether a driver is supposed to have an Ignition Interlock Permit, will be accessible to police officers beginning in June.
 - They will have another meeting with the Department of Information Technology (DIT).

Dennis Kamimura retired last year. His replacement is Preston Ko, who was previously with DIT.

- c. DTS – No updates to report.

VI. GPS in MVARs

- a. The TRCC discussed the inclusion of GPS coordinates in MVARs.
 - HCPD – Officers are supposed to be entering GPS coordinates into the MVARs. ***Jan will check to make sure that reports include them, and she will inform Rob if MVARs are missing GPS information.***
 - KPD – They have the module, but it is not activated.
 - HPD – Ben doesn’t know if GPS capabilities will be part of the new RMS. Dispatch knows the GPS locations of officers.
 - MPD – GPS may be difficult with patrol and may lead to greater margin of error. Handheld GPS units on the point of impact would provide exact location data; however, MPD’s vehicles are not equipped to allow the operator to manually mark the GPS point and obtain the latitudinal/longitudinal coordinates through the application. The vehicle GPS are designed to work behind the scenes to mark fleet vehicle locations.
 - What MPD could do is ask if the MPS application can be modified by Intergraph to allow for a manual GPS marking, and then have the marked location imported to the MVAR report. If it is possible, MPD officers will 1) have to be using MPS at the motor vehicle accident site, and 2) learn how to mark the point of impact. There would need to be training and internal policy revisions.
 - MPD’s current CAD/RMS system is designed to list the GPS coordinates in the MVAR when a “verified” location is entered. If the officer or dispatcher enters an “unverified” location, then the coordinates will be blank, as their map would not know where the motor vehicle accident location is and, thus, would not be able to provide coordinates.
- b. Sean Hiraoka had drafted a letter requesting law enforcement agencies to enter GPS information into their MVARs, if they have the capabilities. The draft had been sent via e-mail to select committee members for review and feedback. The committee reviewed the draft letter and approved it for distribution.

VII. Next Meetings:

E-Citation Subcommittee Meeting
Friday, March 28, 2014
11:00 a.m.-12:00 p.m.
Airport Honolulu Hotel, Maui Room

TRCC Meeting
Thursday, May 15, 2014
9:00 a.m.-12:00 p.m.
Airport Honolulu Hotel, Maui Room

VIII. Meeting adjourned at 10:42 a.m.

Note: Boldfaced and italicized texts are action items.

**Hawaii Traffic Records Coordinating Committee
E-Citation Subcommittee
Meeting Minutes**

December 12, 2013
Airport Honolulu Hotel, Maui Room

Attendees:

Patrick Chau	Honolulu Police Department, IT
Byron Fujieda	County of Maui, Department of the Prosecuting Attorney
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Jeen Kwak	C&C of Honolulu, Department of the Prosecuting Attorney
Ben Moszkowicz	Honolulu Police Department, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Judge Barbara Richardson	Judiciary
Chris Sebastian	Sheriff Division
Kevin Thornton	Judiciary
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 1:10 p.m.
 - b. Committee members introduced themselves.

- II. Purpose of Electronic Citation Subcommittee and History
 - a. Sean Hiraoka and Karen Kahikina provided information on which agencies would benefit from e-citations and how. They also presented a brief history on past e-citation initiatives in Hawaii.
 - A previous attempt at launching e-citations in Hawaii began in Federal Fiscal Year (FFY) 2004. Hardware was purchased in FFY 2008, and work between the Honolulu Police Department (HPD) and the Judiciary commenced with HPD's vendor, Berendo, working with Judiciary/JIMS' new vendor, Wirevibe, on citation format, transfer and acceptance of e-citations, citation numbering system, etc. The project stalled in FFY 2011 and has not been revisited since.
 - b. Karen presented examples of what other states are doing or have done to implement e-citation systems.
 - c. The benefits of having an e-citation system were explained.

III. Obstacles and Issues

- a. The subcommittee discussed the obstacles and issues that hindered the previous e-citation pilot project and the issues that the subcommittee will have to resolve for a successful system. Some of the issues include:
 - Signature needed on citations (may be an issue for citations created on laptops)
 - ***It was suggested that the subcommittee contact Calvin Ching to ask the possibility of using fingerprint identification.***
 - Byron Fujieda questioned why signatures are needed. Maybe just a checkbox is sufficient.
 - Ben Moszkowicz commented that not needing signatures opens a lot of doors.
 - Judge Barbara Richardson mentioned that Section 291D-5, HRS stipulates that a signature is needed and the citation must include a space for a signature. Also, Section 803-6, HRS requires the signature of the person who is issued a citation for a traffic crime, in lieu of arrest. Removing the signature from citations may require a statute change.
 - Long citations/payment instructions (during the last pilot project, a citation could be as long as two or three feet, if not longer, when printed on the handheld device)
 - Some suggestions to address this issue are to use handheld devices that are able to print the citation in the police vehicle on larger paper; having the instructions on a separate handout or having pre-printed instruction inserts with payment instructions; and printing the instructions on the envelopes given with the citations.
 - Streamlining instructions might further shorten the citation length.
 - Which agency should take the lead on this project?
 - Judge Richardson commented that the county police departments and prosecutors should take the lead.
 - The police departments and the TRCC believe that the Judiciary should be the lead agency in this system. Since they are already printing and issuing the citation books to the police departments, they can dictate to the counties exactly what they want, how they want things done and what formats/procedures to follow. If the county police departments were to take the lead, they might each develop their own systems, which may lead to integration problems in the future. Also, at the present time, several of the police chiefs are against e-citations unless the TRCC can come up with solutions that will not burden counties with additional costs.

- Karen suggested that the Judiciary take the lead and use NHTSA and FHWA grant funds towards start-up costs, including the purchase of software/hardware and hiring a vendor to develop a successful system. There are federal funds available for this. Maintenance costs would need to be funded by special funds or another funding source. Ideally, e-citations would be a self-sustaining system.
 - According to Burt Ramos, the State Office of Information Management and Technology may be able to help with start-up and maintenance costs, as well.
- Data wasn't transferring from HPD to the Judiciary Information Management System (JIMS) correctly during the pilot project
 - Kevin Thornton commented that the systems just needed fine tuning.
 - It would cost \$160,000 to pay JIMS to complete the transfer of data. Judiciary would need at least 12 weeks to work on this.
 - Kevin mentioned that Judiciary wants to avoid just getting the TIFFs of the citations, which is what was happening before.
 - ***Ben or Kevin will find out how many citations are issued in a year.***

IV. First Steps/Next Steps

- a. ***The subcommittee decided that the following is needed before an e-citation system can even be started:***
- ***Identify a legislator who could advise us and support any legislation needed.***
 - Senators Clayton Hee and Will Espero may lend their support.
 - ***It was suggested that the subcommittee consult with Bob Lung, TRCC chairperson, on identifying which legislators should be approached. Bob may be able to contact the legislators, too.***
 - ***Prepare a long-term plan with a self-sustaining model.***
- b. ***The subcommittee should take a look at HB1442, SB1252 and SB887, which are fine-sharing bills from the 2013 Legislative Session that are carried over to 2014.***
- c. ***The Hawaii Information Consortium will research "road maps" and look into the possibility of conducting a feasibility study for an e-citation system.***
- ***Karen will e-mail Burt information on the sample e-citation systems from other states.***

V. Next Meeting: Wednesday, February 12, 2014; 9:00 a.m.-12:00 p.m.;
Airport Honolulu Hotel, Maui Room

VI. Meeting adjourned at 3:45 p.m.

Note: Boldfaced and italicized texts are action items.



**FFY 2015 Section 405(c)
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



**E-Citation Subcommittee
Meeting Minutes**

**Hawaii Traffic Records Coordinating Committee
E-Citation Subcommittee
Meeting Minutes**

February 12, 2014
Airport Honolulu Hotel, Maui Room

Attendees:

Patrick Chau	Honolulu Police Department, IT
Byron Fujieda	County of Maui, Department of the Prosecuting Attorney
Sean Hiraoka	DOT, Traffic Safety
Karen Kahikina	DOT, Highway Safety
Jeen Kwak	C&C of Honolulu, Department of the Prosecuting Attorney
Bob Lung	DOT Consultant
Ben Moszkowicz	Honolulu Police Department, Traffic
David Pickard	Kauai Police Department, IT
Burt Ramos	Hawaii Information Consortium/eHawaii.gov
Jon Takamura	Kauai Police Department, Traffic
Kevin Thornton	Judiciary
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 9:08 a.m.
 - b. Committee members introduced themselves.

- II. Subcommittee Chairperson Selection
 - a. Ben Moszkowicz volunteered to chair the subcommittee. The members unanimously voted in favor of this.

- III. Recap of Last Meeting
 - a. Karen Kahikina provided a recap of the last subcommittee meeting. Following the last meeting, she had e-mailed the legislative bills pertaining to e-citations and the statute regarding signatures on citations. Judge Barbara Richardson had replied that Section 803-6, HRS does require the signature of the person who is issued a citation for a traffic crime in lieu of arrest.
 - Byron Fujieda commented that a statute change may be needed because it sounds like signatures are required even though there's a refusal box.
 - Bob Lung would like to take signatures off citations entirely.

IV. Report Back/Next Steps

- a. Kevin Thornton reported that 350,000 paper citations were issued and there were 375,000 administrative fees/charges in 2013. One citation could have more than one charge on it. The administrative fee is per charge, not per citation.
 - From March 27-December 31, 2013, 28,675 traffic citations were paid online. As a result, \$2.9 million was collected for Judiciary for these online transactions. In addition, the Judiciary did not have to pay the credit card fees.
 - Bob commented that people call administrative fees “surcharges.”
 - Sean Hiraoka asked how Safe Routes to School (SRTS) set up their system so that a portion of funds from citations goes back to SRTS. No one had an answer.
 - The Hawaii Information Consortium (HIC) can assess fees, including possibly increasing the fee so that a portion of the funds goes back to sustain e-citations. They can also leverage it so that citations paid in person will cost more, which will drive traffic to the online e-citation system.

- b. Burt Ramos provided a presentation on possible e-citation options (build statewide e-citations module, use county RMS e-citation modules, use a hybrid system or buy an e-citation module), key issues and possible next steps. He also demonstrated an e-citation concept that was created in 2011 for the TRCC and the Maui Police Department based on initial ideas.
 - If a pilot project is started in April 2014, HIC could roll out a prototype by the end of Federal Fiscal Year (FFY) 2014.
 - The committee discussed HIC conducting a feasibility study before moving forward with a pilot project. The feasibility study would be needed to attain support from the police departments, legislators, etc.
 - ***Burt will provide a cost quote for just the feasibility study, without the pilot project.***
 - ***Ben will check his Traffic Records grant agreement to see what the e-citations funding amount is, as well as check with his Finance Department to see if it would be possible for HPD to fund the feasibility study under their grant. If HPD can't fund it, then the study may need to be moved to another agency's grant.***
 - ***Karen will check with NHTSA to see if the grant agreements can be amended to fund the feasibility study.***

- c. The committee decided that the next steps are:
 - 1) Conduct feasibility study
 - 2) Attain Memorandums of Understanding (MOU) with participating agencies (Judiciary, police departments, prosecuting attorneys offices, etc.)
 - 3) Present results of feasibility study and MOUs to legislators to gain support and necessary statute changes

- d. The proposed timeline for this project is:
 - April 2014 – Start feasibility study
 - August/September 2014 – Presentation to police chiefs
 - October/November 2014 – Draft legislation and meet with legislators
- e. ***It was suggested that the prosecutors should think of what costs/resources they may need for e-citations.***

V. Legislative Changes

- a. The committee discussed the signature requirement.
 - A question was asked regarding the use of pictures instead of signatures. Depending on the e-citation equipment that would be used, would it be possible to take a picture of the offender and attach it to the e-citation? Prosecutors think this would really help with identifying the offenders, especially with all the identity theft taking place these days.

VI. Next Meeting: March 28, 2014
11:00 a.m.-12:00 p.m. (immediately following the TRCC meeting)
Airport Honolulu Hotel, Maui Room

VII. Meeting adjourned at 11:47 a.m.

Note: Boldfaced and italicized texts are action items.

**Hawaii Traffic Records Coordinating Committee
E-Citation Subcommittee
Meeting Minutes**

March 28, 2014

Airport Honolulu Hotel, Maui Room

Attendees:

Patrick Chau	Honolulu Police Department, IT
Byron Fujieda	County of Maui, Department of the Prosecuting Attorney
Karen Kahikina	DOT, Highway Safety
Jay Kawakami	Judiciary
Ben Moszkowicz	Honolulu Police Department, Traffic
Robert Pauole	Hawaii County Police Department, Traffic
Jon Takamura	Kauai Police Department, Traffic
Ricky Uedoi	Maui Police Department, Traffic

- I. Welcome and Introductions
 - a. Meeting called to order at 11:00 a.m.
 - b. Committee members introduced themselves.
 - c. Minutes from February 12, 2014 meeting approved.

- II. Feasibility Study
 - a. HPD – Ben Moszkowicz showed his Finance Division the Hawaii Information Consortium (HIC)/ehawaii.gov procurement exemption letter. Initial feedback from the Finance Division is that it should be fine to fund the feasibility study; HPD just needs the price quote and Statement of Work (SOW) from HIC.

 - b. According to an e-mailed update from Burt Ramos, HIC has a draft SOW that they will be sending to HPD and DOT for review. Once the SOW is signed, HIC can begin the feasibility study.
 - ***The committee decided that the SOW should be sent to the committee for feedback and review before it is signed.***

 - c. A question was brought up regarding which agency would be submitting the grant for start-up costs.
 - A comment was made on how it would be easier if HIC submits a grant and owns the equipment.
 - If HIC submits for grant funding and ends up owning the equipment and software, there would need to be policies put into place.

III. E-Citations Wish List

- a. Committee members provided a “wish list” of what they would like to see with Hawaii’s e-citation system:
- Use of photo of the offender rather than signature on citations
 - E-citation equipment should include bar code and magnetic stripe readers
 - E-mailed citations
 - Ability to check citation/offender’s information against other databases
 - All affected agencies would need connectivity/linkage
 - Handheld equipment with wifi capabilities
 - Long battery life on equipment
 - The system would need to have the right charging codes with some kind of checks and balance system (business rules?)
 - System should be able to track warnings (from officers) and prior citations
 - This should be starting from the “going live” date
 - System must be able to work in rural, non-hot spot areas
 - Equipment should have sufficient memory to store numerous citations
 - Court instructions separate from citation, either on an insert, e-mailed to offender or on a website that they can access
 - System sets court dates
 - The system sets limits so that court dates are spread out, off dates/hours are taken into consideration, and there are only so many court cases per day. This would be like a reservations system.
 - The system offers officers choices for court dates. However, the system should default to a date if an officer doesn’t choose a date.
 - Judiciary can determine off dates
 - Judiciary should be able to modify the number of cases per day
 - Equipment should be able to withstand the elements
 - Equipment should have the ability to take pictures of anything that could be used as evidence
 - Should also be able to attach multiple images to the citation
 - There was a question of where the pictures would go, such as to the prosecutors, police, etc.?

IV. Next Meeting: June 10, 2014*
9:00 a.m.-12:00 p.m.
Airport Honolulu Hotel, Maui Room

* At a subsequent TRCC meeting, the committee decided to delay the June 10 E-Citation Subcommittee Meeting since the SOW has not yet been signed. The new meeting date is Thursday, August 14, 2014.

V. Meeting adjourned at 12:06 p.m.

Note: Boldfaced and italicized texts are action items.



**FFY 2015 Section 405(c)
State Traffic Safety Information System Improvements
Grant Application
Hawaii Department of Transportation**



Contact Information

Hawaii Traffic Records Coordinator:

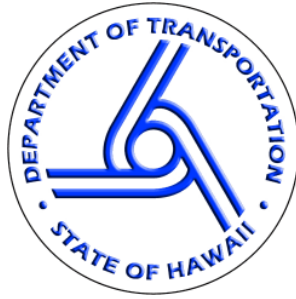
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**Part 3: Impaired Driving Countermeasures
(23 CFR 1200.23)**

**Hawaii Application for
Section 405(d) Impaired Driving Grant Program
for
Federal Fiscal Year 2015**

Prepared by

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

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Section 405(d) Impaired Driving Grant Program and Impaired Driving Plan

The Hawaii Department of Transportation (HDOT) is applying for the Section 405(d) Impaired Driving Grant for FFY 2015 and submitting Hawaii's updated Impaired Driving Plan, under Moving Ahead for Progress in the 21st Century (MAP-21).

Background

Impaired driving continues to be a serious problem in Hawaii. Since 1971, Hawaii has passed major legislation to reduce impaired driving:

- Established 21 as the minimum age for legal consumption of alcohol
- Established zero tolerance for drivers under 21
- Established .08 blood alcohol content as the legal definition of impaired driving

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 Operating a Vehicle Under the Influence of an Intoxicant (OVUII) 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.

According to our Administrative Driver's License Revocation Office (ADLRO), there were 7,232 OVUII cases with arrest dates during 2013, compared to 7,356 OVUII cases during 2012, less than two percent decrease. Of the 7,232 arrests during 2013, 4,730 (or about 65 percent) were first time offenders. Of the 7,356 arrests in 2012, 5,950 (or about 80 percent) were first time offenders.

From January 1, 2013 through December 31, 2013, Smart Start Inc. (Hawaii's ignition interlock vendor) installed 1,959 ignition interlock devices into vehicles statewide, a 14 percent increase compared to 1,694 installed during 2012. During 2013, a total of 13,645 alcohol positive (.025 and above) engine starts were prevented statewide, a 15 percent increase compared to 11,653 that were prevented during 2012. Moreover, about 90 percent of the prevented positive engine starts were for BACs of .025 - .079 during 2013 (12,298 out of the 13,645) and 2012 (10,496 out of the 11,653).

Enforcement Efforts

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 estimated at 1,404,054 as of July 1, 2013. The City and County of Honolulu's population is 983,429, with the Honolulu Police Department serving 70.0 percent of Hawaii's population; Hawaii County's population is 190,821, with the Hawaii Police Department serving 13.6 percent; Maui County's population is 160,292, with the Maui Police Department serving 11.4 percent; and Kauai County's population is 69,512, with the Kauai Police Department serving 5.0 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 Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) trainings so that their deputies are properly trained in recognizing alcohol and drug-impaired driving and enforcing Hawaii's OVUII laws.

As part of HDOT's 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.

In Hawaii's proposed FFY 2015 Highway Safety Plan (HSP), HDOT has allocated an overtime enforcement budget of \$1,310,620 for the county police departments to continue its high visibility 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" enforcement program, in which each county conducts a minimum of 52 sobriety checkpoints throughout the federal fiscal year, with additional checkpoints during major holidays.

In FFY 2013, altogether the four counties organized almost 600 checkpoints statewide, which resulted in more than 700 arrests. Furthermore, the county police departments submitted the following impaired driving data based on their grant-funded activities for FFY 2013:

- Conducted 592 checkpoints or DUI saturation patrols
- Checked 83,268 vehicles at the checkpoints
- Made 433 OVUII arrests
- Issued 2,330 citations

State Efforts

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

- Continuing participation in the Hawaii Association of Broadcasters, Inc. (HAB) program, which guarantees approximately an additional \$210,000 (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 with the "Drive Sober or Get Pulled Over" slogan
- Producing new TV and radio spots and theatre ads using the "Drive Sober or Get Pulled Over" slogan
- Purchasing a statewide media buy (TV, radio and theatre ads) to air the "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 the Impaired Driving Task Force Prevention/Education/Communication Sub-Committee's recommendations

- Purchasing a statewide media buy (TV, radio and theatre ads) to air the Ignition Interlock spots

For the earned media component, all county police departments issue new releases to alert the public of their year-round enforcement and educate the communities on the dangers of impaired driving. Additionally, 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 in the past 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

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

In addition to Hawaii's enforcement efforts, the following are some of HDOT's other impaired driving grant-funded projects during FFY 2013:

- Honolulu DWI Court
The Judiciary established the Honolulu DWI Court pilot program, which provides offenders with a comprehensive program to reduce individual recidivism rates, reduce societal financial burdens, and protect the community. The program provides offenders with comprehensive court-supervised treatment opportunities and resources to successfully complete rehabilitation. This is a voluntary program for non-violent offenders, and includes regular court appearances before a designated DWI Court Judge and participation in an individualized treatment program. Treatment is coordinated by the DWI Court Case Manager and may include alcohol and drug testing; individual and group counseling; and regular attendance at self-help meetings.

The DWI Court team continued to conduct ongoing screening for participants in their program. The referrals come in from the Honolulu Police Department and district court judges. The Drivers Education Office has also agreed to send names of potential candidates to the DWI Court Coordinator. As of September 30, 2013, the DWI Court program had eight participants and five prospective participants who were currently in the clinical screening process with pending petitions before the court.

To gain more insights to benefit Hawaii, the DWI Court Coordinator attended the 19th Annual Training Conference presented by the National Association of Drug Court Professionals. The training conference provided a comprehensive overview of the theory and application of the necessary components to effectively plan and implement a DWI court.

- Judicial Training

The Hawaii Revised Statutes gives district courts exclusive jurisdiction in the adjudication of traffic infractions, with limited jurisdiction in adjudicating crimes, including traffic-related criminal matters. Creating and revising internal procedures for the courts rest on the judges and the courts' administrative staff. They are responsible for developing policies and procedures to assist the court with assuring a fair and quick adjudication process. This makes training for judges imperative, so they can be well versed in the latest developments in highway safety, case adjudication, and judicial techniques to meet the growing demands for efficient court administration.

Hawaii state judges are responsible for the adjudication of OVUII cases. State court statistics indicate that 7,814 new OVUII cases were filed during Fiscal Year 2012. To accommodate the increased need, judges must keep pace with the latest OVUII laws, legal issues, adjudication, and judicial techniques for these cases. The Judiciary's grant allowed three district court judges to attend the "Impaired Driving Case Essentials" course at the National Judicial College. The course included impaired driving-related topics such as Determining Impairment in the Field, SFST and Technology; Drugged Driving; Pharmacological Effects of Alcohol & Drugs; and DWI/DUI Courts. The three judges shared the techniques and knowledge they learned with their Hawaii colleagues through a presentation at a statewide meeting. As a result, district court judges are better equipped to adjudicate and manage issues associated with impaired driving.

- **Kauai Prosecutors Office**

The Kauai County's Office of the Prosecuting Attorney (OPA) hoped to achieve its goal of maintaining a 75 percent conviction rate by enhancing the prosecutorial skills of the Vehicular Crimes Deputy Prosecutor and assigning the Deputy Prosecutor to cases involving vehicular crimes. The targeted population for their grant included individuals committing traffic offenses, including OVUII, Operating a Vehicle with a Suspended License, Refusing to Submit to Test Alcohol, Habitual OVUII and Speeding. OPA used grant funds to send their Deputy Prosecutors to the 2013 Lifesavers Conference and HDOT's Drug and Alcohol Training on Oahu. Additionally, they attended quarterly Traffic Commanders meetings to keep abreast of statewide issues and developments in traffic safety.

- **Traffic Safety Resource Prosecutor Training**

The Hawaii County's Office of the Prosecuting Attorney (OPA) believes that successful prosecution often depends on the thoroughness and accuracy of the investigation of impaired driving cases, as well as the technical understanding of all of the team members. Seasoned and newly hired prosecutors must be continually trained to meet these challenges. Moreover, law enforcement officers and other first responders need to be trained alongside prosecutors to enhance inter-agency cooperation and to gain a better understanding of what each agency requires, such as increased opportunities for legal and proper blood draws from impaired drivers; improved tactics to preserve crash scenes and evidence; and trial techniques to ensure cases are successfully prosecuted.

Using grant funds, OPA coordinated and hosted two trainings, "Investigating and Prosecuting the Impaired Driver Statewide Training" and "Trial Advocacy Training for

Enhanced Impaired Driver Prosecution Training” for prosecutors, law enforcement, first responders and HDOT personnel from all four counties. The trainings were videotaped as a resource for all staff.

In addition, Deputy Prosecutors responsible for OVUII court cases participated in the Hawaii County Police Department’s ARIDE training, a two-day course that provides attendees with general drug knowledge as it relates to drug-impaired driving.

OPA also used grant funds to improve its Deputy Prosecutor’s role as the state’s Traffic Safety Resource Prosecutor. To network with other TSRPs; become more familiar with the role and its responsibilities; and learn of current and upcoming legal issues, Hawaii’s TSRP attended the TSRP Conference, 2013 Lifesavers Conference and the Region 9 Partners Leadership and Training Conference. He also attended local trainings and meetings to enhance his knowledge and share his expertise, specifically at the quarterly statewide Traffic Commanders meetings and the Honolulu Police Department’s Drug Recognition Expert School.

Another highlight of this project included the first successful prosecution of “tampering with an ignition interlock device” case.

- Drug Recognition Expert

The DRE program in Hawaii continues to grow and strengthen throughout the state, with more than 50 DREs and 12 DRE instructors in five agencies across four counties.

During FFY 2013, the county police departments and HDOT worked together to provide ARIDE training to police officers, sheriff deputies, military police, district court judges and prosecutors throughout the state. Since the implementation of ARIDE in the state, the various law enforcement agencies have incorporated it into their programs, policies and internal trainings.

Additionally, HDOT coordinated other DRE-related training, which included the Honolulu Police Department (HPD) hosting a DRE School, and HDOT hosting a Hawaii Drug & Alcohol Training Conference for law enforcement officers, county prosecutors, drivers education instructors, public school personnel and other traffic safety partners.

During the Drug & Alcohol Training Conference, Officer Jermaine Galloway from the Boise Police Department presented such topics as “You Can’t Stop What You Don’t Know” and “Fake IDs, Party Patrol and Retail Alcohol Enforcement.” Chuck Hayes, International Association of Chiefs of Police DRE Regional Operations Coordinator, provided an update on the SFST and DRE 2013 curricula changes; new drug information; important court cases; DRE medical rule out; and other medical issues and information for DREs. There were also presentations on Honolulu’s DWI Court and Ignition Interlock.

Furthermore, to network with out-of-state DREs and learn about national drug trends and issues, representatives from the HPD, Kauai Police Department, Hawaii County Police

Department and the Maui Police Department attended the 19th Annual Training Conference on Drugs, Alcohol and Impaired Driving.

- 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.

Moving Ahead for Progress in the 21st Century

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. Hawaii's average impaired driving fatality rate based on FARS data is 0.44. As a mid-range State, HDOT is submitting an updated Impaired Driving Plan to meet Section 405(d)'s grant requirement.

Hawaii Impaired Driving Task Force

In order for Hawaii to submit an Impaired Driving Plan, an Impaired Driving Task Force was created to achieve that goal. Although Hawaii has had impaired driving task forces in the past, there was no existing one in effect when the FFY 2013 Section 405(d) Impaired Driving Program grant application was submitted.

On May 20, 2013, Governor Neil Abercrombie signed an Executive Order establishing a statewide Hawaii Impaired Driving Task Force that included key stakeholders from the following agencies to fulfill the various functions and disciplines mentioned in MAP-21:

- Communication: State Highway Safety Office – HDOT's Highway Safety Section
- Prosecution: The Prosecuting Attorneys of the Counties of Hawaii, Kauai, and Maui, and the City and County of Honolulu
- Adjudication: District Court Judge
- Probation: Department of Public Safety
- Driver Licensing: Chief Examiner of Drivers of the Counties of Hawaii, Kauai, and Maui, and the City and County of Honolulu
- Treatment and Rehabilitation: University of Hawaii's Department of Psychiatry
- Ignition Interlock Program Vendor: Smart Start, Inc.
- Data and Traffic Records: North Hawaii Outcomes Project
- Public Health: Department of Health

The entire Hawaii Impaired Driving Task Force consists of representatives from 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)
- Judiciary: District Court Judge, Administrative Driver's License Revocation Office (ADLRO), Driver Education, Honolulu DWI Court Pilot Program
- Department of Transportation
- Department of Health (DOH): Director, Alcohol and Drug Abuse Division, Trauma Coordinator, Injury and Control Section, State Laboratories Division
- Hawaii Attorney General (AG)

- Office of the Public Defender
- County Police Departments: Honolulu Police Department, Maui Police Department, Hawaii Police Department, Kauai Police Department
- Prosecuting Attorneys: City and County of Honolulu, Maui County, Hawaii County, Kauai County
- Chief Examiner of Drivers: City and County of Honolulu, Maui County, Hawaii County, Kauai County
- MADD Hawaii
- Hawaii's Ignition Interlock Device Vendor: Smart Start, Inc.
- Hawaii Association of Criminal Defense Lawyers
- Hawaii State Bar Association
- Honolulu Liquor Commission
- Maui, Hawaii and Kauai Counties' Departments of Liquor Control
- Hawaii Insurers Council
- Clinical Laboratories of Hawaii, LLP
- University of Hawaii's (UH) Department of Psychiatry
- Department of Education: Superintendent, Driver Education
- Hawaii Partnership to Prevent Underage Drinking (HPPUD)
- Coalition for a Drug-Free Hawaii
- AAA Hawaii
- Hawaii Medical Service Association (HMSA)
- Department of Public Safety
- The Queen's Medical Center
- American College of Emergency Physicians – Hawaii Chapter
- North Hawaii Outcomes Project

We will continue to reach out to other advocates that have been referred by the existing Task Force members to accomplish a comprehensive approach against impaired driving. Furthermore, HDOT plans to achieve stakeholder input and participation in the Impaired Driving Plan through our statewide Hawaii Impaired Driving Task Force.

Under Section 405(d), States were asked to provide information supporting the basis of the operation of the Impaired Driving Task Force, which included any establishing documents that describe its purpose and operations. Please refer to Appendix A for a copy of Hawaii's establishing document for its Impaired Driving Task Force, which is the Executive Order signed by Governor Neil Abercrombie.

The goal of the Task Force is to reduce drug/alcohol-impaired fatalities in the State of Hawaii. The method for achieving the goal is for state and county agencies and public safety advocacy groups to work cooperatively to develop strategies that will reduce drug/alcohol-impaired traffic fatalities.

The first statewide Hawaii Impaired Driving Task Force meeting on July 22, 2013 was held for members to discuss and vote on impaired driving strategies to be included in Hawaii's Impaired Driving Plan. Over the past year, the Task Force continued to meet quarterly on the following dates:

- September 12, 2013
- December 12, 2013
- March 4, 2014
- June 17, 2013

Please refer to Appendix B for copies of the Hawaii Impaired Driving Task Force meeting agendas and minutes. Furthermore, the Task Force is scheduled to meet on September 16, 2014 and December 9, 2014.

As part of the initial Impaired Driving Task Force meeting, the Task Force created sub-committees to utilize the members' respective expertise. The following sub-committees were created:

- Legislation
- Prevention/Education/Communication
- Enforcement
- Treatment

The sub-committee chairs have maintained contact with the SHSO/HDOT's Highway Safety Section Impaired Driving Coordinator and assistant to keep HDOT updated regarding the sub-committees respective meetings and minutes. The sub-committees have continued to meet throughout the year and reported back at each quarterly Task Force meetings.

The following information describes each sub-committee such as the agencies involved, and respective sub-committee's responsibilities:

- Legislation Sub-Committee

The Legislation Sub-Committee includes representatives from the AG, Prosecuting Attorneys, Law Enforcement, Defense Attorney, Legislators, Judiciary, ADLRO, MADD, Public Defender, and HDOT. The Legislation Sub-Committee's responsibilities include the following:

 - Prepare legislative bills for impaired driving laws from proposals that are submitted by other committees on the task force.
 - Drafting of new and amended laws to be submitted in the name of the Hawaii Impaired Driving Task Force.
 - Insure that such laws be in accordance with the Hawaii Legislative Drafting Manual.
 - Insure that contents of bill drafts are correct as recommended by other sub-committees as to the intent and purpose of the law.
 - Draft testimonies on the bills submitted in the name of the task force and also present testimony during the legislative session.
 - Select a chairperson of the committee who will be responsible for scheduling and leading meetings.
 - Coordinate with other sub-committees of the task force and get recommendations of new laws to be drafted.

- Prevention/Education/Communication Sub-Committee
 The Prevention/Education/Communication Sub-Committee includes representatives from HDOT, DOH, MADD, Driver Licensing, Judiciary's Drivers Education, Enforcement, UH Department of Psychiatry, Liquor Administrator, HPPUD, Insurers Council, AAA Hawaii, Drug-Free Hawaii, HMSA, Department of Education, The Queen's Medical Center, The Limtiaco Company, DOT Public Affairs, AARP, and North Hawaii Outcomes Project. The Prevention/Education/ Communication Sub-Committee's responsibilities include the following:
 - The focus shall be on the prevention of, and education, outreach, and communication about impaired driving.
 - Identify the problems that the system is encountering and suggested amended laws to resolve these problems.
 - Identify communication barriers between agencies that will make the system flow smoother and more efficiently.
 - Brain-storming of projects that would be most effective in changing impaired drivers' behavior.
 - Draft new or amended laws and submit to the Legislative Committee for refinement of final bill.
 - Committee to select a chairperson of the committee who will be responsible for scheduling and leading meetings.
 - Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.

- Enforcement Sub-Committee
 The Enforcement Sub-Committee includes representatives from County Police Departments, Prosecutors, Judiciary, AG, ADLRO, Smart Start Inc., Legislators, Chief Examiners, Drivers Education, Liquor Administrators, Clinical Laboratories, Department of Public Safety, DOH, North Hawaii Outcomes Project, and HDOT. The Enforcement Sub-Committee's responsibilities include the following:
 - Identify the problems that the system is encountering with the impaired driver.
 - Recommend and draft new or amended laws to resolve these problems.
 - Identify communication barriers between agencies and recommend solutions that will make the system flow smoother and more efficiently.
 - Brainstorm the types of projects that would be most effective in changing the impaired drivers' behavior.

- Committee to select a chairperson of the committee who will be responsible for scheduling meetings.
- Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.
- Treatment Sub-Committee

The Treatment Sub-Committee includes representatives from DOH, Drivers Education, MADD, ADLRO, Judicial, Criminal Defense Lawyer, UH Department of Psychiatry, HPPUD, Drug Free Hawaii, HMSA, Queens Medical Center, American College of Emergency Physicians, Probation, SBIRT representative, military representative from Pearl Harbor naval treatment or Tripler, and HDOT. The Treatment Sub-Committee's responsibilities include the following:

 - Identify treatment problems and find solutions to the problems.
 - Recommend the types of treatment, tracking methods, and collection of outcomes of treatment of the impaired driver.
 - Committee to select a chairperson of the committee who will be responsible for scheduling and leading meetings.
 - Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.

Impaired Driving Plan

Hawaii's Impaired Driving Plan evolved from the participation of the committed members of the statewide Hawaii Impaired Driving Task Force. The Plan provides strategies for preventing and reducing impaired driving behavior, which includes the following components:

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

The Impaired Driving Task Force adopted the following Vision, Mission and Goal for the Impaired Driving Plan:

Vision: All Hawaii's road users arrive safely at their destinations.

Mission: Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Statewide Impaired Driving Plan.

Goal: Working together, we will reduce yearly fatalities from 100, to 80 or fewer by 2017, toward the ultimate goal of zero deaths.

Problem Identification

To gain an understanding of Hawaii's impaired driving problem, HDOT relies on various data sources such as FARS, HDOT Traffic Accident Reporting System (TARS), Hawaii Department

of Health’s Hawaii Emergency Medical Services Information System (HEMSIS), and county police departments.

According to FARS during calendar year 2012, there were 126 fatalities on Hawaii’s highways with 64 fatalities (or 51 percent) with a BAC of .01+ involved in alcohol-related traffic crashes. During calendar year 2011, 100 people died on Hawaii’s roadways, with 59 fatalities (or 59 percent) with a BAC of .01+ involved in alcohol-related traffic crashes. Unfortunately, there was a 21 percent increase in traffic fatalities from 2011 to 2012, with an eight percent increase in alcohol-related traffic crashes.

Table 1 shows the FARS fatality rates for Hawaii, U.S. and the Best State. It compares the Fatal Rate, Total Vehicle Miles Traveled (VMT), Fatality per 100 Million Vehicle Miles Traveled, Total Population, and Fatals per 100,000 Population for 2008 - 2012. Hawaii has a 111.0 average of Fatalities per year, and a 1.10 average of Fatalities Per 100 Million VMT as compared to the nation’s 1.15 average. This indicated that Hawaii’s Fatal Rate is just below the national rate in VMT and the population rate per 100,000.

Table 1
Fatality Rates: Hawaii, U.S. and Best State

Year		Fatalities	Total Vehicle Miles Traveled (Millions)	Fatalities Per 100 Million Vehicle Miles Traveled	Total Population	Fatalities Per 100,000 Population
2008	Hawaii	107	10,278	1.04	1,332,213	8.03
	US	37,423	2,976,528	1.26	304,093,966	12.31
	Best State*			0.67		5.63
2009	Hawaii	109	9,973	1.09	1,346,717	8.09
	US	33,883	2,956,764	1.15	306,771,529	11.05
	Best State*			0.62		4.90
2010	Hawaii	113	9,995	1.13	1,363,359	8.29
	US	32,999	2,966,506	1.11	309,330,219	10.67
	Best State*			0.64		3.97
2011	Hawaii	100	10,066	0.99	1,378,129	7.26
	US	32,479	2,950,402	1.10	311,587,816	10.42
	Best State*			0.65		4.36
2012	Hawaii	126	10,050	1.25	1,392,313	9.05
	US	33,561	2,968,815	1.13	313,914,040	10.69
	Best State*			0.42		2.37

*State (or States) With Lowest Rates: Lowest VMT and Population Rates Could Be in Different States

Table 2 shows the number of fatalities involving All Involved Drivers, Motorcycle Operators, Pedalcyclists and Pedestrians blood-alcohol level. Hawaii shows a 5-year average of 52.2, 11.2 percentage points above the national average of 41 percent of alcohol-related fatalities. For crashes involving a BAC of .08 and above, Hawaii has an 11.8 percentage point above the national average of 35.2 percent.

Table 2
 Fatalities by the Highest Blood Alcohol Concentration (BAC)
 In the Crash**: Hawaii, U.S. and Best State (Old Definition)

Year		Total Fatalities in all Crashes	Highest BAC level in the Crash					
			BAC = .01+			BAC = .08+		
			Number	Percent	Per 100 Million VMT	Number	Percent	Per 100 Million VMT
2008	Hawaii	107	52	49	0.51	48	45	0.47
	US	37,423	15,449	41	0.52	13,258	35	0.45
	Best State*			21	0.21		16	0.16
2009	Hawaii	109	61	56	0.61	55	50	0.55
	US	33,883	14,179	42	0.48	12,149	36	0.41
	Best State*			25	0.24		18	0.17
2010	Hawaii	113	52	46	0.52	47	42	0.47
	US	32,999	13,323	40	0.45	11,462	35	0.39
	Best State*			23	0.21		20	0.19
2011	Hawaii	100	59	59	0.59	52	52	0.52
	US	32,479	13,184	41	0.45	11,388	35	0.39
	Best State*			28	0.23		18	0.17
2012	Hawaii	126	64	51	0.64	58	46	0.58
	US	33,561	13,754	41	0.46	11,904	35	0.40
	Best State*			24	0.14		21	0.14

*State (or States) With Lowest Percents: Lowest Percents Could Be in Different States
 **Based on the BAC of All Involved Drivers, Motorcycle Riders, Pedalcyclists and Pedestrians

Table 3 shows the total number of fatalities for 2008 – 2012 and the number of Drivers, Motorcycle Operators, Pedalcyclists and Pedestrians with a BAC level of .08 and above. Hawaii shows an average of 11 percentage points higher than the national average of 31 percent. It also reflects a .11 average higher in per 100 million VMT than the national average of .35.

Table 3
Alcohol-Impaired Driving Fatalities**: Hawaii, U.S. and Best State (New Definition)

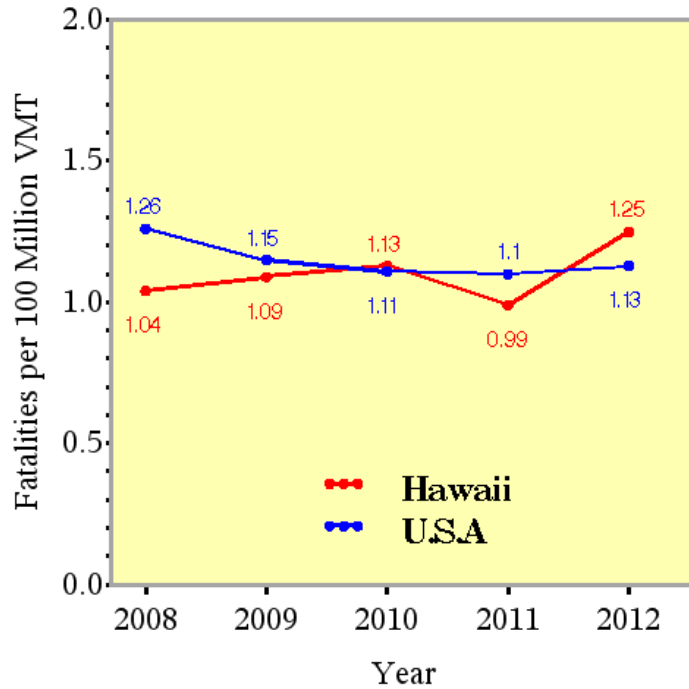
Year		Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)		
			Number	Percent	Per 100 Million VMT
2008	Hawaii	107	42	39	0.41
	US	37,423	11,711	31	0.39
	Best State*			16	0.16
2009	Hawaii	109	52	48	0.52
	US	33,883	10,759	32	0.36
	Best State*			17	0.16
2010	Hawaii	113	43	38	0.43
	US	32,999	10,136	31	0.34
	Best State*			18	0.17
2011	Hawaii	100	45	45	0.45
	US	32,479	9,865	30	0.33
	Best State*			17	0.16
2012	Hawaii	126	51	40	0.51
	US	33,561	10,322	31	0.35
	Best State*			16	0.11

*State (or States) With Lowest Percents: Lowest Percents Could Be in Different States

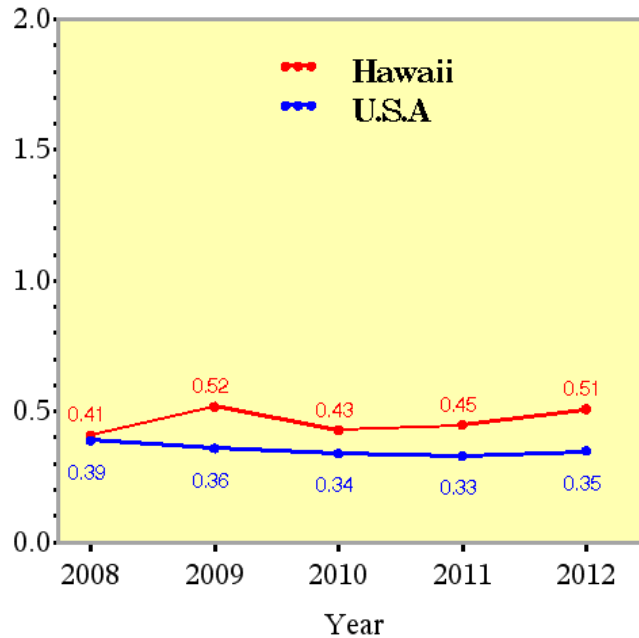
**Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only

Figure 1 depicts Hawaii's fatalities per 100 million VMT and Alcohol-Impaired per 100 million VMT both for a five-year period. Although Hawaii's fatal rate is .05 points below the national average, it is .11 points above the national average in alcohol-impaired fatalities.

Figure 1
Fatalities per 100 Million VMT



Alcohol-Impaired Driving Fatalities
per 100 Million VMT



The remaining information was taken from the PowerPoint that was presented at the first statewide Hawaii Impaired Driving Task Force meeting on July 22, 2013. The data gave Task Force members a better understanding of Hawaii’s impaired driving problem.

Figure 2 depicts the overall number of traffic-related fatalities for Hawaii, beginning with 133 in 2003 to 126 in 2012. Furthermore, the figure shows the number of traffic-related fatalities for each county – Oahu (City and County of Honolulu), Hawaii, Maui and Kauai. Oahu has most of the traffic-related fatalities per year since the island holds over 70 percent of the population.

Figure 2
Hawaii Fatalities 2003 – 2012 by County

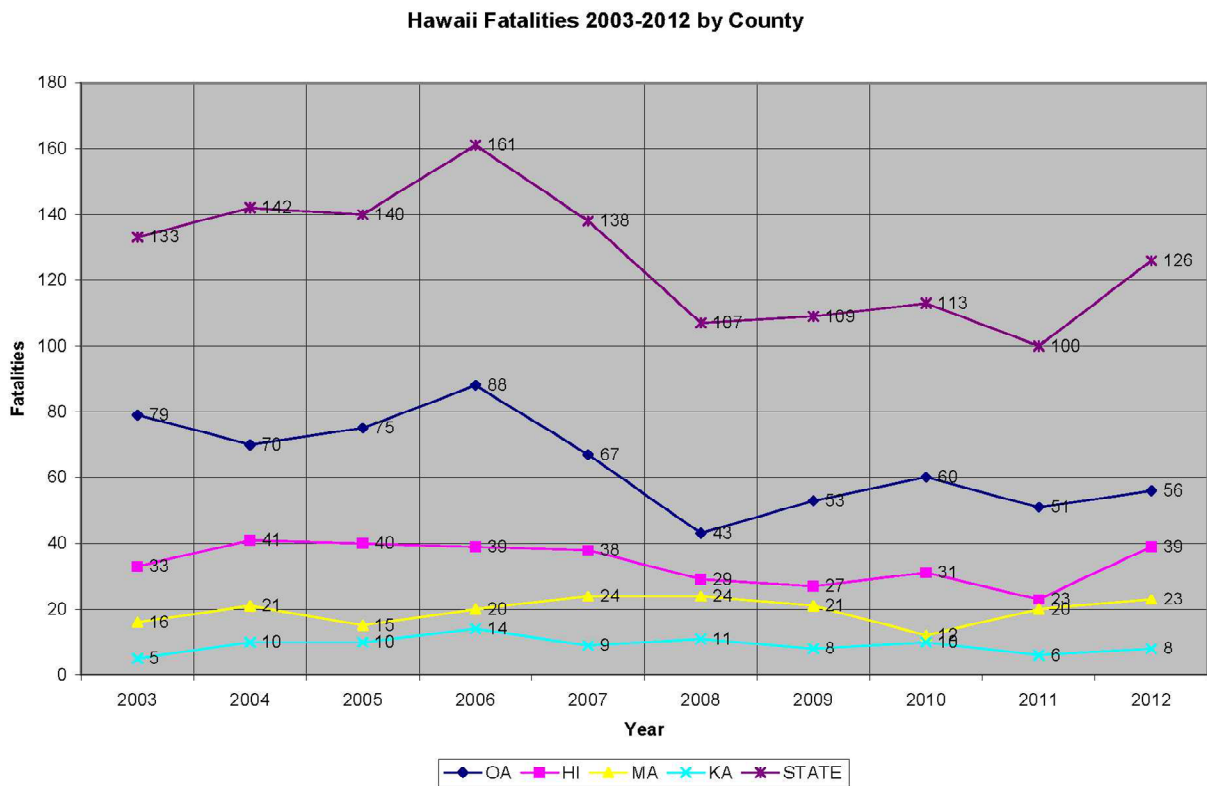


Figure 3 depicts the number of traffic-related fatalities from 2003 – 2012 by mode: Automobile, Motorcycle, Moped, Bicycle, Pedestrian and Other.

Figure 3
Hawaii Fatalities 2003 – 2012 by Mode

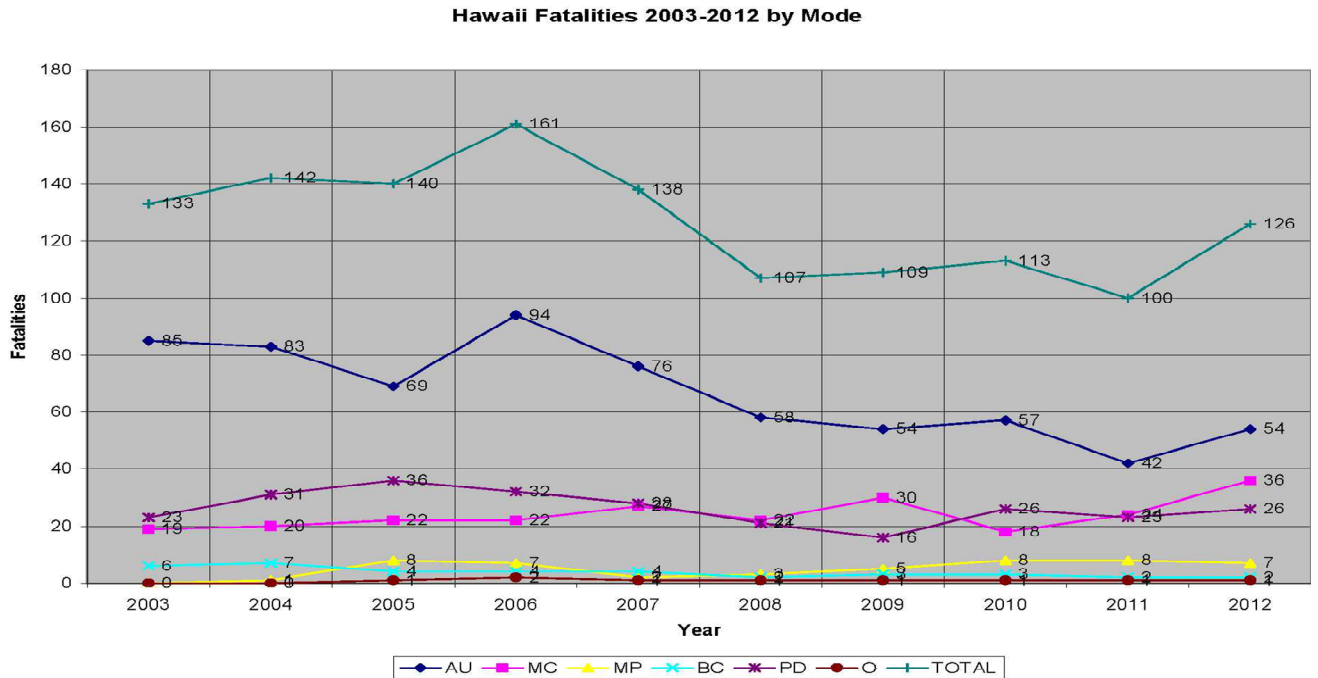


Figure 4 on the next page shows that 40 percent of the 288 drivers involved in fatal occupant car crashes from 2007 - 2010 tested positive for alcohol, and nearly one-fourth (23 percent) tested positive for drugs. Considered together, almost half (49 percent) of drivers tested positive for either alcohol or drugs. Most (89 percent, or 101 of 114) of the drivers who tested positive for alcohol had BAC levels of 0.08 percent or greater, including 66 drivers (58 percent) who had BAC levels of 0.16 percent or greater. There was no consistent trend in the annual proportion of drivers who were drinking, although this was highest in 2009 (52 percent), and lowest in 2010 (30 percent). There was no trend in the proportion of drivers who tested positive for drugs. The most commonly occurring drugs were THC (42 drivers) and stimulants (28 drivers), principally methamphetamine (12 drivers), amphetamine (6 drivers), and cocaine (13 drivers).

This data comes from the 288 drivers involved in fatal occupant crashes from 2007-2010, but the same methodology was used for other types of fatal crashes (motorcyclists, pedestrians, and

bicyclists). Per the Hawaii Department of Health’s Databook, 23 percent (66) of the drivers were considered drug positive.

So, of that 66, 4 were positive only for what were potentially prescription opiates and 1 positive for only benzodiazepine. If you subtract these 5 drivers, the proportion of drug positive is reduced from 23 percent to 21 percent. Alternatively, about 8 percent (5 of 66) of the drivers considered drug positive in the Databook were positive only for substances that were potentially prescribed for medication.

Figure 4
Among Drivers Involved in Fatal Car Crashes in Hawaii
Substance Use Mix, 2007 – 2010

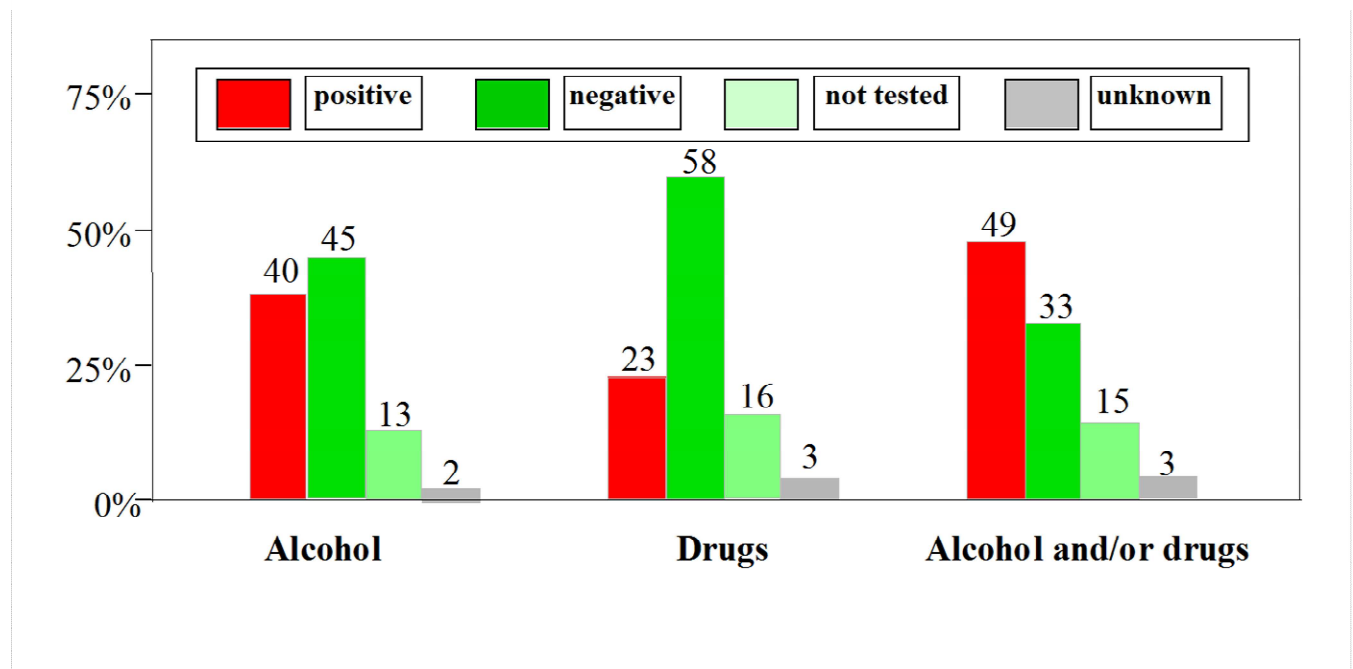


Table 4 on the next page provides some characteristics about our impaired drivers. The percentages are based on the number of drivers who tested positive for a substance, for example the 78 percent of speeding drivers is based on the 114 Alcohol Positive Drivers. (Note: Positive test means any level of alcohol or drug. Bolded percentages indicate a significant percentage of drivers. Exclusions were also made for drivers with missing or unknown values for restraint use, previous driving history. Previous Crash, Suspension of License or DUI is within 3 years of the crash.)

Table 4
 Impaired Driving (Motor Vehicle) Driver Characteristics
 Based on 288 Fatal Car Crashes, 2007 – 2010

Driver Characteristic	Alc + % 114 Drivers	Drug + % 66 Drivers
Gender (Male)	78%	83%
No Restraint (Seat Belt)	70%	55%
Speeding	78%	78%
Previous Crashes	20%	20%
Invalid license	22%	29%
Nighttime (8p-5a)	82%	62%
Weekend	53%	50%
Fatality Rate	77%	74%
Previous DUI	5%	2%
Previous Suspension of License	11%	10%

Table 5
 Impaired Driving (Motorcycle/Moped Drivers) Driver Characteristics
 Based on 106 Fatally Injured Motorcycle or Moped Drivers in Crashes, 2007 – 2010

Driver Characteristic	Alc + % 50 drivers	Drug + % 31 drivers
Gender (Male)	95%	100%
No Helmet	74%	84%
Speeding	72%	55%
Previous DUI	24%	10%
Invalid license	58%	52%
Nighttime (8p-5a)	67%	45%
Weekend	42%	45%
Previous suspension of license	31%	16%
Single vehicle crash	68%	52%

Table 5 on the previous page shows the percentages are based on the number of drivers who tested positive for a substance, for example the 84 percent of drug positive motorcycle/moped drivers were not wearing a helmet. (Note: Positive test means any level of alcohol or drug. The bolded percentages indicate a significant percentage of drivers. Exclusions were also made for drivers with missing or unknown values for restraint use, previous driving history. Previous Crash, Suspension of License or DUI is within 3 years of the crash.)

Figure 5
Impact of Alcohol on Fatal Crashes 2006-2010 Statewide

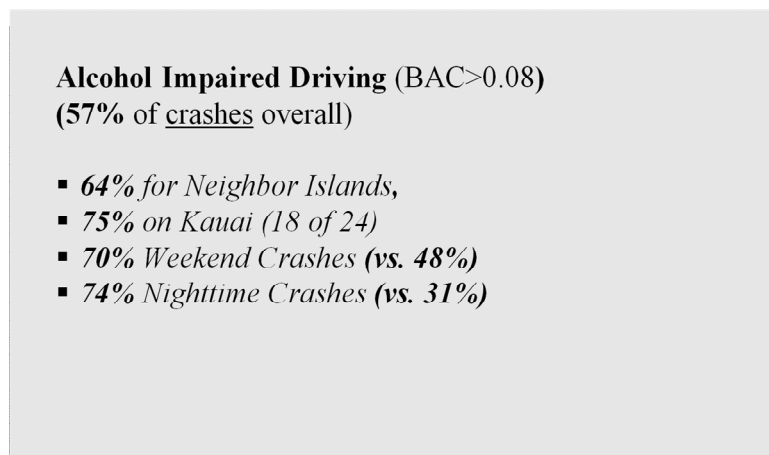


Figure 6 shows of the 65+ category four out of 28 drivers tested positive for drugs, and three out of four were likely attributed to prescription drugs.

Figure 6
Alcohol and Drug Use (percent) Among Car Drivers Involved in Fatal Car Crashes in Hawaii by Age of Driver, 2007 – 2010

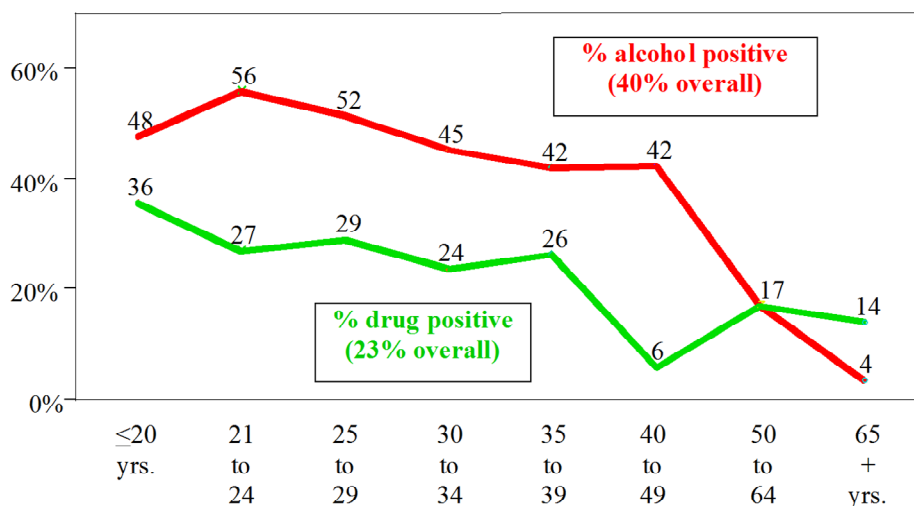


Figure 7 shows that about one-fourth (26 percent) of the injured resident motorcycle/moped riders in the Hawaii Trauma Registry tested positive for alcohol, including 21 percent (178) with BAC levels of 0.08 or greater, and 14 percent (117) with BAC levels of 0.16 percent or greater. Moped riders were significantly more likely than motorcyclists to have been drinking (31 percent vs. 24 percent, respectively). More than half (54 percent, or 464) of the riders tested positive for either alcohol or drugs, including most (78 percent) of the 285 moped riders. The most commonly occurring drugs were narcotics (21 percent of patients), THC (17 percent), and amphetamines (9 percent). Moped riders were significantly more likely to test positive for THC (24 percent, vs. 15 percent for motorcyclists).

Figure 7
Alcohol and/or Drug Use (percent) Among Motorcycle/Moped Riders
In the Hawaii Trauma Registry by Mode, 2008 – 2011

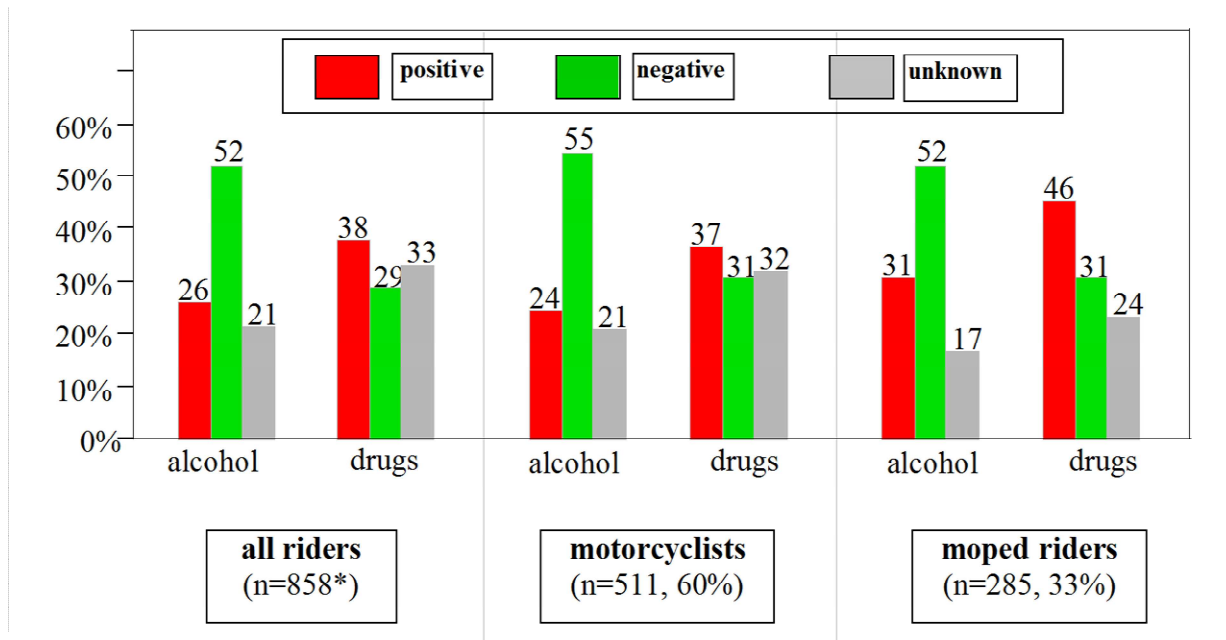
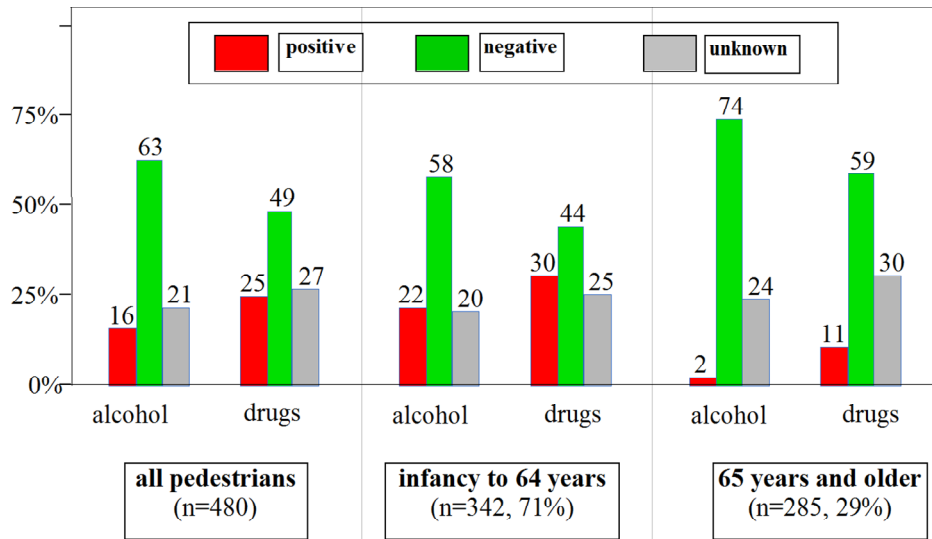


Figure 8 on the next page shows only 16 percent of the injured pedestrians in the Hawaii Trauma Registry had been drinking at the time they were hit. This percentage was significantly higher among those under 65 years of age (22 percent), as only 2 percent (3) of the 138 senior-aged pedestrians tested positive for alcohol. Illicit drug usage was documented for 25 percent of the patients, including 30 percent of those who were under 65 years of age. Considered together, about one-third (34 percent, or 164) of the patients tested positive for either alcohol or drugs, although that proportion was much lower among the senior-aged patients (12 percent), compared to younger patients (43 percent). Narcotics were the most commonly found illicit drug (16 percent of patients), followed by THC (8 percent), and amphetamines (6 percent). Most (87 percent, or 13) of the 15 senior-aged pedestrians who were positive for drugs had used narcotics; less than 2 percent were positive for THC or amphetamines.

Alcohol use was significantly more likely among the male pedestrians (23 percent) compared to females (7 percent), and among those hit on weekends (21 percent vs. 14 percent for those hit on weekdays). Alcohol use was nearly 8 times likely among pedestrians hit during night time hours (41 percent) than among those hit between 6:30 a.m. and 7:29 p.m. (5 percent). Alcohol use was not significantly associated with final disposition of patients, including the mortality rate.

Figure 8
Alcohol and/or Drug Use (percent) Among Pedestrians
In the Hawaii Trauma Registry by Age Group, 2008-2011



OVUII Arrests and Outcomes

Figure 9 shows the total number of OVUII for the years 2009 – 2012. It separates the number of first-time violators from the repeat offenders.

Figure 9
Prior Charges 2009 – 2012

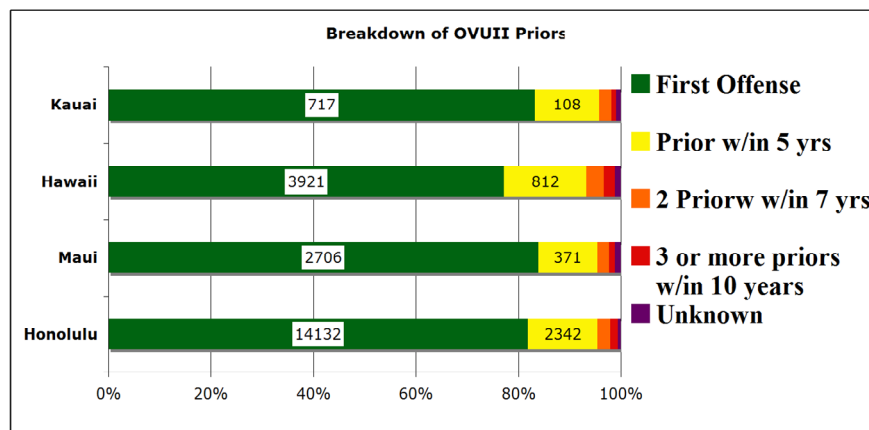
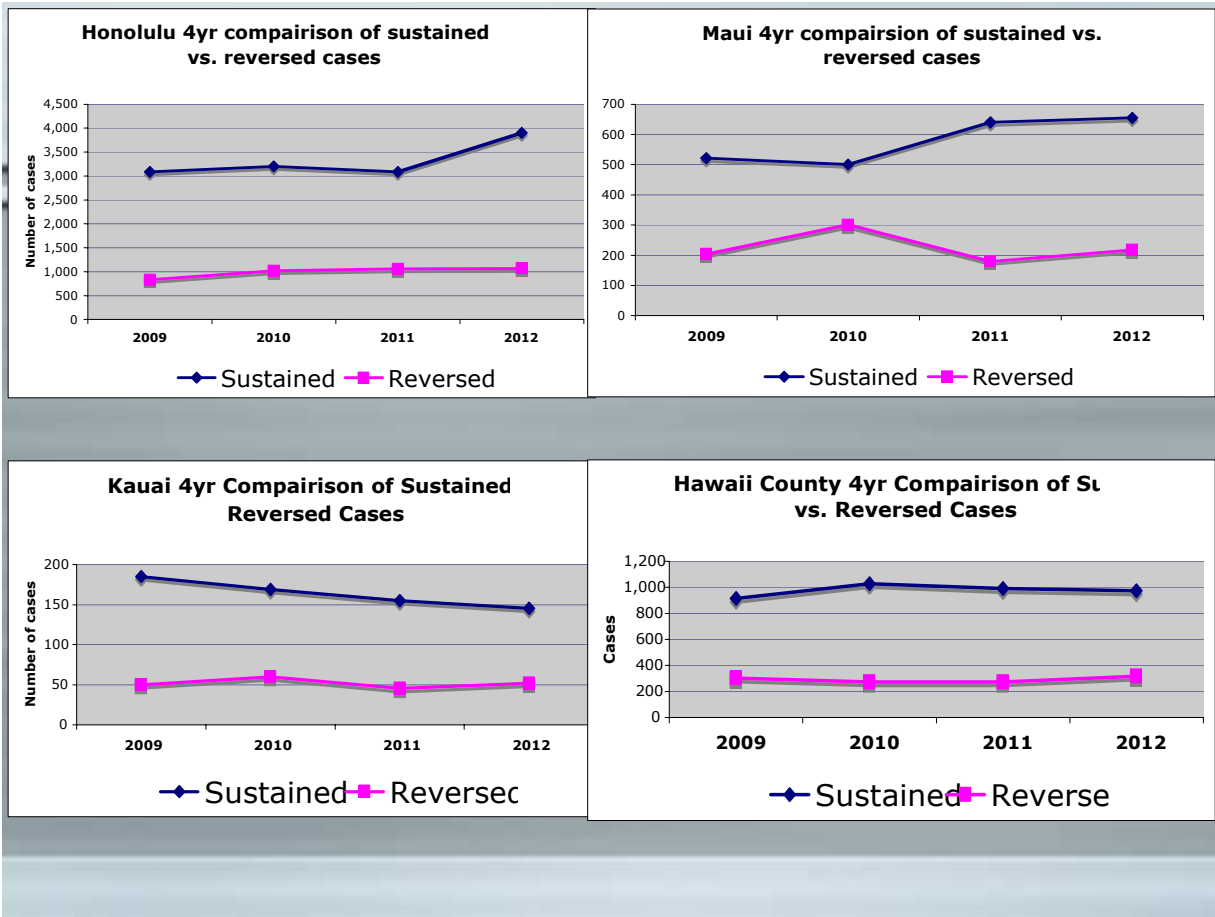


Figure 10 shows the trend of sustained and reverse cases under the Administrative License Revocation by year and counties in Hawaii.

Figure 10
4-Yr Comparison of Sustained vs. Reversed Cases by County



Ignition Interlock

Figure 11 shows the number of ignition interlocks installed since the law was implemented on January 1, 2011 in relation to the number of drivers that was convicted of OVUII.

Figure 11
OVUII Charges and Ignition Interlock Installations

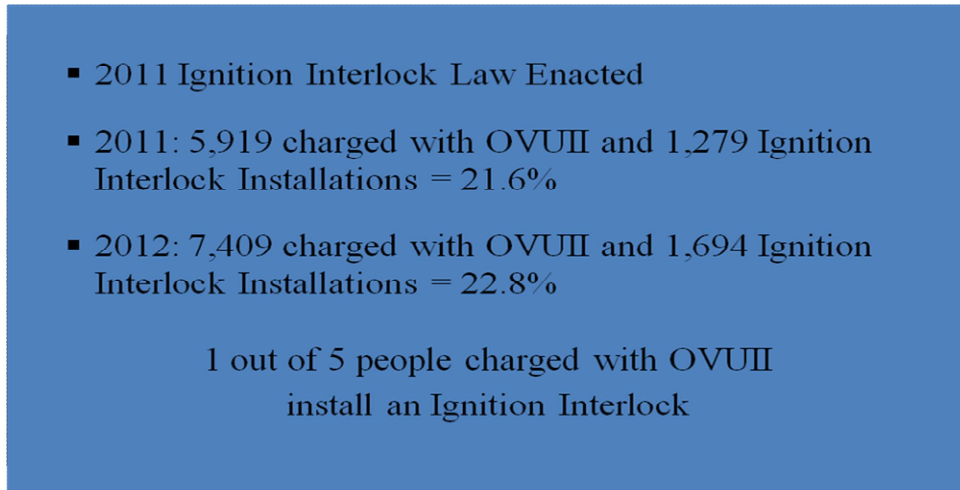
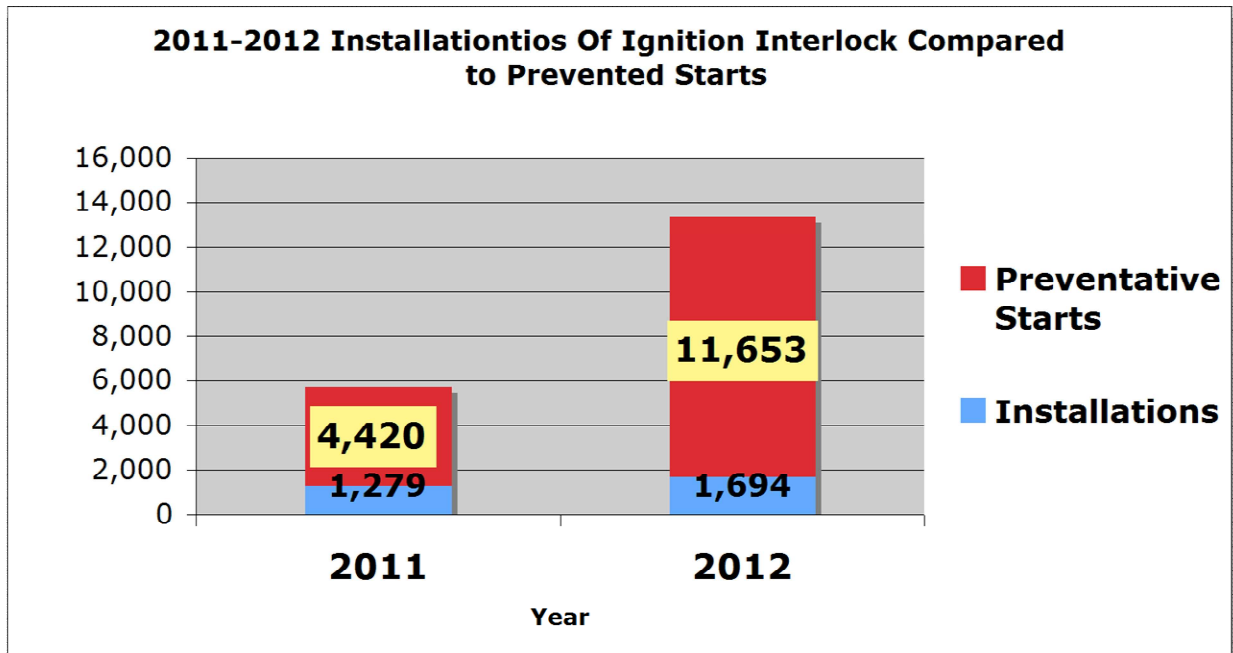


Figure 12 shows the number of ignition interlocks installed by year and the number of preventive starts recorded.

Figure 12
Ignition Interlock Installations and Prevented Starts



Strategies

To create Hawaii's Impaired Driving Plan, the Impaired Driving Task Force used Hawaii's SHSP 2007 - 2012's Impaired Driving strategies as a foundation and guide. The SHSP is intended to provide overall guidance and direction to many public agencies and community organizations that are concerned with highway safety. Hawaii's SHSP has a direct impact on the performance measures and resources allocated by our annual HSP.

Our SHSO is working with HDOT's Traffic Branch and other stakeholders to finalize Hawaii's SHSP for 2013 – 2018. The massive undertaking involves updating all existing emphasis areas and expanding the plan. Our SHSP for 2013 – 2018 will include the following priority emphasis areas:

- Impaired Driving
- Speeding
- Occupant Protection
- First Responders
- Pedestrians & Bicyclists
- Data & Safety Management Systems
- Lane Departure & Intersection Safety
- Motorcycle, Motor Scooter & Moped

The Hawaii Impaired Driving Task Force discussed and adopted the SHSP's Impaired Driving strategies at their initial meeting. The following is an updated list of Impaired Driving strategies and its sub-committee assignments from the June 17, 2014 Task Force meeting:

Short Term Strategies

Legislation

- Enhance Ignition Interlock law.

Enforcement

- Continue to encourage compliance of mandatory blood draw law.
- Improve Administrative Driver License Revocation Office documentation and communication.
- Continue high visibility checkpoints and media campaigns.
- Improve awareness and provide specialized training for police, prosecutors, and the Judiciary and encourage courtroom training to improve conviction rate.
- Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.

Prevention/Education/Communication

- Continue to provide training to the community, including medical staff, emergency medical services technicians, teachers and driver's education instructors to recognize alcohol and other drug impairment.
- Support statewide court monitoring program to provide data on DUI trial results.
- Continue compliance checks to include "off premise" locations such as small liquor stores and convenience outlets.
- Expand reach and uniformity of server training program.

- Encourage automobile dealerships and insurance companies to distribute materials on impaired driving. In addition, encourage County Department of Motor Vehicles to run educational videos directed at customers waiting in line.

Treatment

- Support expansion of alcohol intervention programs, such as Screen Brief Intervention and Referral Treatment (SBIRT).
- Support needed improvements in order to successfully continue DWI Pilot Court Program.

Engineering

- Continue to install milled rumble strips at centerline and roadway shoulders because drinking and driving can cause drowsiness, especially in rural areas where long distances are a factor.

Data Needs

To be determined.

Long Term Strategies

Legislation

- Increase penalties for driving while license revoked/suspended due to OVUII.
- Increase effectiveness of OVUII laws by including probation as an allowable sentence.
- *Research and apply best practices conducive to Hawaii (e.g. impoundment, vehicular immobilization).**

Enforcement

- Improve procedures for obtaining convictions for Driving While (License) Revoked/Suspended due to OVUII.
- Enhance conviction rate by improving witness attendance in OVUII cases.
- Increase conviction rate by reducing refusals.
- Research a process to provide funding to County law enforcement and substance abuse prevention and treatment programs.
- Explore solutions to current barriers to OVUII drug prosecution.
- *Research and apply best practices conducive to Hawaii (e.g. impoundment, vehicular immobilization).**

Prevention/Education/Communication

- Identify and utilize current and new funding sources for alcohol and drug-abuse programs.
- Develop programs and continue to support best practices to support best practices to educate young drivers, families and at-risk groups that emphasize the practice of model behavior to deter drunk driving, speeding and non-seat belt use.
- Increase effectiveness of publicizing, provide training, and enforcing the Use & Lose Law.

Data Needs
To be determined.

**This strategy was added to the Impaired Driving Plan at the June 17, 2014 Impaired Driving Task Force meeting, and will be addressed by the Legislation and Enforcement Sub-Committees.*

Evaluation

To evaluate the effectiveness of Hawaii's Impaired Driving Plan, HDOT measured the progress and outcomes of the Impaired Driving strategies. The progress and outcomes were based on the results and accomplishments of Hawaii's SHSP Impaired Driving Emphasis Area progress; the statewide Impaired Driving Task Force and its sub-committees; and HDOT's NHTSA-funded impaired driving traffic-safety projects. The following is a list of some of the impaired driving traffic-safety projects:

- Overtime enforcement of impaired driving laws by the county police departments (Honolulu Police Department, Maui Police Department, Hawaii Police Department and the Kauai County Police Department). The data such as the number of citations issued for the impaired driving violations will be used as one measure of progress.
- Judiciary Training for Judges
- Traffic Safety Resource Prosecutor Trainings
- DRE In-Service Recertification Trainings
- Pilot Honolulu DWI Court Program (which includes a Treatment component)
- HDOT Impaired Driving Task Force
- HDOT Impaired Driving and Drugged Driving Media Campaigns

The following information details the progress of the Impaired Driving strategies in our Impaired Driving Plan. Two of the 25 Impaired Driving strategies have been "Completed and/or is Ongoing":

- 11) Continue to install milled rumble strips at centerline and roadway shoulders because drinking and driving can cause drowsiness, especially in rural areas where long distance are a factor.
- 13) Continue high visibility sobriety checkpoints and media campaigns.

"Substantial Progress" was made on the following five strategies:

- 2) Support expansion of alcohol intervention programs, such as Screen Brief Intervention and Referral Treatment.
- 5) Enhancing conviction rate by improving witness attendance in OVUII cases.
- 9) Improve Administrative Driver License Revocation Office documentation and communication.
- 14) Improve awareness and provide specialized training for police, prosecutors, and the Judiciary and encourage courtroom training to improve conviction rate.
- 15) Continue to provide training to the community, including medical staff, emergency medical services technicians, teachers, and driver's education instructors to recognize alcohol and other drug impairment.

The following six strategies are "Underway":

- 1) Enhance Ignition Interlock law.
- 3) Increase penalties for driving while license revoked/suspended due to OVUII.

- 4) Improve procedures for obtaining convictions for Driving While Revoked due to OVUII.
- 6) Continue to encourage compliance of mandatory blood draw law.
- 8) Support needed improvements in order to successfully continue DWI Pilot Court Program.
- 25) Research and apply best practices conducive to Hawaii (e.g. impoundment, vehicular immobilization, etc.)

There is “Early Progress” on the following four strategies:

- 7) Increase conviction rate by reducing refusals.
- 20) Research a process to provide funding to County law enforcement and substance abuse prevention and treatment programs.
- 22) Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.
- 23) Explore solutions to current barriers to OVUII drug prosecution.

The remaining eight strategies were “Not Started,” but will be addressed in the upcoming federal fiscal year:

- 10) Identify and utilize current and new funding sources for alcohol and drug-abuse programs.
- 12) Develop programs and continue support best practices to educate young drivers, families and at-risk groups, that emphasize the practice of model behavior to deter drunk driving, speeding, and non-seat belt use.
- 16) Support statewide court monitoring program to provide data on DUI trial results.
- 17) Continue compliance checks to include “off premise” locations such as small liquor stores and convenience outlets.
- 18) Expand reach and uniformity of server training program.
- 19) Increase effectiveness of publicizing, providing training, and enforcing the Use & Lose law.
- 21) Encourage automobile dealerships and insurance companies to distribute materials on impaired driving. In addition, encourage County Department of Motor Vehicles to run educational videos directed at customers waiting in line.
- 24) Increase effectiveness of OVUII laws by including probation as an allowable sentence.

Please refer to Appendix C to see a progress chart of Hawaii’s Impaired Driving Plan strategies that were mentioned above.

In conclusion, as impaired and drugged driving become a more prevalent problem on Hawaii’s roadways, our efforts from overtime enforcement by county police departments, to our impaired and drugged driving awareness media campaigns, to our grant-funded projects, demonstrate a commitment by our State government, and the City and Counties of Honolulu, Hawaii, Kauai and Maui to combat this issue. Receiving the Section 405(d) Impaired Driving Grant would not only support our efforts to increase awareness of the dangers of driving impaired, but more importantly to 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.

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Appendix A
Impaired Driving Task Force
Executive Order

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

Appendix B
Impaired Driving Task Force
Meeting Agendas and Minutes

HAWAII IMPAIRED DRIVING TASK FORCE MEETING
July 22, 2013
Honolulu International Interisland Conference Center
Room 1
8:30 a.m. to 12:00 p.m.

Agenda

- | | | |
|-------|---|---------------------|
| I. | Welcome, Introductions and Announcements | 8:30 – 8:35 AM |
| II. | Rules for Meeting | 8:35 – 8:45 AM |
| III. | Moving Ahead for Progress in the 21st Century
(MAP-21) Requirements | 8:45 – 9:00 AM |
| IV. | Impaired Driving Data Presentation | 9:00 – 9:20 AM |
| V. | Statewide Impaired Driving Plan | 9:30 – 9:50 AM |
| VI. | Task Force and Sub-Committee Meetings <ul style="list-style-type: none">• Duties• Creation of Sub-Committees | 9:50 – 10:10 AM |
| VII. | Breakout: Sub-Committee Meetings | 10:10 – 10:30 AM |
| VIII. | Finalization & Approval of
Statewide Impaired Driving Plan | 10:40 – 11:20 AM |
| IX. | Future Task Force Meetings | 11:30 – 11:40 AM |
| X. | Questions and Answers | 11:40 AM – 12:00 PM |
| XI. | Adjournment | 12:00 PM |

The Honolulu International Interisland Conference Center is located on the 7th floor of the interisland parking structure. To enter the conference center, use the doors on the mountain side of the building. We will provide validation, so please bring your parking ticket with you.

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Honolulu International Interisland Conference Center, Room 1

Present Members:

Mr. Ricky Akase	Motor Vehicles, Licensing and Permits Division, City & County of Honolulu
Rep. Henry Aquino	State Legislature
Ms. Kari Benes	Department of Health (DOH) – Injury and Control Section
Mr. Vlad Devens	Hawaii State Bar Association
Sen. Will Espero	State Legislature
Mr. Byron Fujieda	Maui County – Office of the Prosecuting Attorney
Judge David Lo	Hawaii State Judiciary
Ms. Lisa Lum	Hawaii State Judiciary – Honolulu DWI Court Program
Ms. Sharon Lum Ho	State Legislature – Office of Sen. Kalani English
Rep. Ryan Yamane	State Legislature
Ms. Nancy Haag	DOH – Alcohol and Drug Abuse Division
Dr. William Haning	University of Hawaii (UH) Department of Psychiatry
Mr. Danny Hayes	Smart Start, Inc.
Mr. Timothy Ho	State Public Defender
Capt. Darren Izumo	Honolulu Police Department
Mr. Justin Kollar	Kauai County – Office of the Prosecuting Attorney
Ms. Jeen Kwak	Office of the Prosecuting Attorney, City & County of Honolulu
Mr. Preston Ko	Motor Vehicles, Licensing and Permits Division, City & County of Honolulu
Ms. Valerie Mariano	Hawaii Partnership to Prevent Underage Drinking (HPPUD)
Ms. Carol McNamee	MADD – Hawaii
Mr. Pat McPherson	Hawaii Association of Criminal Defense Lawyers
Ms. Jan Meeker	Department of Education (DOE)
Mr. Steve Morifuji	Department of Liquor Control, Hawaii County
Ms. Jackie Murai	State Judiciary – Driver Education
Ms. Abigail Nickell	MADD – Hawaii
Mr. Tam Nguyen	DOH – State Laboratories Division
Ms. Naomi O'Dell	Department of Finance – Vehicle Registration & Licensing, Hawaii County
Mr. Glenn Okimoto	Department of Transportation
Mr. Mark Oto	HMSA
Mr. Vaughn Parongao	Department of Finance – Driver License Division, Kauai County
Sgt. Robert Pauole	Hawaii Police Department
Asst. Chief Victor Ramos	Maui Police Department
Mr. Gerald Rapozo	Department of Liquor Control, Kauai County
Mr. Mitch Roth	Hawaii County – Office of the Prosecuting Attorney
Mr. David Sakamoto	DOH
Mr. Alan Shinn	Coalition for a Drug-Free Hawaii
Ms. Cora Speck	The Queen's Medical Center

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Ms. Liane Sumida	AAA Hawaii
Lt. Jon Takamura	Kauai Police Department
Mr. Ken Takemoto	Honolulu Liquor Commission
Mr. Shawn H. Tsuha	Department of Public Safety
Lt. Ricky Uedoi	Maui Police Department
Mr. Lito Vila	Department of Finance – Motor Vehicle & Licensing, Maui County
Ms. Traci Fujita Villarosa	Department of Liquor Control, Maui County
Ms. Sharon Vitousek	North Hawaii Outcomes Project
Ms. Susan Won	Department of the Attorney General (AG)
Dr. Clifford Wong	Clinical Laboratories of Hawaii, LLP
Mr. Clayton Zane	Administrative Driver License Revocation Office (ADLRO)

Present Non-Members:

Ms. Maria Carvalho	Hawaii Insurers Council
Ms. Janjeera Hail	The Limtiaco Company
Mr. Sean Hiraoka	Department of Transportation (HDOT) – Traffic Safety Section
Ms. Karen Kahikina	HDOT – Highway Safety Staff
Mr. Arkie Koehl	MADD – Hawaii
Mr. Bob Lung	HDOT – Highway Safety Staff
Sgt. Ben Moszkowicz	Honolulu Police Department
Ms. Lee Nagano	HDOT – Highway Safety Staff
Mr. Lance Rae	The Limtiaco Company
Ms. Lianne Yamamoto	HDOT – Highway Safety Staff

Note: The meeting minutes have been supplemented with information to provide additional background.

Welcome, Introductions and Announcements

The meeting was called to order by Department of Transportation (HDOT) Director Glenn Okimoto at 8:40 a.m. Director Okimoto welcomed Impaired Driving Task Force meeting attendees and asked everyone to introduce themselves.

Director Okimoto then introduced Carol McNamee as the Task Force Vice Chair, and announced that she would be conducting the Task Force meetings in his absence.

Rules for Meeting

Carol McNamee welcomed the Task Force members and discussed the rules and procedures... of how the meeting will be conducted in accordance with Roberts Rules.

Moving Ahead for Progress in the 21st Century (MAP-21) Requirements

Bob Lung began his PowerPoint presentation discussing MAP-21, which is Federal Register Volume 78, No. 15, dated January 23, 2013. The impaired driving countermeasures grant

program was created under the (Drunk Driving Prevention) Act of 1988. Under the previous program authorization, grant criteria was less restrictive. Hawaii qualified for funding by meeting a number of programmatic criteria such as high visibility impaired driving enforcement program; BAC testing program; administrative license and suspension and revocation program; etc.

Under the present MAP-21, grant requirements became more specific. States qualify for a grant based on the State's average impaired driving fatality rate using the most recent available final data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS). States are then classified either as a low-range, mid-range or high-range State and are required to meet certain statutory requirements. According to NHTSA, the average impaired driving fatality rate is based on the number of fatalities in motor vehicle crashes in a State that involves a driver with a blood alcohol concentration of at least 0.08 percent for every 100 million vehicle miles traveled.

Hawaii is considered a mid-range state, which is a state that has as an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60. Per NHTSA, Hawaii's average impaired driving fatality rate based on FARS data is 0.44.

As a mid-range State, HDOT is submitting a statewide impaired driving plan that addresses the problem of impaired driving. On May 21, 2013 Governor Neil Abercrombie signed an Executive Order establishing a statewide Hawaii Impaired Driving Task Force that includes key stakeholders from the following agencies to fulfill different functions and disciplines as mentioned in MAP-21. Additionally as a mid-range state, a schedule of meetings and any reports or documents that the Task Force produces (i.e., meeting minutes) need to be submitted.

Impaired Driving Data Presentation

Bob Lung continued with the Power Point presentation by making a distinction defined by FARS regarding alcohol crashes. An alcohol-related crash is any crash involving a driver having any alcohol BAC level of .02 or above. An alcohol-impaired crash is any crash involving a driver having an alcohol BAC level of .08 and above.

The PowerPoint slide for **Hawaii Fatalities 2003-2012 by County** shows the overall number of traffic-related fatalities for Hawaii, beginning with 133 in 2003 to 126 in 2012. Furthermore, the figure shows the number of traffic-related fatalities for each county – Oahu (City and County of Honolulu), Hawaii, Maui and Kauai. Oahu has most of the traffic-related fatalities per year since the island holds over 70% of the population.

The PowerPoint slide for **Hawaii Fatalities 2003 – 2012 by Mode** depicts the number of traffic-related fatalities shown above from 2003 – 2012 by mode: Automobile, Motorcycle, Moped, Bicycle, Pedestrian and Other.

The PowerPoint slide for **Among Drivers Involved in Fatal Car Crashes in Hawaii, Substance Use Mix, 2007 – 2010** shows that 40% of the 288 drivers involved in fatal car crashes tested positive for alcohol, and nearly one-fourth (23%) tested positive for drugs. Considered together, almost half (49%) of drivers tested positive for either alcohol or drugs. Most (89%, or 101 of 114) of the drivers who tested positive for alcohol had BAC levels of 0.08% or greater, including 66 drivers (58%) who had BAC levels of 0.16% or greater. There was no consistent trend in the annual proportion of drivers who were drinking, although this was highest in 2009 (52%), and lowest in 2010 (30%). There was no trend in the proportion of drivers who tested positive for drugs. The most commonly occurring drugs were THC (42 drivers) and stimulants (28 drivers), principally methamphetamine (12 drivers), amphetamine (6 drivers), and cocaine (13 drivers).

This data comes from the 288 drivers involved in fatal occupant crashes from 2007-2010, but the same methodology was used for other types of fatal crashes (motorcyclists, peds, and bicyclists). Per the Hawaii Department of Health's Databook, 23% (66) of the drivers were considered drug positive. This was defined as positive for any of the following:

- Narcotics: 5 drivers, 3 positive for hydrocodone, 1 hydromorphone and 1 for oxycodone. 1 of these drivers also positive for meth
- Depressants: 4 drivers, 1 for benzodiazepines, 1 diazepam, 2 nordiazepam. 1 also pos for meth, and 2 others thc
- Stimulants: 28 drivers, 12 pos for meth, 14 for cocaine, 2 for benzoylecgonine a metabolite of cocaine
- THC: 42 drivers
- PCP: (0)
- Hallucinogens: 2 drivers (MDA and MDMA)
- Inhalants (0)

So of that 66, 4 were positive only for what were potentially prescription opiates and 1 positive for only a benzodiazepine. If you subtract these 5 drivers, the proportion drug positive is reduced from 23% to 21%. Alternatively, about 8% (5 of 66) of the drivers considered drug positive in the Databook were positive only for substances that were potentially prescribed for medication.

The PowerPoint slide for **Impaired Driving (Motor Vehicle) Driver Characteristics based on 288 Fatal Car Crashes, 2007 – 2010** provides some characteristics about our impaired drivers. The percentages are based on the number of drivers who tested positive for a substance, for example the 78 % of speeding drivers is based on the 114 Alcohol Positive Drivers. (Note: Positive test means any level of alcohol or drug. The bolded percentages indicate a significant percentage of drivers. Exclusions were also made for drivers with missing or unknown values for restraint use, previous driving history. Previous Crash, Suspension of License or DUI is within 3 years of the crash.)

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The PowerPoint slide for **Impaired Driving (Motorcycle/Moped Drivers) Driver Characteristics based on 106 Fatally Injured Motorcycle or Moped Drivers in Crashes, 2007 – 2010** show the percentages are based on the number of drivers who tested positive for a substance, for example the 84 percent of drug positive motorcycle/ moped drivers were not wearing a helmet. (Note: Positive test means any level of alcohol or drug. The bolded percentages indicate a significant percentage of drivers. Exclusions were also made for drivers with missing or unknown values for restraint use, previous driving history. Previous Crash, Suspension of License or DUI is within 3 years of the crash.)

The PowerPoint slide for **Impact of Alcohol on Fatal Crashes 2006-2010 Statewide Alcohol** showed:

Impaired Driving (BAC>0.08)
(57% of crashes overall)

- *64% for Neighbor Islands,*
- *75% on Kauai (18 of 24)*
- *70% Weekend Crashes (vs. 48%)*
- *74% Nighttime Crashes (vs. 31%)*

The PowerPoint slide for **Alcohol and Drug Use (percent) Among Car Drivers Involved in Fatal Car Crashes in Hawaii By Age of Driver, 2007-2010** shows of the 65+ category four out of 28 drivers tested positive for drugs, and three out of four were likely attributed to prescription drugs.

The PowerPoint slide for **Alcohol and/or Drug Use (percent) Among Motorcycle/Moped Riders in the Hawaii Trauma Registry By Mode, 2008-2011** shows that about one-fourth (26%) of the injured resident motorcycle/moped riders in the Hawaii Trauma Registry tested positive for alcohol, including 21% (178) with BAC levels of 0.08 or greater, and 14% (117) with BAC levels of 0.16% or greater. Moped riders were significantly more likely than motorcyclists to have been drinking (31% vs. 24%, respectively). More than half (54%, or 464) of the riders tested positive for either alcohol or drugs, including most (78%) of the 285 moped riders. The most commonly occurring drugs were narcotics (21% of patients), THC (17%), and amphetamines (9%). Moped riders were significantly more likely to test positive for THC (24%, vs. 15% for motorcyclists).

The PowerPoint slide for **Alcohol and/or Drug Use (percent) Among Pedestrians in the Hawaii Trauma Registry By Age Group, 2008-2011** shows only 16% of the injured pedestrians in the Hawaii Trauma Registry had been drinking at the time they were hit. This percentage was significantly higher among those under 65 years of age (22%), as only 2% (3) of the 138 senior-aged pedestrians tested positive for alcohol. Illicit drug usage was documented for 25% of the patients, including 30% of those who were under 65 years of age. Considered together, about one-third (34%, or 164) of the patients tested positive for either alcohol or drugs, although that proportion was much lower among the senior-aged patients (12%), compared to

younger patients (43%). Narcotics were the most commonly found illicit drug (16% of patients), followed by THC (8%), and amphetamines (6%). Most (87%, or 13) of the 15 senior-aged pedestrians who were positive for drugs had used narcotics; less than 2% were positive for THC or amphetamines.

Alcohol use was significantly more likely among the male pedestrians (23%) compared to females (7%), and among those hit on weekends (21% vs. 14% for those hit on weekdays). Alcohol use was nearly 8 times likely among pedestrians hit during night time hours (41%) than among those hit between 6:30 a.m. and 7:29 p.m. (5%). Alcohol use was not significantly associated with final disposition of patients, including the mortality rate.

The PowerPoint slide for **Prior Charges 2009-2012** shows the total number of Operating a Vehicle Under the Influence of an Intoxicant (OVUII) for the years 2009 – 2012. It separates the number of first time violators from the repeat offenders.

Discussion included that the prior charges referred to law enforcement contact. In 2012, there were approximately 7,500 arrests for OVUII. The first timer was defined as a driver who has no prior arrest within the five years of a previous arrest.

The PowerPoint slide for **4 yr Comparison of Sustained vs. Reversed Cases by County** shows the trend of sustained and reverse cases under the Administrative License Revocation by year and counties in Hawaii.

The PowerPoint slide for **OVUII Charges and Ignition Interlock Installations** shows the number of ignition interlocks installed since the law was implemented on January 1, 2011 in relation to the number of drivers that was convicted of OVUII.

It was mentioned that the OVUII term is used in Hawaii only as defined by Chapter 291E, Hawaii Revised Statutes and that the term DUI or DWI is used everywhere else.

The PowerPoint slide for **Ignition Interlock Installations and Prevented Starts** shows the number of ignition interlocks installed by year and the number of preventive starts recorded. It was mentioned that Dick Roth, an expert on OVUII statistics in New Mexico, relates that when their interlock law was first introduced, they were lucky to get 10 percent of their ignition interlocks installed. Hawaii's percentage was 15 percent for the first year and 25 percent for the second year. Presently, the percentage is at 28 percent.

Statewide Impaired Driving Plan

Bob Lung continued with the Vision, Mission and Goal of the statewide Impaired Driving Plan. The Vision for the plan is for "All Hawaii's road users arrive safely at their destinations." The Mission is to "Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Statewide Impaired Driving Plan." The Goal is "Working together, we will reduce yearly fatalities from 100, to 80 or fewer by 2017, toward the ultimate goal of zero deaths." Additionally, the purpose of the statewide Impaired Driving Plan

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update was to review the Impaired Driving Plan strategies, and review data relative to the progress of the strategies.

The statewide Impaired Driving Plan strategies were proposed and discussed. See final amended strategies starting on page 9.

Task Force and Sub-Committee Meetings

The Legislation, Prevention/Education/Communication, Enforcement and Treatment Sub-Committees were created as part of the Task Force to utilize members' respective expertise. The chairperson of each sub-committee will maintain contact to keep DOT updated regarding the sub-committees respective meetings and minutes. Bob Lung reviewed a handout that was distributed explaining the following:

Legislation Sub-Committee

The Legislation Sub-Committee includes representatives from the Department of the Attorney General (AG), Prosecutors, Law Enforcement, Defense Attorney, Legislators, Judiciary, Administrative Driver License Revocation Office (ADLRO), MADD, Public Defender, and HDOT.

The Legislation Sub-Committee's responsibilities are:

- Prepare legislative bills for impaired driving laws from proposals that are submitted by other committees on the task force.
- Drafting of new and amended laws to be submitted in the name of the Hawaii Impaired Driving Task Force.
- Insure that such laws be in accordance with the Hawaii Legislative Drafting Manual.
- Insure that contents of bill drafts are correct as recommended by other sub-committees as to the intent and purpose of the law.
- Draft testimonies on the bills submitted in the name of the task force and also present testimony during the legislative session.
- Select a chairperson of the committee who will be responsible for scheduling and leading meetings.
- Coordinate with other sub-committees of the task force and get recommendations of new laws to be drafted.
- Maintain minutes of all meetings and furnish copy to HDOT. The committee should select a secretary to take notes at each meeting and record the minutes.

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Prevention/Education/Communication Sub-Committee

The Prevention/Education/Communication Sub-Committee includes representatives from HDOT, DOH, MADD, Driver Licensing, Judiciary Drivers Education, Enforcement, UH Department of Psychiatry, Liquor Administrator, HPPUD, Insurers Council, AAA Hawaii, Coalition for a Drug-Free Hawaii, HMSA, DOE, The Queen's Medical Center, The Limtiaco Company, HDOT Public Affairs, AARP, and North Hawaii Outcomes Project.

The following are the responsibilities of the Prevention/Education/Communication Sub-Committee:

- The focus shall be on the prevention of, and education, outreach, and communication about impaired driving.
- Identify the problems that the system is encountering and suggested amended laws to resolve these problems.
- Identify communication barriers between agencies that will make the system flow smoother and more efficiently.
- Brain-storming of projects that would be most effective in changing impaired drivers' behavior.
- Draft new or amended laws and submit to the Legislative Committee for refinement of final bill.
- Committee to select a chairperson of the committee who will be responsible for scheduling and leading meetings.
- Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.
- Maintain minutes of all meetings and furnish copy to HDOT. The committee should select a secretary to take notes at each meeting and type the minutes.

The Enforcement Sub-Committee includes representatives from County Police Departments, Prosecutors, Judiciary, AG, ADLRO, Smart Start Inc., legislators, Driver Licensing, Judiciary's Driver Education, Liquor Administrators, Clinical Laboratories, Department of Public Safety, DOH, North Hawaii Outcomes Project, and HDOT.

The following are the responsibilities of the Enforcement Sub-Committee:

- Identify the problems that the system is encountering with the impaired driver.
- Recommend and draft new or amended laws to resolve these problems.
- Identify communication barriers between agencies and recommend solutions that will make the system flow smoother and more efficiently.

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- Brainstorm the types of projects that would be most effective in changing the impaired drivers' behavior.
- Committee to select a chairperson of the committee who will be responsible for scheduling meetings.
- Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.
- Maintain minutes of all meetings and furnish copy to HDOT. The committee should select a secretary to take notes at each meeting and type the minutes.

Treatment Sub-Committee

The Treatment Sub-Committee includes representatives from DOH, Judiciary's Driver Education, MADD, ADLRO, Judicial, Criminal Defense Lawyer, UH Department of Psychiatry, HPPUD, Coalition for a Drug-Free Hawaii, HMSA, The Queen's Medical Center, American College of Emergency Physicians, Judiciary's Probation, SBIRT representative, military representative from Pearl Harbor naval treatment or Tripler, and HDOT.

The following are the responsibilities of the Treatment Sub-Committee:

- Identify treatment problems and find solutions to the problems.
- Recommend the types of treatment, tracking methods, and collection of outcomes of treatment of the impaired driver.
- Committee to select a chairperson of the committee who will be responsible for scheduling and leading meetings.
- Coordinate with other sub-committees of the task force for recommendations of new laws to be drafted.
- Maintain minutes of all meetings and furnish copy to HDOT. The committee should select a secretary to take notes at each meeting and type the minutes.

Breakout: Sub-Committee Meetings

The Legislation, Prevention/Education/Communication, Enforcement and Treatment Sub-Committees met on their own to discuss their respective strategies that would be voted on.

Finalization & Approval of Statewide Impaired Driving Plan

The strategies that were proposed earlier in the Task Force meeting were discussed and the members voted to include the following strategies in the statewide Impaired Driving Plan for submission to NHTSA:

1. Enhance Ignition Interlock law.

The strategy was amended to the version above, which was voted on and passed unanimously.

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2. Support expansion of alcohol intervention programs, such as Screen Brief Intervention and Referral Treatment (SBIRT). (Passed:
3. Increase penalties for driving while license revoked/suspended due to OVUII.
4. Improve procedures for obtaining convictions for Driving While (License) Revoked (DWR) due to OVUII.

The Enforcement Sub-Committee recommended that above strategy be added. The amendment passed with 39 Yeas and 1 Nay.

5. Enhancing conviction rate by improving witness attendance in OVUII cases.

This strategy's goal is to improve communication within the police departments because cases are being thrown out due to lack of officers showing up. This strategy would ensure more compliance. The amended strategy above was voted on and passed unanimously.

6. Continue to encourage compliance of mandatory blood draw law.

Pat McPherson commented that mandatory blood draw might be unconstitutional because of the McNeely case and we may need a search warrant. Mitch Roth commented that this case may not apply to us.

7. Increase conviction rate by reducing refusals.
8. Support needed improvements in order to successfully continue DWI Pilot Court Program.
9. Improve Administrative Driver License Revocation Office documentation and communication.
10. Identify and utilize current and new funding sources for alcohol and drug-abuse programs
11. Continue to install milled rumble strips at centerline and roadway shoulders because drinking and driving can cause drowsiness, especially in rural areas where long distances are a factor.
12. Develop programs and continue to support best practices to support best practices to educate young drivers, families and at-risk groups that emphasize the practice of model behavior to deter drunk driving, speeding and non-seat belt use.
13. Continue high visibility checkpoints and media campaigns.
14. Improve awareness and provide specialized training for police, prosecutors, and the Judiciary and encourage courtroom training to improve conviction rate.
15. Continue to provide training to the community, including medical staff, emergency medical services technicians, teachers and driver's education instructors to recognize alcohol and other drug impairment.

The Prevention/Education/Communication Sub-Committee amended this strategy to include service providers (including after school care) and law enforcement. Carol McNamee suggested amending the strategy to the above version, which was voted on and passed unanimously.

16. Support statewide court monitoring program to provide data on DUI trial results.
17. Continue compliance checks to include "off premise" locations such as small liquor stores and convenience outlets.
18. Expand reach and uniformity of server training program.
19. Increase effectiveness of publicizing, provide training, and enforcing the Use & Lose Law.

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20. Research a process to provide funding to County law enforcement and substance abuse prevention and treatment programs.

The Treatment Sub-Committee suggested amending this strategy to share revenues with county law enforcement, prevention and treatment. Rep. Ryan Yamane commented that even if you share revenue with a county, there is no guarantee it would go to law enforcement. Assistant Chief Victor Ramos recommended checking with the police departments to get their buy in. Carol McNamee suggested researching the possibility since there are a lot of issues involved. Rep. Yamane suggested passing county ordinances to develop a process for funds to be diverted to the police departments. The strategy was amended to the version above, and was voted on and passed unanimously.

21. Encourage automobile dealerships and insurance companies to distribute materials on impaired driving. In addition, encourage County Department of Motor Vehicles to run educational videos directed at customers waiting in line.
22. Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.
23. Explore solutions to current barriers to OVUII drug prosecution.
24. Increase effectiveness of OVUII laws by including probation as an allowable sentence.

The members voted unanimously to accept the plan and adopt the amended strategies listed above.

Future Task Force Meetings

The Task Force members were presented with proposed meeting dates for 2013, which were September 9 or 12, and December 9 or 12. For 2014, the meeting dates included March 4 or 11, and June 3 or 10. The following meeting dates were chosen for upcoming Task Force meetings:

- September 12, 2013
- December 12, 2013
- March 4, 2014
- June 3, 2014

Adjournment

The meeting was adjourned at 11:50 a.m.

HAWAII IMPAIRED DRIVING TASK FORCE MEETING
September 12, 2013
Airport Honolulu Hotel, Hawaii and Maui Room
8:30 a.m. to 12:00 p.m.

Agenda

8:30 – 8:40 AM	Welcome and Introductions	Vice Chair
8:40 – 8:50 AM	Approval of Minutes	Vice Chair
8:50 – 9:20 AM	MAP-21 and Q & A	Bob Lung
9:20 – 9:30 AM	Break	
9:30 – 10:10 AM	Sub-Committee Reports Legislative	Carol McNamee
	<ul style="list-style-type: none"> • Honolulu DWI Court • Driving While License is Revoked/Suspended • Enforcement • Other Concerns 	
10:10 – 10:20 AM	Prevention/Education/Communications	Kari Benes
10:20 – 10:40 AM	Enforcement	Mitch Roth
10:40 – 11:00 AM	Treatment	Cora Speck
11:00 – 11:10 AM	Break	
11:10 – 11:50 AM	Breakout: Sub-Committee Meetings	
11:50 – 12:00 PM	Announcements Next Meeting: December 12, 2013 8:30 a.m. – 12 p.m. Airport Honolulu Hotel	
12:00 PM	Adjournment	
12:00 – 12:15 PM	Ignition Interlock Overview and Update (Optional)	

Neighbor island members, when you arrive at the airport, go to the baggage claim area to call the hotel shuttle. You may also call 836-0661 prior to your arrival to arrange for the shuttle to pick you up. The shuttle stop is located at the center island across baggage claim.

Oahu members: Directions from downtown – take Nimitz and make a U-turn at Rodgers Boulevard into the far right lane on N. Nimitz Highway. Take the immediate first exit on the right onto the access road that runs parallel to N. Nimitz. Turn right into the hotel parking entrance.

Hawaii Impaired Driving Task Force Meeting

September 12, 2013

Airport Honolulu Hotel

Present Members:

Mr. Ricky Akase	Motor Vehicles, Licensing and Permits Division, City & County of Honolulu
Ms. Kari Benes	Department of Health (DOH) – Injury and Control Section
Sen. Will Espero	State Legislature
Mr. Byron Fujieda	Maui County – Office of the Prosecuting Attorney
Ms. JoAnn Hamaji-Oto	Smart Start, Inc.
Judge David Lo	Hawaii State Judiciary
Ms. Lisa Lum	Hawaii State Judiciary – Honolulu DWI Court Program
Ms. Sharon Lum Ho	State Legislature – Office of Sen. Kalani English
Maj. Kurt Kendro	Honolulu Police Department
Mr. Justin Kollar	Kauai County – Office of the Prosecuting Attorney
Ms. Jeen Kwak	Office of the Prosecuting Attorney, City & County of Honolulu
Mr. Preston Ko	Motor Vehicles, Licensing and Permits Division, City & County of Honolulu
Ms. Valerie Mariano	Hawaii Partnership to Prevent Underage Drinking (HPPUD)
Ms. Carol McNamee	MADD – Hawaii
Mr. Pat McPherson	Hawaii Association of Criminal Defense Lawyers
Ms. Jan Meeker	Department of Education (DOE)
Ms. Abigail Nickell	MADD – Hawaii
Ms. Naomi O’Dell	Department of Finance – Vehicle Registration & Licensing, Hawaii County
Mr. Vaughn Parongao	Department of Finance – Driver License Division, Kauai County
Sgt. Robert Pauole	Hawaii Police Department
Ms. Alison Powers	Hawaii Insurers Council
Mr. Gerald Rapozo	Department of Liquor Control, Kauai County
Mr. Mitch Roth	Hawaii County – Office of the Prosecuting Attorney
Ms. Cora Speck	The Queen’s Medical Center
Lt. Jon Takamura	Kauai Police Department
Mr. Gerald Takase	Department of Liquor Control, Hawaii County
Mr. Ken Takemoto	Honolulu Liquor Commission
Lt. Ricky Uedoi	Maui Police Department
Mr. Lito Vila	Department of Finance – Motor Vehicle & Licensing, Maui County
Ms. Traci Fujita Villarosa	Department of Liquor Control, Maui County
Ms. Sharon Vitousek	North Hawaii Outcomes Project
Ms. Susan Won	Department of the Attorney General (AG)

Present Non-Members:

Ms. Karen Azebu	State Judiciary – Driver Education
Sgt. William Hankins	Maui Police Department

Hawaii Impaired Driving Task Force Meeting
September 12, 2013

Mr. Danny Hayes	Smart Start, Inc.
Capt. Darren Izumo	Honolulu Police Department
Ms. Karen Kahikina	HDOT – Highway Safety Staff
Mr. Arkie Koehl	MADD – Hawaii
Mr. Patrick Lee	Department of Public Safety – Sheriffs Division
Mr. Bob Lung	HDOT – Highway Safety Staff
Sgt. Ben Moszkowicz	Honolulu Police Department
Ms. Lee Nagano	HDOT – Highway Safety Staff
Ms. Cynthia Okazaki	HPPUD
Mr. Brent Oto	Army Substance Abuse Program
Mr. David Rodriguez	HDOT
Ms. Ami Scronce	University of Hawaii (UH) Department of Psychiatry
Ms. Jeanelle Sugimoto-Matsuda	UH Department of Psychiatry
Ms. Sasha Taketa	UH – Office of Public Health Studies
Mr. Alan Yamamoto	Department of Health – Alcohol and Drug Abuse Division
Ms. Lianne Yamamoto	HDOT – Highway Safety Staff

Welcome and Introductions

The meeting was called to order at 8:35 a.m. by Vice Chair Carol McNamee. She welcomed the Impaired Driving Task Force meeting attendees and asked everyone to introduce themselves.

Approval of Minutes

Members approved the July 12, 2013 meeting minutes. A correction to the minutes was later requested to delete a member as being a “Present Member” at the July 12 meeting.

MAP-21 (Moving Ahead for Progress in the 21st Century) and Q & A

Bob Lung provided a PowerPoint presentation about MAP-21 as it pertains to Impaired Driving. Refer to attached MAP-21 Impaired Driving PowerPoint presentation for more details.

Carol McNamee asked if we improve our numbers, if we can change to a low range state later? Bob replied yes, but MAP-21 is only until 2014. Carol also asked when NHTSA will determine if we’re an interlock state. Bob replied that we will inquire with NHTSA.

Sub-Committees Reports

Legislation Sub-Committee

Legislation Sub-Committee Chair Carol McNamee discussed the following issues as legislative concerns:

Driving While License is Revoked or Suspended

A large percentage of those with revoked licenses still continue to drive illegally, even when they have the choice of installing an interlock. Different solutions were discussed to motivate people to get an interlock or refrain from driving while license is revoked or suspended:

- Vehicle sanction (i.e., club, impound vehicle)
- Increase severity of jail term
- Probation for those without an interlock (i.e., electronic monitoring).

Sharon Lum-Ho from Senator Kalani English's office shared that the Senator has concerns about impaired driving legislation in the 2014 session, especially with IID and asked the Task Force to consider solutions that don't require legislation (i.e., Administrative Rules).

The Task Force decided that the only workable means of reducing driving while revoked is to increase the terms of imprisonment. The Task Force members unanimously approved amending HRS Section 291 E-62 by the following:

- First offense – increase term of imprisonment from three days to 10 days, but not more than 30 days
- Second offense – increase term of imprisonment from 30 days to 60 days
- Third offense – leave at one year imprisonment

Ignition Interlock Permit

The following concerns about the current Ignition Interlock Permit (IIP) were discussed:

- Current type of paper permit becomes worn or lost.
- Police officers often do not understand the permit and what it requires. The permit does not look official – no photo or seal.
- When an officer on the road checks “the computer”, it only shows that the driver's license is revoked for OVUII resulting in an arrest for DWR.
- Both the Judiciary and ADLRO can now issue the paper permits.

Justin Kollar recommended that since the law currently directs the Judiciary to issue the permit for an IID and that ADLRO also issues the permit for an IID resulting from an OVUII the permitting function be assigned solely to the county DMVs.

The permits should look like licenses, but be distinguishable as an IIP. A definition of an IIP should be added to the HRS. Bob said under the law, the Judiciary is responsible for the design and issuance of the IIP. Hawaii is the only state that has paper permits. He suggested superimposing the license with “IIP” in large letters so officers can easily identify the interlock restrictions.

JoAnn Hamaji-Oto commented that when a client has moved from a mainland state to Hawaii, she has seen the driver's license with Ignition Interlock in red so there is no question for the officer.

Hawaii Impaired Driving Task Force Meeting
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Carol asked the county DMVs, enforcement representatives, ADLRO and Pat McPherson to discuss the permit issue during the breakout session and continue discussion in order to present a recommendation at the next Legislation Sub-Committee meeting.

DWI Court

Pat McPherson, a member of the DWI Court Steering Committee, discussed the need for allowing judges to place offenders enrolled in the program on probation (conducted by the program staff) with any mandatory jail time waived for those who successfully complete the program requirements. Those “clients” not complying with requirements would face all or part of the original jail term, at the discretion of the court. The ability to escape going to jail would act as a motivator for more offenders to join the DWI Court intensive monitoring program. Only a paragraph needs to be added to the current statute. Language needs to be drafted and reviewed by the Legislative subcommittee. Pat encouraged members of the Task Force to come to court on Thursdays at 9:30 a.m. to see how the program works.

Carol mentioned that NHTSA now recommends that States have a DWI Court program.

Note: Senator Will Espero said that he is willing to introduce legislation mandating IID for all offenders and introducing probation based on Mitch Roth's concept.

Prevention/Education/Communication (PEC) Sub-Committee

PEC Sub-Committee Chair Kari Benes presented the online ranking results of the Sub-Committee's applicable Impaired Driving Task Force (IDTF) issues. Refer to the attached IDTF Strategies Excel file for more details. Kari shared that the three highest ranking strategies were to:

- Develop programs and continue support of best practices to educate young drivers, families and at-risk groups that emphasize the practice of model behavior to deter drunk driving, speeding and non-seat belt use.
- Continue to provide training to the community, including medical staff, emergency medical service technicians, teachers, and driver's education instructors to recognize alcohol and other drug impairment.
- Continue high visibility sobriety checkpoints and media campaigns.

Alison Powers suggested having a dedicated media campaign, which would be more effective than getting a message out through insurers, since most people don't read the inserts in their insurance packets.

Enforcement Sub-Committee

Enforcement Sub-Committee Chair Mitch Roth referred to an IDTF Strategies PowerPoint (please see attached) and listed the following strategies that their Sub-Committee would be focusing on:

Hawaii Impaired Driving Task Force Meeting
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- 1) Enhance ignition interlock law – by trying to fix circumvention issue.
- 4) Improve procedures for obtaining convictions for driving while license revoked/suspended due to OVUII – by improving the process and procedures for getting these convictions
- 5) Enhance the conviction rate by improving witness attendance in OVUII cases. This strategy is more of an issue for Honolulu. HPD will try to reduce the number of witnesses involved.
- 6) Continue to encourage compliance of mandatory blood draw law. The problem is that blood testing is sent to the mainland to analyze, and costly to fly people in to testify. The possibility of using Neurotrauma funds to set up a state lab was discussed and will be researched. Mitch stated that he is in a preliminary phase to see if it is possible, but eventually will need a committee. He also thanked Kari Benes for talking to DOH representatives about the Neurotrauma funds.
- 7) Increase conviction rate by reducing refusals. This strategy will be discussed further once the results on cases come back.
- 8) Support needed improvements in order to successfully continue DWI Pilot Court Program - by improving ADLRO documentation and communication. The Sub-Committee will look at the problem after reviewing data from ADLRO.

Treatment Sub-Committee

Treatment Chair Cora Speck reported that their Sub-Committee's priority is to understand and improve the process to assess and treat convicted offenders. The following were discussed:

- Re-evaluating SBIRT since the original data may not be accurate in terms of real life. Trauma centers do provide SBIRT, but unsure if the right matrix is being provided. Follow up clients say they drink less, but not sure if that's accurate.
- Enrolling more violators into DWI Court, but the challenges are funding and probation/monitoring.
- Drugged driving
National data shows this is becoming an increasing concern. We need to get data and information out to the medical profession.
- Certified Substance Abuse Counselor (CSAC) selection monitoring
CSACs are accountable to DOH. Credentialing needs to be improved, and to see if there is a re-credentialing process. The process of selecting a CSAC by an offender is not systemized and allows for unethical practices.
A suggested solution is to review the process and modify the system to close loopholes (i.e., using a system that will choose the next available CSAC in line similar to getting into the next taxi in line).
- Funding for treatment
Mandated treatment is referred by one silo and treatment is paid for by another silo. Treatment is only paid for if mandated by a medical doctor, not a judge. Although treatment is court ordered, medical insurance will not cover it. The Judiciary needs to communicate with health care providers.

Breakout: Sub-Committee Meetings

Hawaii Impaired Driving Task Force Meeting
September 12, 2013

The Legislation, Prevention/Education/Communication, Enforcement and Treatment Sub-Committees met on their own. The following was reported out:

- Legislation Sub-Committee will continue to discuss the issues dealing with the IID permit, driving while license is revoked or suspended; and the DWI Court issue.
- Prevention/Education/Communications Sub-Committee will continue finding means of communication and address continuing compliance checks.
- Enforcement Sub-Committee will pursue the “low hanging fruit” such as the possibility of having a state lab and civil penalties for DWOL (i.e., vehicle forfeiture).
- Treatment Sub-Committee will look into an in-state drug testing program with the military; ACA funding for treatment; education for the Judiciary; applying “critical factors for success” from DWI Court to general population of offenders; need for a database of OVUII convicts (long-term); and explore barriers to OVUII prosecution.

Announcements

Next Meeting: December 12, 2013
8:30 a.m. – 12 p.m.
Airport Honolulu Hotel

Adjournment

The meeting was adjourned at 12:05 p.m.

HAWAII IMPAIRED DRIVING TASK FORCE MEETING
December 12, 2013
Airport Honolulu Hotel, Hawaii and Maui Room
8:30 a.m. to 12:00 p.m.

AGENDA

8:30 – 8:40 AM	Welcome and Introductions	Vice Chair
8:40 – 8:45 AM	Approval of Minutes	Vice Chair
8:45 – 9:45 AM	Breakout: Sub-Committees Meetings	
9:45 – 9:50 AM	Break	
9:50 – 10:50 AM	Sub-Committees Reports (15 minutes allotted for each of the first three committees' reports)	
	<i>9:50 – 10:05 AM</i>	Prevention/Education/ Communications Kari Benes
	<i>10:05 – 10:20 AM</i>	Treatment Cora Speck
	<i>10:20 – 10:35 AM</i>	Enforcement Mitch Roth
	<i>10:35 – 10:50 AM</i>	Legislation Carol McNamee <ul style="list-style-type: none"> • Driving While License Revoked for DUI (HRS § 291 E62) • Honolulu DWI Court • Ignition Interlock Permit
10:50 – 11:00 AM	Break	
11:00 – 11:55 AM	Continue with Legislation Sub-Committee Report <ul style="list-style-type: none"> • Bill for NHTSA Grant (164) Compliance Carol McNamee 	
11:55 – 12:00 PM	Announcements Next Meeting: March 4, 2014 8:30 a.m. – 12 p.m. Airport Honolulu Hotel	
12:00 PM	Adjournment	

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Oahu members: Directions from downtown – take Nimitz and make a U-turn at Rodgers Boulevard into the far right lane on N. Nimitz Highway. Take the immediate first exit on the right onto the access road that runs parallel to N. Nimitz. Turn right into the hotel parking entrance.

Hawaii Impaired Driving Task Force Meeting

December 12, 2013
Airport Honolulu Hotel

Present Members:

Ms. Kari Benes	Department of Health (DOH) – Injury and Control Section
Mr. Byron Fujieda	Maui County – Office of the Prosecuting Attorney
Ms. JoAnn Hamaji-Oto	Smart Start, Inc.
Mr. Timothy Ho	State Public Defender
Maj. Kurt Kendro	Honolulu Police Department
Mr. Justin Kollar	Kauai County – Office of the Prosecuting Attorney
Ms. Lisa Lum	Hawaii State Judiciary – Honolulu DWI Court Program
Ms. Carol McNamee	MADD – Hawaii
Ms. Jan Meeker	Department of Education (DOE)
Ms. Abigail Nickell	MADD – Hawaii
Mr. Tam Nguyen	DOH – State Laboratories Division
Ms. Naomi O’Dell	Department of Finance – Vehicle Registration & Licensing Hawaii County
Mr. Vaughn Parongao	Department of Finance – Driver License Division Kauai County
Sgt. Robert Pauole	Hawaii Police Department
Ms. Alison Powers	Hawaii Insurers Council
Ms. Cora Speck	The Queen’s Medical Center
Lt. Jon Takamura	Kauai Police Department
Mr. Ken Takemoto	Honolulu Liquor Commission
Lt. Ricky Uedo	Maui Police Department
Mr. Lito Vila	Department of Finance – Motor Vehicle & Licensing Maui County
Ms. Traci Fujita Villarosa	Department of Liquor Control, Maui County
Dr. Clifford Wong	Clinical Laboratories of Hawaii, LLP
Mr. Clayton Zane	Administrative Driver License Revocation Office

Present Non-Members:

Ms. Karen Azebu	State Judiciary – Driver Education
Ms. Liesje Cattaneo	Judiciary
Ms. Janjeera Hail	The Limtiaco Company
Ms. Tina Hamayasu	University of Hawaii (UH) Department of Psychiatry – Honolulu DWI Court Program
Mr. Sean Hiraoka	Department of Transportation (HDOT) – Traffic Safety Section
Capt. Darren Izumo	Honolulu Police Department
Mr. Jon Riki Karamatsu	Office of the Prosecuting Attorney, City & County of Honolulu
Mr. Arkie Koehl	MADD – Hawaii
Mr. Carl Linden	Diagnostic Lab Services
Mr. Bob Lung	HDOT – Highway Safety Staff

Hawaii Impaired Driving Task Force Meeting
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Sgt. Ben Moszkowicz	Honolulu Police Department
Ms. Lee Nagano	HDOT – Highway Safety Staff
Ms. Tricia Nakamatsu	Office of the Prosecuting Attorney, City & County of Honolulu
Ms. Cynthia Okazaki	Hawaii Partnership to Prevent Underage Drinking
Ms. Ami Scronce	UH Department of Psychiatry – Honolulu DWI Court Program
Ms. Jeanelle Sugimoto Matsuda	UH Department of Psychiatry – Honolulu DWI Court Program
Ms. Sasha Taketa	UH – Office of Public Health Studies
Ms. Lianne Yamamoto	HDOT – Highway Safety Staff

Welcome and Introductions

The meeting was called to order at 8:40 a.m. by Vice Chair Carol McNamee. She welcomed the Impaired Driving Task Force meeting attendees and asked everyone to introduce themselves. A moment of silence was observed to remember Director Loretta Fuddy from the Department of Health.

Approval of Minutes

Since no changes were made, members unanimously agreed to let the September 12, 2013 meeting minutes stand as circulated.

Breakout: Sub-Committees Meetings

Sub-Committees Reports

The Legislation, Prevention/Education/Communication, Enforcement and Treatment Sub-Committees met on their own. The following was reported out:

Prevention/Education/Communication (PEC) Sub-Committee

PEC Sub-Committee Chair Kari Benes -stated that their sub-committee will focus on the following two impaired driving strategies through its objectives:

1. Continue high visibility sobriety checkpoints and media campaigns through identifying the following:
 - Current efforts within DOT
 - Opportunities with partners to expand messaging
 - Opportunities with MADD and Police
 - Social media strategies
 - Timelines of HPPUD's campaigns and how to build upon already created messages/resources
2. Continue compliance checks to include "off premise" locations such as small liquor stores and convenience outlets

This strategy needs additional clarification and understanding on differences between types of compliance checks, which may result in a revision or additional recommendation.

The Honolulu Liquor Commission suggested to shift toward a policy strategy aimed at “on premise” locations that serve alcohol until 4 a.m. There are 63 establishments in this category.

Note: UH has a contract with ADAD to work on “off premise” compliance checks, funding ending in September 2014.

The next step will be to fill out a High Visibility/Media Strategy Survey Monkey to see what is out there and what can be done within the next six months with the high visibility sobriety checkpoints. Additionally, identify data surrounding compliance checks and discuss policy around phasing out and reverting 4 a.m. liquor establishments to 2 a.m. establishments.

A communication strategy that the sub-committee will be looking into is a multilingual prevention message, since some violators don't speak English. There will be more discussion as to how to reach this group of individuals.

Treatment Sub-Committee

Treatment Sub-Committee Chair Cora Speck reported that the treatment committee was looking at major barriers to treatment:

1. Finding information

There is a need for a portal – some method of disseminating basic information. Cora reported that the committee is working on identifying the process of treatment of a person convicted for OVUII. So far their research shows that there are 45 treatment-related agencies. Cora discovered a website for a one stop shop that will hopefully provide a person with a name of an agency which is accepting patients at the time.

2. Finding funding

If one does not have a job, only the first treatment session is covered, not the total treatment program. Additionally, health insurance companies do not cover treatment if the court mandates a person to treatment. A physician would have to prescribe the necessary treatment in order for insurance to cover any of the cost. The Affordable Health Care Program may improve treatment coverage starting January 1st.

3. No incentives for entering a treatment program

Cora mentioned that there is adequate incentive for an offender to enter the DWI Court program so the task force should brainstorm about possible “carrots” such as alternative transportation (i.e., free bus passes, free bicycle, etc.) or adjust the amount of mandated jail time, etc.

Hawaii Impaired Driving Task Force Meeting
December 12, 2013

There are problems in getting people into the system to get treatment in general. There is no set solution at the moment, but the sub-committee will continue to look into it.

Queen's does a three-month review of possible OVUII injury cases from the hospital side (emergency department) and sends it to HPD to review, but HPD would need to review and research each case. Major Kurt Kendro mentioned that Queen's needs to continue to report cases because if HPD doesn't know about it, they can't do anything about it.

Cora asked Kari Benes to share the information with the trauma coordinators and she will also present the issue at their conference.

Enforcement Sub-Committee

Enforcement Sub-Committee Chair Mitch Roth was not present at the meeting to provide an update about setting up a state lab. Tam Nguyen with the Department of Health shared that they had met with NMS Laboratory, a mainland vendor, to discuss setting up a toxicology lab on Oahu to help with drug prosecution. The details are still being researched.

Major Kendro mentioned that he spoke to Wayne Kimoto about setting up a lab within in HPD, but only if there are funds available (i.e., Neurotrauma Funds).

Dr. Clifford Wong discussed that setting up a state lab is a long term project, which could take 6 – 9 months before it is fully operational. Funds would be needed to purchase equipment; and to pay for full time personnel.

Clinical Laboratories does not have the equipment and DOH State Lab has some of the equipment needed. Currently, Clinical Laboratories does urine testing in house, but sends the blood samples to the mainland to be tested. Furthermore, newer technology is needed especially to test the synthetic drugs. The following options are available:

- NMS to set up a state lab
- DOH or the Department of Public Safety sets up a lab, provided they have the space.

Kari mentioned that there are two Neurotrauma Funds: a Neurotrauma Special Fund and a Neurotrauma Fund. She recommended that someone attend the board meeting to find out more information about each of the two funds.

Cora suggested contacting Aaron Arakaki for more information. She thought that testing OVUII blood samples for drugs would be outside of the scope for the State Lab under the current Hawaii Revised Statutes.

Legislation Sub-Committee

Hawaii Impaired Driving Task Force Meeting
December 12, 2013

Legislation Sub-Committee Chair Carol McNamee discussed the following legislative issues:

- **Driving While License Revoked for DUI (HRS §291 E-62)**
The proposed bill will include the increase in prison time for the following (as voted on in the last Task Force meeting):
 - First offense – increase three days to 10 days, but not more than 30 days
 - Second offense – increase to 60 days
 - Third offense – leave at one year imprisonment

- **Honolulu DWI Court**
Pat McPherson worked on the proposed bill, which gives the judge discretion to waive any portion of required jail time for an offender entering the program. Offenders successfully completing the program may be released from the jail sanction. Those who do not fulfill their requirements would not receive the same consideration.

Carol suggested adding in community service to comply with NHTSA requirements.

- **Ignition Interlock Permit**
A sturdier IID permit is needed since the paper permit is not working for the enforcement side of the process. The process is currently under ADLRO and the Court, but Justin Kollar drafted a bill that would consolidate the function to be under the county DMVs to assign and issue so officers would know who has an IID permit/license. A definition was also added to comply with NHTSA.

Lito Vila mentioned that Bob Lung was going to look into the possibilities of ADLRO issuing a plastic IID permit, and the Department of Information and Technology allowing HPD to access the information. Sgt. Ben Moszkowicz mentioned that ADLRO has no mechanism in place to take in money.

Carol postponed addressing the IID permit process until this issue is researched further.

- **Bill for NHTSA Grant (164) Compliance**
The proposed bill is crafted to comply with sanctions for the repeat offender. Hawaii may have \$6-7 million in highway construction funds transferred to other transportation programs if the state does not meet the listed criteria.

Major changes included in the drafted bill are:

- Require an ignition interlock for all eligible repeat offenders for the entire revocation period.
- Disallow an interlock employer exemption permit for repeat offenders
- Require a license revocation period of 3 to 5 years for a person convicted of Habitual OVUII, a felony, and also require the installation of an ignition interlock

Hawaii Impaired Driving Task Force Meeting
December 12, 2013

- device during the revocation period which would begin after the period of incarceration,
- To impose a minimum 10 day prison term – to be served continuously – for habitual offenders.
 - To provide for an in-home alcohol monitoring device as part of probation for those habitual offenders not installing an interlock device.

Lito asked if the loss of an employer exemption applies to a sole proprietor. Carol said she will check with Bob.

Carol will also check with Bob on alternative wording for the proposed term, “entire period.”

Task Force members will be updated periodically on the status of the legislation introduced.

Announcements

Next Meeting: March 4, 2014
8:30 a.m. – 12 p.m.
Airport Honolulu Hotel

Adjournment

The meeting was adjourned at 11:55 a.m.

HAWAII IMPAIRED DRIVING TASK FORCE MEETING

March 4, 2014

Airport Honolulu Hotel, Hawaii and Maui Room

8:30 a.m. to 12:00 p.m.

AGENDA

8:30 – 8:40 AM	Welcome and Introductions	Vice Chair
8:40 – 8:45 AM	Approval of Minutes	Vice Chair
8:45 – 9:15 AM	2014 – 2015 Task Force Planning <ul style="list-style-type: none">• New Procedures and Positions• Impaired Driving Plan Strategies	
9:15 – 10:15 AM	Breakout: Sub-Committees Meetings	
10:15 – 10:25 AM	Break	
10:25 – 11:45 AM	Sub-Committees' Reports	
	<i>10:25 – 10:40 AM</i> Prevention/Education/ Communications	Kari Benes
	<i>10:40 – 10:55 AM</i> Treatment	Cora Speck
	<i>10:55 – 11:10 AM</i> Enforcement	Mitch Roth
	<i>11:10 – 11:45 AM</i> Legislation <ul style="list-style-type: none">• 2014 Legislative Update• 2015 Legislative Priorities/Bills	Carol McNamee Bob Lung
11:45 – 12:00 PM	Announcements Next Meeting Dates: June 17, 2014 and September 16, 2014 8:30 a.m. – 12 p.m. Airport Honolulu Hotel	
12:00 PM	Adjournment	

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Oahu members: Directions from downtown – take Nimitz and make a U-turn at Rodgers Boulevard into the far right lane on N. Nimitz Highway. Take the immediate first exit on the right onto the access road that runs parallel to N. Nimitz. Turn right into the hotel parking entrance.

Hawaii Impaired Driving Task Force Meeting

March 4, 2014
Airport Honolulu Hotel

Present Members:

Mr. Ricky Akase	Motor Vehicles, Licensing and Permits Division, City & County of Honolulu
Ms. Kari Benes	Department of Health (DOH) – Injury and Control Section
Ms. JoAnn Hamaji-Oto	Smart Start, Inc.
Mr. William Haning	UH Department of Psychiatry – Honolulu DWI Court Program
Mr. Timothy Ho	State Public Defender
Maj. Kurt Kendro	Honolulu Police Department
Mr. Justin Kollar	Office of the Prosecuting Attorney, Kauai County
Ms. Jeen Kwak	Office of the Prosecuting Attorney, City and County of Honolulu
Ms. Sherry Lauer	DOH – Trauma Coordinator
Ms. Lisa Lum	Hawaii State Judiciary – Honolulu DWI Court Program
Ms. Carol McNamee	MADD – Hawaii
Ms. Jan Meeker	Department of Education (DOE)
Ms. Jackie Murai	State Judiciary – Driver Education
Ms. Toni Muranaka	MADD – Hawaii
Ms. Naomi O’Dell	Department of Finance – Vehicle Registration & Licensing Hawaii County
Mr. Vaughn Parongao	Department of Finance – Driver License Division Kauai County
Sgt. Robert Pauole	Hawaii Police Department
Asst. Chief Victor Ramos	Maui Police Department
Mr. Gerald Rapozo	Department of Liquor Control, Kauai County
Mr. David Sakamoto	DOH
Ms. Cora Speck	The Queen’s Medical Center
Lt. Jon Takamura	Kauai Police Department
Mr. Gerald Takase	Department of Liquor Control, Hawaii County
Mr. Ken Takemoto	Honolulu Liquor Commission
Lt. Ricky Uedoi	Maui Police Department
Mr. Lito Vila	Department of Finance – Motor Vehicle & Licensing Maui County
Ms. Sharon Vitousek	North Hawaii Outcomes Project
Ms. Susan Won	Department of the Attorney General
Dr. Clifford Wong	Clinical Laboratories of Hawaii, LLP
Mr. Clayton Zane	Administrative Driver License Revocation Office

Present Non-Members:

Ms. Liesje Cattaneo	Hawaii State Judiciary
Mr. Will English	U.S. Army
Capt. Darren Izumo	Honolulu Police Department

Hawaii Impaired Driving Task Force Meeting
March 4, 2014

Mr. Arkie Koehl	MADD – Hawaii
Mr. Bob Lung	HDOT – Highway Safety Staff
Sgt. Ben Moszkowicz	Honolulu Police Department
Ms. Lee Nagano	HDOT – Highway Safety Staff
Mr. Brent Oto	Substance Abuse Prevention, Educator and Trainer, U.S. Army
Ms. Jeanelle Sugimoto Matsuda	UH Department of Psychiatry – Honolulu DWI Court Program
Ms. Valerie Mariano	Department of the Attorney General
Mr. Alan Yamamoto	DOH – Alcohol and Drug Abuse Division
Ms. Lianne Yamamoto	HDOT – Highway Safety Staff

Welcome and Introductions

The meeting was called to order at 8:40 a.m. by Vice Chair Carol McNamee. She welcomed the Impaired Driving Task Force meeting attendees and asked everyone to introduce themselves.

Approval of Minutes

Members unanimously agreed to let the March 4, 2014 meeting minutes stand as circulated since there were no changes made.

2014-2015 Task Force Planning

- New Procedures and Positions

Vice Chair Carol McNamee asked Sub-Committee Chairs to meet prior to the next Task Force meeting and submit the meeting minutes before the next Task Force meeting. If there are any legislative concerns in Sub-Committee meetings, the Chair is asked to advise the Legislation Sub-Committee. The Legislation Sub-Committee will try to hold a briefing with the legislators of key House and Senate committees in late August/early September to clearly outline the Task Force's legislative agenda. The purpose of these meetings will be to gain support and address any legislators' concerns before the final bills are drafted.

There may have been confusion on the part of some legislators during the 2014 session whether bills were being introduced on behalf of the Task Force or MADD Hawaii. However, Carol announced that she will be resigning as Vice President of the Task Force within the next few months and therefore this will not be a problem in the next session.

There was a concern this session about the validity of the Task Force since it was created by an Executive Order processed with the help of the Attorney General's office and released through the Governor's office. The Task Force discussion of how to proceed was postponed until later in the agenda.

Hawaii Impaired Driving Task Force Meeting
March 4, 2014

- Impaired Driving Plan Strategies
Carol discussed adding on strategy #25 below,

Research and apply best practices conducive to Hawaii (e.g. impoundment, immobilization),

to the Impaired Driving Plan that was discussed at our first Task Force meeting last July. The Strategic Highway Safety Plan has also adopted this new strategy.

Bob Lung explained that as part of NHTSA's (National Highway Traffic Safety Administration) requirement to apply for Impaired Driving grant funds and meet the grant requirement, the Task Force needs to submit an updated Impaired Driving Plan, which includes any new strategies. "Best practices" refers to various programs from around the nation that have been proven to work effectively for the purpose intended.

Dr. Bill Haning made a motion to accept strategy #25 as part of the Impaired Driving Plan. Motion seconded. It was agreed by consensus to change the wording from *immobilization* to *vehicular immobilization*. Amended motion passed.

Breakout: Sub-Committees Meetings

Sub-Committees' Reports

The Legislation, Prevention/Education/Communication, Enforcement and Treatment Sub-Committees met on their own. The following was reported out:

Prevention/Education/Communication (PEC) Sub-Committee

PEC Sub-Committee Chair Kari Benes provided feedback for the Enforcement Survey about sobriety checkpoints, which all county police department Traffic Commanders were asked to complete online. The information is available to help with submission of Request for Proposals and other initiatives.

Based on data from the Judiciary's Driver Education division, foreign language translation services are needed, especially services for the Chuukese language. As part of a Master's program, UH students are looking at the multi-lingual needs and prevention messages.

UH students may also be encouraged to do off-premise compliance checks.

Treatment Sub-Committee

Treatment Sub-Committee Chair Cora Speck shared that their goal is to understand the processes of treating OVUII offenders. Presently no database exists which can provide the desired information concerning assessments and treatment. A different database will be required to have any knowledge of assessment and treatment numbers and outcomes.

Hawaii Impaired Driving Task Force Meeting
March 4, 2014

Cora commented that treatment outcomes need to be tracked from day one, when a driver is arrested and referred to the Judiciary's Driver Education division for a mandatory assessment. Then the follow up and treatment outcomes should be seen as either satisfactory or "needs improvement."

Sharon Vitousek agreed we need to track the outcomes of the offenders who are going into the system. We know offenders are being treated, but not sure how many, and we don't know how quickly they are getting their assessment.

Sheri Lauer explained that regarding strategy #2, Support expansion of alcohol intervention programs, such as Screen Brief Intervention and Referral Treatment (SBIRT), they did an educational training to identify who could help.

Enforcement Sub-Committee

In relation to having a State Lab in Hawaii, Wil English was introduced as a former toxicologist with Tripler Army Hospital. He mentioned that doing the testing is the easy part, but we have to also address the other issues such as what supplies we need to use the equipment; transporting the samples; chain of custody; and testifying in court.

Dr. Clifford Wong researched the Neuro Trauma funds and found that that solution is not an option. Furthermore, to have someone come from NMS in Pennsylvania, instead of Central Valley in California, is more expensive to fly to someone in to testify.

There is a possibility that HPD could house the State Lab under HPD depending on the funding situation. The easy part would be staffing the lab (i.e., director, toxicologist, two employees to verify each other's work), but the hard part would be the samples, such as the testing sample storage.

Major Kurt Kendro mentioned that there is a rise in refusals, especially refusing during a roadblock. There is only the officer's observation, which makes it difficult, if not impossible to prosecute. Moreover, defense attorneys are telling people not to say anything to the police.

Legislation Sub-Committee

Legislation Sub-Committee Chair, Carol McNamee, reported that none of the Task Force bills ever made it out of the starting gate this legislative session. It has been very different at the Capitol this session.

Three impaired driving bills were submitted: the NHTSA compliance bill; one for DWI Court; and the third which would increase jail time for HRS 291-E62 – driving while license is revoked

Hawaii Impaired Driving Task Force Meeting
March 4, 2014

after a previous OVUII. The NHTSA compliance bill concerning open containers is passing. It clarifies where a driver can store an open container in his vehicle if he does not have a separate trunk area.

Representative Aquino's office introduced the DWI Court bill and the bill to increase jail time for driving on a revoked license (291 E62). Representative Yamane introduced the NHTSA compliance bill for Impaired Driving (Grant Section 164 – repeat offenders). However both Representative Aquino and Representative Yamane later decided not to hear the bills because they knew the measures would be held in the Senate without a hearing.

The Task Force members returned to the issue of the need to take action to become a bona fide legislature-approved entity. It was decided that a resolution should be created and presented to the Senate Transportation Committee Chair for possible introduction by the 2014 deadline. It was also suggested that someone first speak with the DOT Director, Dr, Glenn Okimoto, to check on the wisdom of this idea, considering the Executive Branch had created the Task Force and might have different thoughts about how to proceed.

Announcements

Carol announced that the next meeting dates will be June 17 and September 16, from 8:30 a.m. - 12 p.m., at the Airport Honolulu Hotel.

Adjournment

The meeting was adjourned at 11:42 a.m.

HAWAII IMPAIRED DRIVING TASK FORCE MEETING
June 17, 2014
Airport Honolulu Hotel, Hawaii and Maui Room
8:30 a.m. to 12:00 p.m.

AGENDA

8:30 – 8:40 AM	Welcome and Introductions	Vice Chair
8:40 – 8:45 AM	Approval of Minutes	Vice Chair
8:45 – 9:00 A.M.	Remarks by DOT Interim Director & Task Force Chairman	Ford Fuchigami
9:00 – 9:20 AM	Sub-Committees - Brief Description and Overview Enforcement, Legislation, Prevention, Treatment	Sub-Committee Chairs
9:20 – 9:40 AM	FFY 2015 Task Force Plan Update (SHSP Priorities)	
9:40 – 10:40 AM	Sub-Committee Reports	Sub-Committee Chairs
	<i>9:40 – 9:55 AM</i>	Prevention, Education, Communication Kari Benes
	<i>9:55 – 10:05 AM</i>	Treatment Cora Speck
	<i>10:05 – 10:15 AM</i> BREAK	
	<i>10:15 – 10:25 AM</i>	Enforcement Mitch Roth
	<i>10:25 – 10:40 AM</i>	Legislation Carol McNamee
10:40 – 11:40 AM	Sub-Committee Breakout Sessions – Planning Next Steps	
11:40 – 12:00 PM	Wrap Up and Announcements	
	<ul style="list-style-type: none"> • Next Meeting Date: September 16, 2014 8:30 a.m. – 12 p.m. Airport Honolulu Hotel • FFY 2015 Meeting Dates 	
12:00 PM	Adjournment	

Neighbor island members, when you arrive at the airport, go to the baggage claim area to call the hotel at 836-0661 to arrange for the shuttle to pick you up. The shuttle stop is located at the center island across baggage claim.

Oahu members: Directions from downtown – take Nimitz and make a U-turn at Rodgers Boulevard into the far right lane on N. Nimitz Highway. Take the immediate first exit on the right onto the access road that runs parallel to N. Nimitz. Turn right into the hotel parking entrance.

Appendix C
Impaired Driving Plan
Strategies Progress Chart

5. Complete and/or ongoing
 4. Substantial Progress
 3. Underway
 2. Early Progress
 1. Not Started

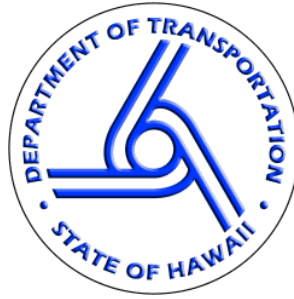
COMBATING IMPAIRED DRIVING (2013 - 2018)		PROGRESS				
#	Strategies					
1	Enhance Ignition Interlock law.	■	■	■		
2	Support expansion of alcohol intervention programs, such as Screen Brief Intervention and Referral Treatment (SBIRT).	■	■	■	■	
3	Increase penalties for driving while license revoked/suspended due to OVUII.	■	■	■		
4	Improve procedures for obtaining convictions for Driving While Revoked due to OVUII.	■	■	■		
5	Enhancing conviction rate by improving witness attendance in OVUII cases.	■	■	■	■	
6	Continue to encourage compliance of mandatory blood draw law.	■	■	■		
7	Increase conviction rate by reducing refusals.	■				
8	Support needed improvements in order to successfully continue DWI Pilot Court Program.	■	■	■		
9	Improve Administrative Driver License Revocation Office documentation and communication.	■	■	■	■	
10	Identify and utilize current and new funding sources for alcohol and drug-abuse programs.	■	■			
11	Continue to install milled rumble strips at centerline and roadway shoulders because drinking and driving can cause drowsiness, especially in rural areas where long distances are a factor.	■	■	■	■	■
12	Develop programs and continue support best practices to educate young drivers, families and at-risk groups, that emphasize the practice of model behavior to deter drunk driving, speeding, and non-seat belt use.	■	■			

5. Complete and/or ongoing
 4. Substantial Progress
 3. Underway
 2. Early Progress
 1. Not Started

COMBATING IMPAIRED DRIVING (2013 - 2018)		PROGRESS				
#	Strategies					
13	Continue high visibility sobriety checkpoints and media campaigns.	█	█	█	█	█
14	Improve awareness and provide specialized training for police, prosecutors, and the Judiciary and encourage courtroom training to improve conviction rate.	█	█	█	█	
15	Continue to provide training to the community, including medical staff, emergency medical services technicians, teachers, and driver's education instructors to recognize alcohol and other drug impairment.	█	█	█	█	
16	Support statewide court monitoring program to provide data on DUI trial results.	█				
17	Continue compliance checks to include "off premise" locations such as small liquor stores and convenience outlets.	█				
18	Expand reach and uniformity of server training program.	█				
19	Increase effectiveness of publicizing, providing training, and enforcing the Use & Lose law.	█				
20	Research a process to provide funding to County law enforcement and substance abuse prevention and treatment programs.	█	█			
21	Encourage automobile dealerships and insurance companies to distribute materials on impaired driving. In addition, encourage County Department of Motor Vehicles to run educational videos directed at customers waiting in line.	█				
22	Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.	█	█			

- 1. Not Started
- 2. Early Progress
- 3. Underway
- 4. Substantial Progress
- 5. Complete and/or ongoing

COMBATING IMPAIRED DRIVING (2013 - 2018)		PROGRESS				
#	Strategies					
23	Explore solutions to current barriers to OVUII drug prosecution.					
24	Increase effectiveness of OVUII laws by including probation as an allowable sentence.					
25	Research and apply best practices conducive to Hawaii (e.g. impoundment, vehicular immobilization, etc.)					
26						
27						
28						
29						



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

**Hawaii Application for
Section 405(e) Distracted Driving Grant Program
for
Federal Fiscal Year 2015**

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(e) Distracted Driving Grant for FFY 2015, under MAP -21. The following Attachments accompany our application:

- Attachment A: Federal Assistance SF-424 Form
- Attachment B: Act 74, Hawaii's Distracted Driving Law and S.B. No. 2729 S.D.2 H.D.1 C.D.1
- 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 Distracted Driving law, Hawaii Revised Statutes §291C-137 (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, 2013, Hawaii had county ordinances in all four counties prohibiting the use of mobile electronic devices while operating a motor vehicle, which made 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.

According to our June 2013 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 2013 observations compared to the earlier January 2013 observations, from 1.56 percent to 2.93 percent. In this study, all islands exhibited this trend, with Honolulu having the highest increase, from 1.52 percent to 3.33 percent in daytime cell phone use. Throughout the state, nighttime cell phone use was higher than the observed use during the day, with 2.93 percent of drivers using cell phones during the day and 4.55 percent of drivers using cell phones at night due to the officers being able to detect the light.

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 estimated at 1,404,054 as of July 1, 2013. The City and County of Honolulu's population is 983,429, with the Honolulu Police Department serving 70.0 percent of Hawaii's population; Hawaii County's population is 190,821, with the Hawaii Police Department serving 13.6 percent; Maui County's population is 160,292, with the Maui Police Department serving 11.4 percent; and Kauai County's population is 69,512, with the Kauai Police Department serving 5.0 percent.

From an enforcement perspective, the distracted driving citation data submitted for FFY 2013 shows that Hawaii's county police departments issued 18,648 citations statewide: 6,403 grant-funded citations and 12,245 county-funded citations. Furthermore, the Hawaii Department of Health's (HDOH) report, "Injuries in Hawaii: 2007-2012," showed 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.

State Efforts

Hawaii is entering its fourth year of enforcing distracted driving violations. HDOT has included in Hawaii’s FFY 2015 Highway Safety Plan (HSP) over \$370,000 to continue our high visibility distracted driving enforcement program by county police departments. Furthermore, HDOT has included \$300,000 for a Distracted Driving media campaign for the upcoming year. We will be using MAP-21 Section 402 funds for our Distracted Driving-related activities.

In FFY 2014, to support our \$330,000 high visibility distracted driving enforcement, HDOT coordinated a distracted driving awareness campaign, which included airing TV, movie theatre and radio spots 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. HDOT used SAFETEA-LU Section 402 funds for enforcement and media expenditures.

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 Distracted Driving law, effective July 1, 2013.

Attachment B also includes a copy of S.B. No. 2729 S.D.2 H.D.1 C.D.1, which will be in effect as of July 1, 2014. It has been enrolled to Governor Abercrombie and is awaiting his signature.

Additionally, please refer to 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 Distracted Driving law 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.”

Based on the documented increase in cell phone use (especially since it is within a six-month period); the number of distracted driving citations issued statewide; and the HDOH’s report data, they all indicate that Hawaii has a growing distracted driving problem. Furthermore, Hawaii’s efforts such as enacting county ordinances, then a state law; to enforcement by county police departments; and HDOT conducting an awareness media campaign, all show a commitment by our State government, and the counties of Honolulu, Hawaii, Kauai and Maui in 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 also help reduce the number of motor vehicle fatalities and injuries that involve distracted drivers. We would be able to increase grant-funded distracted driving enforcement activities statewide, as well as expand the media buy for our awareness media campaign to air for a longer period of time. We appreciate your consideration and hope that Hawaii will be selected as one of the recipients.

Contact Information:

Distracted Driving Coordinator:

Lianne Yamamoto
Hawaii Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96813
Phone: (808) 587-6315 /-6300
Fax: (808) 587-6303
E-mail: Lianne.Yamamoto@hawaii.gov

Highway Safety Manager:

Lee Nagano
Hawaii Department of Transportation
Highway Safety Section
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

1.a. Type of Submission:

- Application
- Plan
- Funding Request
- Other

Other (specify):

1.b. Frequency:

- Annual
- Quarterly
- Other

Other (specify):

1.d. Version:

- Initial
- Resubmission
- Revision
- Update

2. Date Received:

STATE USE ONLY:

3. Applicant Identifier:

5. Date Received by State:

4a. Federal Entity Identifier:

6. State Application Identifier:

4b. Federal Award Identifier:

1.c. Consolidated Application/Plan/Funding Request?

- Yes
- No

Explanation

7. APPLICANT INFORMATION:

a. Legal Name:

b. Employer/Taxpayer Identification Number (EIN/TIN):

c. Organizational DUNS:

d. Address:

Street1:

Street2:

City:

County / Parish:

State:

Province:

Country:

Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this submission:

Prefix:

First Name:

Middle Name:

Last Name:

Suffix:

Title: Highway Safety Specialist

Organizational Affiliation:

Telephone Number:

Fax Number:

Email:

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

8a. TYPE OF APPLICANT:

A: State Government

Other (specify):

b. Additional Description:

9. Name of Federal Agency:

National Highway Traffic Safety Administration

10. Catalog of Federal Domestic Assistance Number:

20.616

CFDA Title:

11. Descriptive Title of Applicant's Project:

MAP-21 Section 405(e) Distracted Driving Grant Program Grant Application

12. Areas Affected by Funding:

13. CONGRESSIONAL DISTRICTS OF:

a. Applicant:

1

b. Program/Project:

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

14. FUNDING PERIOD:

a. Start Date:

10/01/2014

b. End Date:

09/30/2015

15. ESTIMATED FUNDING:

a. Federal (\$):

80/20

b. Match (\$):

16. 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

17. Is The Applicant Delinquent On Any Federal Debt?

Yes No

18. 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

** 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:

Middle Name:

Last Name:

Suffix:

Title:

Organizational Affiliation:

Telephone Number:

Fax Number:

Email:

Signature of Authorized Representative:



Date Signed:

Attach supporting documents as specified in agency instructions.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Consolidated Application/Plan/Funding Request Explanation:

[Empty box for explanation]

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Applicant Federal Debt Delinquency Explanation:

[Empty text area for explanation]

Attachment B
Act 74
Hawaii's Distracted Driving Law
&
S.B. No. 2729 S.D.2 H.D.1 C.D.1

OFFICE OF THE GOVERNOR
STATE OF HAWAII



GOV. MSG. NO. 1174

SEP 19 55 YAM 21

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)

Signed
Handwritten signature of Neil Abercrombie in black ink.

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



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 [7] 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



A BILL FOR AN ACT

RELATING TO MOBILE ELECTRONIC DEVICES.

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

1 SECTION 1. The legislature finds that questions and issues
2 have arisen regarding section 291C-137, Hawaii Revised Statutes,
3 relating to the use of mobile electronic devices while driving.

4 SECTION 2. Section 291C-137, Hawaii Revised Statutes, is
5 amended by amending subsections (d) to (g) to read as follows:

6 "(d) The following persons shall be exempt from subsection

7 (a):

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

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



1 (3) Drivers holding a valid amateur radio operator license
2 issued by the Federal Communications Commission and
3 using a half-duplex two-way radio[-]; or

4 (4) Drivers of vehicles that are at a complete stop, while
5 the engine is turned off, in a safe location by the
6 side of the road out of the way of traffic.

7 (e) As used in this section:

8 "Emergency responders" [~~include~~] includes firefighters,
9 emergency medical technicians, mobile intensive care
10 technicians, civil defense workers, police officers, and federal
11 and state law enforcement officers.

12 "Fleet vehicle" means any vehicle validly registered
13 pursuant to section 286-53.5.

14 "Mobile electronic device" means any handheld or other
15 portable electronic equipment capable of providing wireless or
16 data communication between two or more persons or of providing
17 amusement, including but not limited to a cellular phone, text
18 messaging device, paging device, personal digital assistant,
19 laptop computer, video game, or digital photographic device, but
20 does not include any audio equipment or any equipment installed
21 in a motor vehicle for the purpose of providing navigation,
22 emergency assistance to the operator of the motor vehicle, or



1 video entertainment to the passengers in the rear seats of the
2 motor vehicle.

3 "Operate" a motor vehicle means ~~[the same as is defined in~~
4 ~~section 291E 1.]~~ to drive or assume actual physical control of
5 the vehicle upon a public way, street, road, or highway,
6 including operation while temporarily stationary because of
7 traffic, a traffic light, or a stop sign.

8 "Use" or "using" means holding a mobile electronic device
9 while operating a motor vehicle.

10 (f) Every person who violates this section shall be
11 subject to ~~[the following penalties:~~

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

15 ~~(2) For a violation that occurs within one year of a prior~~
16 ~~violation of this section, a fine of not less than~~
17 ~~\$200 and not more than \$300; and~~

18 ~~(3) For a violation that occurs within two years of two~~
19 ~~prior violations of this section, and for the fourth~~
20 ~~and each subsequent violation of this section,~~
21 ~~regardless of when committed, a fine of not less than~~
22 ~~\$300 and not more than \$500. If] a fine of \$250 that~~



1 shall be deposited into the state highway fund;
2 provided that if a person violates this section while
3 operating a motor vehicle in a school zone or
4 construction area, as defined in section 291C-104, the
5 ~~[fines imposed pursuant to this subsection shall be~~
6 ~~doubled.]~~ fine shall be \$300, which shall be paid to
7 the director of finance pursuant to section 291C-171.

8 (g) Any violation as provided in subsections (a) and (c)
9 shall ~~not~~ be deemed to be a traffic infraction as defined in
10 section 291D-2."

11 SECTION 3. This Act does not affect rights and duties that
12 matured, penalties that were incurred, and proceedings that were
13 begun before its effective date.

14 SECTION 4. Statutory material to be repealed is bracketed
15 and stricken. New statutory material is underscored.

16 SECTION 5. This Act shall take effect on July 1, 2014.



Report Title:

Mobile Electronic Devices; Highway Safety

Description:

Amends the law prohibiting operation of a motor vehicle while using a mobile electronic device by adding an exemption for completely stopped drivers, amending the definition of "operate", amending the penalties for violations, and deeming a violation to be a traffic infraction. (CD1)

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.



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:

Ray S. Kuterberg
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

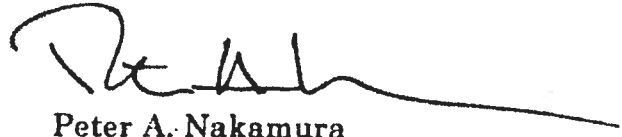
V:\CS OFFICE FILES\BILLS\2009\BILLS\2336d4 mobile device ban.doc (y*)

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:

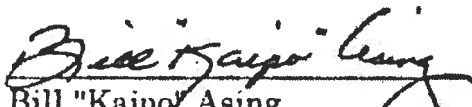
FOR ADOPTION: Bynum, Chang, Furfaro, Kaneshiro, Kawahara, Asing	TOTAL - 6,
AGAINST ADOPTION: None	TOTAL - 0,
EXCUSED & NOT VOTING: Kawakami	TOTAL - 1.

Lihu'e, Hawai'i
February 17, 2010



Peter A. Nakamura
County Clerk, County of Kaua'i

ATTEST:



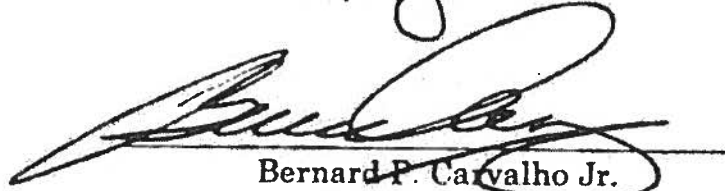
Bill "Kaipo" Asing
Chairman & Presiding Officer

DATE OF TRANSMITTAL TO MAYOR:

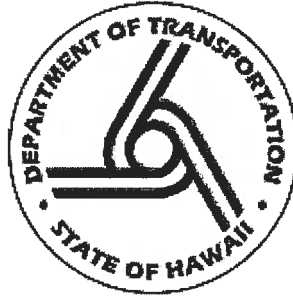
February 18, 2010

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 2015

Prepared by

**State of Hawaii
Department of Transportation
Highway Safety Section
869 Punchbowl Street, Room 405
Honolulu, Hawaii 96814**

**Hawaii Department of Transportation
Federal Fiscal Year 2013, 405f Grant Application
Motorcyclist Safety**

Part 5: Motorcyclist Safety (23CFR 1200.25)

The State of Hawaii continues to experience its lowest numbers of motorcycle fatalities since 2009. From January 2013 to the end of December 2013, there were 16 motorcycle fatalities compared to 2012's 36 motorcycle fatalities. January through May 2014 continues to reflect this downward trend. From October 2013 to the end of May 2014, there were nine motorcycle deaths compared to 14 in October 2012 to the end of May 2013 during the same time. Even with this potentially great year, motorcycle safety continues to be a top priority.

By the end of 2013, the State of Hawaii finally able to offer motorcycle safety classes in each of the four major counties in the State of Hawaii with Hawaii island's Hilo Community College campus opening during the last weekend of that year. A total 101 classes were held and 1,863 people trained for the entire state for 2013.

For our Motorcycle Safety Month for May 2014, Hawaii Department of Transportation kicked off the national Motorcycle Safety Month with an educational media campaign. Television, movie theatre and radio ads served to remind motorists "Look Twice for Motorcycles" which aired on television, in movie venues as well as radio.

- **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 3-7.**

The State of Hawaii currently has four Motorcycle Safety Foundation and Hawaii Department of Transportation approved motorcycle training ranges.

- Leeward Community College (Oahu)
 - Kauai Community College (Kauai)
 - Maui Community College (Maui)
 - Hawaii Community College-Hilo (Hawaii)
- **Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment pgs 8-12.**
 - **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 13-14.**
 - 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 of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

HSP attachment pgs 15-20.

§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](#)

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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

Message Account Logout

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 type="checkbox"/>	Active

Site Information KAUAI VIDINHA STADIUM (ID:131790-4) Active

SiteID: 131790-4

Name: KAUAI VIDINHA STADIUM

Parent: _____

Site Location Information

Attention: _____

Address 1: 4340 KAANA STREET Phone: (808) 455-0477

Address 2: _____ Fax: _____

Address 3: _____ Email: _____

City: LIHUE Website: _____
(e.g. http://www.maf-usa.org)

State: HAWAII

Zip Code: 96778

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



- 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 Count: 5 (Active: 4 Inactive: 1)

SiteID	Site Name	City	State/Prov	RES Public	Status
<input type="checkbox"/> 131790-1	LEEWARD COMMUNITY COLLEGE (RANGE A)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
<input type="checkbox"/> 131790-2	LEEWARD COMMUNITY COLLEGE (RANGE B)	PEARL CITY	HI	<input checked="" type="checkbox"/>	Active
<input type="checkbox"/> 131790-4	KALIA VIDINHA STADIUM	LIHUE	HI	<input checked="" type="checkbox"/>	Active
<input type="checkbox"/> 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: (e.g. http://www.usa1-usa.org)
 City: MAUI
 State: HAWAII
 Zip Code: 96732
 Country: United States
 Latitude: 20.888888720703 Longitude: -156.475952148438

Enrollment Settings (E)

Site Name Alias: Available On RES Public:
 Enrollment Phone: (808) 455-0477
 Enrollment Email:
 Directions:

Site Settings (E)

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 Rimm", with a long horizontal flourish extending to the right.

Cathy Rimm
National Motorcycle Safety Support
Motorcycle Safety Foundation
Ext. 3081

cc: Christy M. Cowser



January 24, 2014

Mr. William Labby
Leeward Community College
96-045 Ala Ike St.
Room CE-101
Pearl City, HI 96782

Dear Mr. Labby:

Your request for MSF recognition of the range at **Hawaii Community College-Hilo, 200 W. Kawili Street, Hilo, HI 96720**, 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 200' alternate range**, which will accommodate a **maximum of 8 students**. This site will be listed as # 131790-6. 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*, 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 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 "DC", is written over a horizontal line.

David Crouch
National Motorcycle Safety Support
Motorcycle Safety Foundation
Ext. 3158

cc: Christy Cowser

§19-123-153

§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.

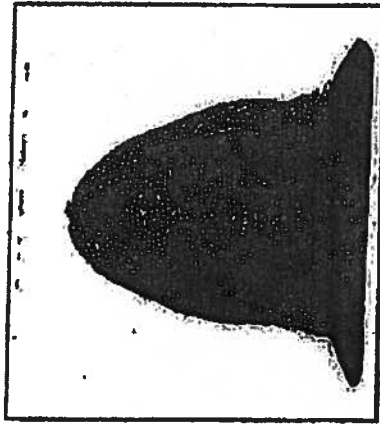
(e) Any applicant whose application has been denied by the department or whose rider education instructor certificate has been suspended, revoked, canceled, or terminated and who has not cured the deficiency may within ten calendar days after receiving the notice of denial, suspension, revocation, cancellation, 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

Address 1: 94-656 Nuso Place

Address 2:

City: Waipahu

Email: lindathompsonrides@gmail.com

State: HI Zip: 96797

MSF ID: 28643

Home: (616) 485-6895

Work:

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

123-32

§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]

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NEIL ABERCROMBIE
GOVERNOR

SHAN S. TSUTSUI
LT. GOVERNOR



KEALI'I 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
336 MERCHANT STREET, ROOM 213
HONOLULU, HAWAII 96813
PHONE NO: (808) 586-2780
FAX NO: (808) 586-2808
www.hawaii.gov/dcca/areas/ins

May 13, 2014

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 agency in accordance with sections 431:10C-115 and 431:10G-107, HRS:

State Agency	Amount
Department of Education	\$1,897,933.33
Judiciary, District Court of the First Circuit	\$ 948,966.67
Department of Transportation	\$ 53,100.00
Total	\$2,900,000.00

*

Please call me at 586-0985 if there are any questions.

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
ACE American Insurance Co\	02/28/14	PS 00682452	\$1,041.00	
Bank of Hawaii (for City & County of Honolulu)	02/26/14	795206	\$2,307.00	
City and County of Honolulu	03/05/14	11535403	\$8,181.00	\$210.00
County of Hawaii	01/09/14	856314	\$3,127.00	\$4.00
County of Maui	01/16/14	993674	\$3,081.00	
Hawaiian Insurance & Guaranty Co Ltd	02/18/14	20708	\$3,066.00	
Old Republic General Insurance Corp	02/07/14	6468	\$714.00	
Old Republic Insurance Company	02/07/14	293842	\$591.00	
Pacific Specialty Insurance Company	01/22/14	33196	\$5,226.00	\$5,226.00
T.H.E. Insurance Company	01/20/14	33165	\$3.00	
Deposit			\$27,337.00	\$5,440.00
Allstate Insurance Company	02/04/14	1002918254	\$235,709.00	\$806.00
Berkley Ins Co (for Carolina Cas)	02/05/14	1886	\$93.00	
Berkley Ins Co (for Riverport)	02/05/14	1887	\$132.00	
Church Mutual Insurance Company	01/31/14	653849	\$156.00	
County of Kauai	02/05/14	442299	\$1,992.00	
Dongbu Insurance	01/24/14	13636	\$32,085.00	
ERAC Risk Financial Services Inc (for EAN)	01/27/14	1910	\$59,592.00	
Farmers'	01/30/14	3011369264	\$243,788.00	\$602.00
Fireman's Fund	02/03/14	2157130	\$15,654.00	
Government Employees Ins Co	01/29/14	993637	\$479,034.00	
Government Employees Ins Co (for GEICO CAS)	01/29/14	993638	\$22,161.00	
Government Employees Ins Co (for GEICO IND)	01/29/14	993639	\$135,250.00	\$19,090.00
Hallmark Financial Svcs Inc (for American Hallmark)	02/06/14	71430	\$204.00	
Hartford	01/16/14	33697623	\$63,155.00	
Hawaiian Electric Company Inc	01/28/14	812465	\$2,673.00	
Hertz	02/26/14	9185993	\$27,792.00	
Markel Corp	02/17/14	1400017200	\$4.00	
Markel Corp (for Essentia)	02/04/14	2200001627	\$766.00	\$28.00
Metropolitan Property & Casualty Ins Co	02/07/14	286503	\$1,206.00	\$4.00
Oakridge Insurance Inc	02/27/14	1245	\$3.00	
OB Services (for OneBeacon)	02/04/14	25057	\$24.00	
P&C Ins Co LLC	01/16/14	3902	\$861.00	
Progressive (for Prog Cas)	02/12/14	650144493	\$61,882.00	\$18,088.00
Progressive (for Prog Direct)	02/12/14	650144492	\$60,779.00	
Progressive (for Prog Hawaii)	02/14/14	650144494	\$7,599.00	
Progressive (for Prog Northern)	02/11/14	601877232	\$114.00	
Progressive (for Prog Northwestern)	02/11/14	601877233	\$1,137.00	
Progressive (for Prog Specialty)	02/11/14	601877224	\$4,956.00	
Sodexo, Ins & Affiliates	02/28/14	14435012	\$27.00	
Sompo Japan Ins Co of America	02/14/14	104605	\$135.00	
Sparta Insurance Company	02/04/14	12591	\$57.00	
State Farm Fire and Casualty Co	02/04/14	5000222221	\$30,715.00	\$1,252.00
State Farm Mutual Automobile Ins Co	02/04/14	1003760735	\$480,609.00	\$6,066.00
Tokio Marine America Ins Co	02/21/14	10584	\$348.00	
Travelers (for St. Paul)	01/28/14	7135580	\$83.00	
USAA	02/03/14	3045753	\$301,713.00	-\$1,654.00

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
			\$2,272,488.00	\$47,490.00
Deposit				\$806.00
Deposit				\$26,008.00
Deposit				\$20,676.00
Total Deposit				\$47,490.00
City and County of Honolulu (for Board of Water)	04/17/14	30707613	\$1,185.00	
DTRIC Insurance Co Ltd	02/14/14	2000010061	\$104,655.00	
DTRIC Insurance Underwriters Ltd	02/14/14	6000000265	\$8,283.00	
Federal Insurance Co	02/11/14	743097	\$2,430.00	
First Insurance Co of Hawaii Ltd	02/13/14	2048495	\$219,552.00	
Florists' Mutual Insurance Company	02/13/14	368528	\$72.00	
Great American Ins Company	02/17/14	533246	\$15.00	
Greenwich Ins Co	02/10/14	75457	\$4,569.00	
Hawaii Insurance Group Assoc LLC	04/07/14	1228	\$1,443.00	
HDI-Gerling America	02/13/14	34112	\$3.00	
IDS Property Casualty Ins Co	04/16/14	3215225	\$13,467.00	
Auto Club Enterprises (for Interinsurance Exch)	02/14/14	7714224	\$19,848.00	
Island Ins Co Ltd	02/11/14	5050094	\$107,262.00	
Mid-Pacific Ins Co Inc	02/13/14	1131	\$2,331.00	
Mitsui Sumitomo Ins Co of America	02/14/14	31789	\$234.00	
Mitsui Sumitomo Ins USA Inc	02/13/14	15367	\$510.00	
National Liability & Fire Ins Co	02/12/14	38179	\$609.00	
Nationwide Mutual Ins Co (for National Cas)	02/13/14	12187218	\$2,403.00	
American International Group (for New Hampshire)	02/12/14	91035238	\$13,334.00	\$74.00
QBE (for Praetorain)	02/11/14	406917	\$2,625.00	
Safety National	02/11/14	180430	\$297.00	
Sentry Insurance	02/10/14	5253929	\$258.00	
State National Ins Co Inc	02/11/14	4000006812	\$54.00	
The Travelers Indemnity Co	02/10/14	853565	\$9,036.00	
United States Fire Ins Co	02/12/14	226322	\$28,647.00	
Zurich American Ins Co	02/11/14	3401652945	\$3,543.00	
			\$546,665.00	\$74.00
Deposit				\$74.00
Deposit				\$74.00
Deposit				
Total Deposit				
State of Hawaii	04/11/14	JV JS5451	\$15,079.00	\$4.00
			\$15,079.00	\$4.00
Liberty Mutual Group (Fire)	02/14/14	72560376	\$113,620.00	\$92.00
Carolina Casualty	04/24/14	100021704	\$495.00	
Deposit				\$92.00
Subtotal (4/11/14 - 5/1/14 + SOH JV + last deposit)				\$53,100.00
DOE (2/3 DEF)				
Judiciary (1/3 DEF)				

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
DOT(MC-DEM)				\$53,100.00

FAMIS - Revenue / Expenditure Transaction By Date

Department Division Program ID MOF Appn Type Fund Fiscal Year Appn Acct (F-FY-ACCT) * Required Download
 Cost Center Project No. Phase Activity Rev/Exp Source * From FM * From FY * 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	SRGE	CC	PROJ NO	PH	ACT	AMOUNT
05/16/2014								S-14-329	1992	4000			TOTAL	53,100.00
COUNT 1													TOTAL	53,100.00

DATA STATUS: Data is Balanced

FAMIS as of: 06/10/2014

v3.2.511

§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]

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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

Manage Account Logout

Company Profile

RRP 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: _____ (e.g. http://www.maf-usa.org)

City: **LIHUE**

State: **HAWAII**

Zip Code: **96878**

Country: **United States**

Latitude: _____ Longitude: _____

Enrollment Settings Available On RES Public

Site Name Alias: _____

Enrollment Phone: (808) 455-0477

Enrollment Email: _____

Directions: _____

Site Settings



- 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.maf-usa.org)
 State: HAWAII
 Zip Code: 96732
 Country: United States
 Latitude: 20.889888720703 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 Rimm", with a long horizontal flourish extending to the right.

Cathy Rimm
National Motorcycle Safety Support
Motorcycle Safety Foundation
Ext. 3081

cc: Christy M. Cowser



January 24, 2014

Mr. William Labby
Leeward Community College
96-045 Ala Ike St.
Room CE-101
Pearl City, HI 96782

Dear Mr. Labby:

Your request for MSF recognition of the range at **Hawaii Community College-Hilo, 200 W. Kawili Street, Hilo, HI 96720**, 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 200' alternate range**, which will accommodate a **maximum of 8 students**. This site will be listed as **# 131790-6**. 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*, 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 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 "DC", is written over a horizontal line.

David Crouch
National Motorcycle Safety Support
Motorcycle Safety Foundation
Ext. 3158

cc: Christy Cowser

§19-123-153

§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;

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- (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.

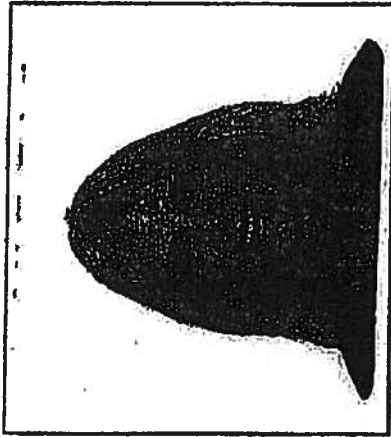
(e) Any applicant whose application has been denied by the department or whose rider education instructor certificate has been suspended, revoked, canceled, or terminated and who has not cured the deficiency may within ten calendar days after receiving the notice of denial, suspension, revocation, cancellation, 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

Address 1: 94-656 Nuao Place

Address 2:

City: Waipahu

State: HI Zip: 96797

Email: lindathompsonrides@gmail.com

MSF ID: 28643

Home: (616) 485-6895

Work:

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

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§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]

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NEIL ABERCROMBIE
GOVERNOR

SHAN S. TSUTSUI
LT. GOVERNOR



KEALI'I 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) 586-2700
FAX NO: (808) 586-2806
www.hawaii.gov/dcca/areas/ins

May 13, 2014

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 agency in accordance with sections 431:10C-115 and 431:10G-107, HRS:

State Agency	Amount
Department of Education	\$1,897,933.33
Judiciary, District Court of the First Circuit	\$ 948,966.67
Department of Transportation	\$ 53,100.00
Total	\$2,900,000.00

*

Please call me at 586-0985 if there are any questions.

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
ACE American Insurance Co\	02/28/14	PS 00682452	\$1,041.00	
Bank of Hawaii (for City & County of Honolulu)	02/26/14	795206	\$2,307.00	
City and County of Honolulu	03/05/14	11535403	\$8,181.00	\$210.00
County of Hawaii	01/09/14	856314	\$3,127.00	\$4.00
County of Maui	01/16/14	993674	\$3,081.00	
Hawaiian Insurance & Guaranty Co Ltd	02/18/14	20708	\$3,066.00	
Old Republic General Insurance Corp	02/07/14	6468	\$714.00	
Old Republic Insurance Company	02/07/14	293842	\$591.00	
Pacific Specialty Insurance Company	01/22/14	33196	\$5,226.00	\$5,226.00
T.H.E. Insurance Company	01/20/14	33165	\$3.00	
Deposit			\$27,337.00	\$5,440.00
Allstate Insurance Company	02/04/14	1002918254	\$235,709.00	\$806.00
Berkley Ins Co (for Carolina Cas)	02/05/14	1886	\$93.00	
Berkley Ins Co (for Riverport)	02/05/14	1887	\$132.00	
Church Mutual Insurance Company	01/31/14	653849	\$156.00	
County of Kauai	02/05/14	442299	\$1,992.00	
Dongbu Insurance	01/24/14	13636	\$32,085.00	
ERAC Risk Financial Services Inc (for EAN)	01/27/14	1910	\$59,592.00	
Farmers'	01/30/14	3011369264	\$243,788.00	\$602.00
Fireman's Fund	02/03/14	2157130	\$15,654.00	
Government Employees Ins Co	01/29/14	993637	\$479,034.00	
Government Employees Ins Co (for GEICO CAS)	01/29/14	993638	\$22,161.00	
Government Employees Ins Co (for GEICO IND)	01/29/14	993639	\$135,250.00	\$19,090.00
Hallmark Financial Svcs Inc (for American Hallmark)	02/06/14	71430	\$204.00	
Hartford	01/16/14	33697623	\$63,155.00	
Hawaiian Electric Company Inc	01/28/14	812465	\$2,673.00	
Hertz	02/26/14	9185993	\$27,792.00	
Markel Corp	02/17/14	1400017200	\$4.00	
Markel Corp (for Essentia)	02/04/14	2200001627	\$766.00	\$28.00
Metropolitan Property & Casualty Ins Co	02/07/14	286503	\$1,206.00	\$4.00
Oakridge Insurance Inc	02/27/14	1245	\$3.00	
OB Services (for OneBeacon)	02/04/14	25057	\$24.00	
P&C Ins Co LLC	01/16/14	3902	\$861.00	
Progressive (for Prog Cas)	02/12/14	650144493	\$61,882.00	\$18,088.00
Progressive (for Prog Direct)	02/12/14	650144492	\$60,779.00	
Progressive (for Prog Hawaii)	02/14/14	650144494	\$7,599.00	
Progressive (for Prog Northern)	02/11/14	601877232	\$114.00	
Progressive (for Prog Northwestern)	02/11/14	601877233	\$1,137.00	
Progressive (for Prog Specialty)	02/11/14	601877224	\$4,956.00	
Sodexo, Ins & Affiliates	02/28/14	14435012	\$27.00	
Sompo Japan Ins Co of America	02/14/14	104605	\$135.00	
Sparta Insurance Company	02/04/14	12591	\$57.00	
State Farm Fire and Casualty Co	02/04/14	5000222221	\$30,715.00	\$1,252.00
State Farm Mutual Automobile Ins Co	02/04/14	1003760735	\$480,609.00	\$6,066.00
Tokio Marine America Ins Co	02/21/14	10584	\$348.00	
Travelers (for St. Paul)	01/28/14	7135580	\$83.00	
USAA	02/03/14	3045753	\$301,713.00	-\$1,654.00

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
			\$2,272,488.00	\$47,490.00
Deposit				
Deposit				\$806.00
Deposit				\$26,008.00
Deposit				\$20,676.00
Total Deposit				\$47,490.00
City and County of Honolulu (for Board of Water)	04/17/14	30707613	\$1,185.00	
DTRIC Insurance Co Ltd	02/14/14	2000010061	\$104,655.00	
DTRIC Insurance Underwriters Ltd	02/14/14	6000000265	\$8,283.00	
Federal Insurance Co	02/11/14	743097	\$2,430.00	
First Insurance Co of Hawaii Ltd	02/13/14	2048495	\$219,552.00	
Florists' Mutual Insurance Company	02/13/14	368528	\$72.00	
Great American Ins Company	02/17/14	533246	\$15.00	
Greenwich Ins Co	02/10/14	75457	\$4,569.00	
Hawaii Insurance Group Assoc LLC	04/07/14	1228	\$1,443.00	
HDI-Gerling America	02/13/14	34112	\$3.00	
IDS Property Casualty Ins Co	04/16/14	3215225	\$13,467.00	
Auto Club Enterprises (for Interinsurance Exch)	02/14/14	7714224	\$19,848.00	
Island Ins Co Ltd	02/11/14	5050094	\$107,262.00	
Mid-Pacific Ins Co Inc	02/13/14	1131	\$2,331.00	
Mitsui Sumitomo Ins Co of America	02/14/14	31789	\$234.00	
Mitsui Sumitomo Ins USA Inc	02/13/14	15367	\$510.00	
National Liability & Fire Ins Co	02/12/14	38179	\$609.00	
Nationwide Mutual Ins Co (for National Cas)	02/13/14	12187218	\$2,403.00	
American International Group (for New Hampshire)	02/12/14	91035238	\$13,334.00	\$74.00
QBE (for Praetorain)	02/11/14	406917	\$2,625.00	
Safety National	02/11/14	180430	\$297.00	
Sentry Insurance	02/10/14	5253929	\$258.00	
State National Ins Co Inc	02/11/14	4000006812	\$54.00	
The Travelers Indemnity Co	02/10/14	853565	\$9,036.00	
United States Fire Ins Co	02/12/14	226322	\$28,647.00	
Zurich American Ins Co	02/11/14	3401652945	\$3,543.00	
			\$546,665.00	\$74.00
Deposit				
Deposit				\$74.00
Deposit				
Total Deposit				
State of Hawaii	04/11/14	JV JS5451	\$15,079.00	\$4.00
			\$15,079.00	\$4.00
Liberty Mutual Group (Fire)	02/14/14	72560376	\$113,620.00	\$92.00
Carolina Casualty	04/24/14	100021704	\$495.00	
Deposit				\$92.00
Subtotal (4/11/14 - 5/1/14 + SOH JV + last deposit)				\$53,100.00
DOE (2/3 DEF)				
Judiciary (1/3 DEF)				

2013 Drivers' Education Fund Underwriters' Fee Motorcycle Deposits

Company/Group	Date of Check	Check #	Amount	DEM
DOT(MC-DEM)				\$53,100.00

FAMIS - Revenue / Expenditure Transaction By Date

Department	D (TRN)	Division	04	Program ID	-ALL-	MOF	-ALL-	Appn Type	-ALL-	Fund	-ALL-	Fiscal Year	-ALL-	Appn Acct (F-FY-ACCT)	S-14-329	* Required	Vendor Lookup	Download			
Cost Center	-ALL-	Project No.	-ALL-	Phase	-ALL-	Activity	-ALL-	Rev/Exp	Rev	Source	-ALL-	* From FM	01	* From FY	2014	* To FM	12	* To FY	2014	Vendor No.	Submit

Account Title: MOTORCYCLE/MOTOR SCOOTER OPRTRS EDUC FND Appn Type: 2

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
COUNT 1													TOTAL	53,100.00
05/16/2014							S-14-329	1992	4000					53,100.00
COUNT 1													TOTAL	53,100.00

DATA STATUS: Data is Balanced FAMIS as of: 06/10/2014 v3.2.611