

September 2019

# **Highway Safety Plan FY 2020 Hawaii**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: Yes
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: Yes

## Highway safety planning process

### Data Sources and Processes

In FFY 2020, the Hawaii Department of Transportation's (HDOT) Highway Safety Section 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 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 systems

### 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 requests by first responders

All of the safety projects funded are targeted to these key programs.

## Processes Participants

The County Traffic Safety Councils in each of the four counties are established under Section 286-6, Hawaii Revised Statutes. Each council consists of not more than 15 other persons residing in the county who shall be appointed by the mayor based on their interest in highway safety and their knowledge of local conditions. In addition, the following or their designated representatives are also members of the County Traffic Safety Council:

Mayor

Chief of Police

Prosecuting Attorney

Corporation Counsel or County Attorney

Traffic Engineer

Chairperson of the Traffic Commission or Safety Program Coordinator

The Hawaii Strategic Highway Safety Plan (SHSP) Core Committee includes representatives from the following agencies:

Department of Health

PATH (Peoples Advocacy for Trails Hawaii)

Wilcox Memorial

HDOT's Traffic Safety Section

HDOT's Statewide Transportation Planning Office

Maui Police Department

Child Passenger Safety Advocate (Maui)

Child Passenger Safety Advocate (Hawaii County)

Federal Highways Administration

Department of Transportation Services (City and County of Honolulu)

Hawaii County Fire Department

Health Outcomes (Hawaii County)

Federal Motor Carrier Safety Administration

The Governor's Highway Safety Representative also reviewed the proposals and approved the recommendations made by the HDOT Highway Safety Section.

## Description of Highway Safety Problems

Using a data-driven problem identification process, we have determined that impaired driving, speeding, occupant protection, pedestrian safety and motorcycle safety continue to be our top priority areas in FFY 2020. Consequently, projects that address those areas have been given precedence. We believe that the projects we have chosen best aligns with our goals for each of our performance measures and will reduce the number of fatalities and injuries caused by motor vehicle crashes in Hawaii.

Additionally, the HDOT followed its evidence-based traffic safety enforcement plan to determine where enforcement was needed the most. That plan, which is based on analysis of crash and citation data provided by the four county police departments helps us focus enforcement and other efforts in high-risk areas. It also

outlined strategies and initiatives to prevent crashes, fatalities and injuries in locations most at risk, with emphasis on priority program areas.

HDOT will monitor the effectiveness of the enforcement activity and make adjustments as warranted by data and update countermeasure strategies as applicable.

### Methods for Project Selection

Once the priorities were set, the Hawaii Department of Transportation Highway Safety Section issued a Request for Proposals (RFP) in February 2019, 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 solutions and provide us with a quantifiable evaluation to show effectiveness of their programs. Copies of the RFP were mailed/mailed to all previous subgrantees and those who requested copies. Additionally, the RFP was posted on the State's procurement website.

The HDOT Highway Safety Section received a total of 58 proposals for FFY 2020. Proposals that did not support strategies within Hawaii's SHSP were not considered for funding. The remaining proposals were compiled and submitted to the County Traffic Safety Councils on each island for their review and ranking, based on the needs of that island.

The County Traffic Safety Councils in each of the four counties are established under Section 286-6, Hawaii Revised Statutes. Each council consists of not more than 15 other persons residing in the county who shall be appointed by the mayor based on their interest in highway safety and their knowledge of local conditions. In addition, the following or their designated representatives are also members of the County Traffic Safety Council:

Mayor

Chief of Police

Prosecuting Attorney

Corporation Counsel or County Attorney

Traffic Engineer

Chairperson of the Traffic Commission or Safety Program Coordinator

Once the County Traffic Safety Councils' information was received, the SHSP Core Committee met and reviewed the proposals and provided recommendations to the Highway Safety Section, who made the final decision on which projects should be funded. The SHSP Core Committee includes representatives from the following agencies:

Department of Health

PATH (Peoples Advocacy for Trails Hawaii)

Wilcox Memorial

HDOT's Traffic Safety Section

HDOT's Statewide Transportation Planning Office

Maui Police Department

Child Passenger Safety Advocate (Maui)

Child Passenger Safety Advocate (Hawaii County)

Federal Highways Administration  
 Department of Transportation Services (City and County of Honolulu)  
 Hawaii County Fire Department  
 Health Outcomes (Hawaii County)  
 Federal Motor Carrier Safety Administration

After the SHSP committee prioritization is complete, the Highway Safety Staff makes recommendations to Hawaii's Governor's Highway Safety Representative for final approval. The final list of approved projects is included in the FFY 2020 Highway Safety Plan that will be submitted to NHTSA.

### List of Information and Data Sources

FARS  
 State Traffic Accident Reporting System  
 EMS data  
 Citation data from four county police departments  
 Judiciary data  
 State Department of Health  
 Observational surveys  
 Attitudinal survey

### Description of Outcomes

Hawaii recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to counteract and reverse this disturbing trend, the FFY 2020 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact on saving lives and reducing serious injuries on Hawaii's roadways.

Representatives from Hawaii's SHSP core committee participated in the target setting discussions to ensure the safety targets aligned with the SHSP goals.

The Hawaii Highway Safety Section staff is involved in coordinating the SHSP as well as all SHSP program areas. They are also involved in setting the safety target areas that are included in the HSP, the Highway Safety Improvement Plan (HSIP) and SHSP.

HDOT will continue to use a data-driven problem identification process to prioritize our resources. HDOT and our traffic safety partners remain dedicated to implementing the strategies in our SHSP to ensure that all roadway users arrive alive.

### Performance report

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

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress

3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

The Hawaii Department of Transportation continues to collect and track fatality data for calendar year 2019.

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

#### Program-Area-Level Report

The Hawaii Department of Transportation is still in the process of collecting and entering serious injury data for calendar year 2019.

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

#### Program-Area-Level Report

The Hawaii Department of Transportation is still in the process of collecting and entering data for calendar year 2019. Currently, the VMT data is not available.

## Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

### Program-Area-Level Report

## Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation is currently collecting and tracking the number of crashes involving a driver or motorcycle operator with a BAC of .08 and above for calendar year 2019.

## Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation continues to track and collect speeding-related fatality data for calendar year 2019.

## Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation is currently collecting motorcycle fatality data for calendar year 2019.

## Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation continues to track and collect data on the number of unhelmeted motorcyclist fatalities for calendar year 2019.

## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation continues to collect and track data for drivers age 20 or younger involved in fatal crashes calendar year 2019.

## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

The Hawaii Department of Transportation continues to collect and track pedestrian fatality data for calendar

year 2019.

### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

The Hawaii Department of Transportation continues to collect and track bicyclist fatality data for calendar year 2019.

### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

#### Program-Area-Level Report

The Hawaii Department of Transportation continues to conduct seat belt observational surveys and track seat belt usage rates for passenger vehicles front seat outboard occupants for calendar year 2019.

### Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	100.8
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	401.40
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.935
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	21.00



5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	35
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	43
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	25
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	13
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	8
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	23
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	2
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	98

## Performance Measure: C-1) Number of traffic fatalities (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	100.8	5 Year	2016

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

### Performance Target Justification

Hawaii's target is to not exceed the 5-year moving average and reduce fatalities from 107 in 2017 to 100.8 by December 31, 2020 with the guidance and support of the HDOT Administration. Representatives from Hawaii's Strategic Highway Safety Plan (SHSP) Core Committee participated in the target setting discussions to ensure the safety targets aligned with the SHSP goals and the HSP and HSIP targets are identical. The Highway Safety Section staff will continue to monitor various data sources such as FARS, Hawaii's Traffic Accident Reporting System to identify possible trends and areas of concern. We will continue to work hard to reduce Hawaii's motor vehicle fatalities by focusing our efforts on impaired driving, speeding, motorcycle and pedestrian safety. Given Hawaii's relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	401.40	5 Year	2016

### Performance Target Justification

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	0.935	5 Year	2016

### Performance Target Justification

Hawaii's target is to not exceed the five-year moving average and reduce the fatality rate from 1.00 in 2017 to 0.935 by December 31, 2020 with the guidance and support of the HDOT Administration. Representatives from Hawaii's Strategic Highway Safety Plan (SHSP) Core Committee participated in the target setting discussions to ensure the safety targets aligned with the SHSP goals and the HSP and HSIP targets are identical.

Given Hawaii's relatively low annual fatality rate, it is statistically possible for anomalies to occur.

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	21	5 Year	2016

**Performance Target Justification**

During 2017, 21 out of 59 of Hawaii's motor vehicle occupant fatalities were unrestrained. Hawaii's target is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 21 in 2017 to 20 by December 30, 2020. The Highway Safety Section staff will continue to monitor various data sources such as FARS, Hawaii's Traffic Accident Reporting System and our annual Seat Belt Observational Surveys to identify possible trends and areas of concern.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	35	5 Year	2016

**Performance Target Justification**

The Hawaii Department of Transportation (HDOT) will continue to work with our traffic safety partners to conduct statewide educational efforts and high visibility enforcement as impaired driving continues to present a significant problem in Hawaii. Hawaii's target is to reduce alcohol-impaired driving fatalities from 42 in 2017 to 35 by December 31, 2020 with the guidance and support of the HDOT Administration.

**Performance Measure: C-6) Number of speeding-related fatalities (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	43	5 Year	2016

### Performance Target Justification

Excessive speed continues to be a major contributing circumstance in fatal crashes in Hawaii. In 2017, 50 of our 107 traffic related fatalities were speed related. Speed enforcement is a top priority of Hawaii's four county police departments. The departments will use grant funds to conduct high visibility checkpoints and stealth operations to curb speeding and aggressive driving behaviors. Hawaii's target is to reduce speed-related fatalities from 50 in 2017 to 43 by December 31, 2020 with the guidance and support of the HDOT Administration.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	25	5 Year	2016

### Performance Target Justification

During calendar year 2017, there were 25 motorcyclist fatalities, a slight increase from 24 in 2016. Given the high number of motorcyclist fatalities, it will remain as one of our top priorities. Hawaii's target is to not exceed the 25 motorcyclist fatalities in 2017 by December 31, 2020 which is slightly less than the five-year moving average of 26. Grant funds will be used for a motorcycle awareness media campaign and Hawaii's statewide motorcycle training program with the guidance and support of the HDOT Administration.

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	13	5 Year	2016

### Performance Target Justification

During calendar year 2017, 14 of Hawaii's 25 motorcyclist fatalities were unhelmeted. Hawaii's target is to reduce unhelmeted motorcyclist fatalities from 25 in 2017 to 13 by December 31, 2020 with the guidance and support of the HDOT Administration. In an effort to increase helmet use, we will continue to emphasize the need to wear helmets and other protective gear through our motorcycle rider training classes and in our media

messages.

## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	8	5 Year	2016

### Performance Target Justification

During calendar year 2017, there was 6 drivers age 20 or younger involved in fatal crashes in Hawaii, a significant decrease from 12 in 2016. Hawaii's target is 8 by December 31, 2020 which is slightly less than the five-year moving average of 10. Through the Hawaii DOT's driver education program, we will continue to educate novice drivers to instill good driving behavior with the guidance and support of the HDOT Administration.

## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	23	5 Year	2016

### Performance Target Justification

Pedestrian safety continues to be one of Hawaii's top priority program areas. During calendar year 2017, there were 14 pedestrian fatalities in Hawaii, a significant decrease from 29 in 2016. Hawaii's target is 23 fatalities by December 31, 2020 which is in line with the five-year moving average. We will continue to work with our traffic safety partners to conduct statewide educational efforts and high visibility enforcement with the guidance and support of the HDOT Administration.

## Performance Measure: C-11) Number of bicyclists fatalities (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	2	5 Year	2016

## Performance Target Justification

During calendar year 2017, there were 6 bicycle fatalities in Hawaii, a significant increase from 0 in 2016. Our target is to reduce bicyclist fatalities from 6 in 2017 to 2 by December 31, 2020 with the guidance and support of the HDOT Administration. With the increase in bicyclist fatalities and the number of bicyclists continuing to grow, the Hawaii DOT will continue bicycle education and enforcement efforts.

## Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	98	5 Year	2016

## Performance Target Justification

Hawaii's seat belt usage rates remain high, among the highest in the nation for more than a decade. According to our 2017 summer seat belt observational survey, Hawaii's seat belt usage rate is 96.9 percent. Although our usage rate is high, we know we can and need to do better to reduce the number of unrestrained fatalities. Our goal is to increase observed seat belt use for passenger vehicles front seat outboard occupants from 96.9 percent in 2017 to 98 percent in 2020.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify: Yes

### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: 7,688

Fiscal Year A-1: 2018

### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: 1,520

Fiscal Year A-2: 2018

### **A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: 22,623

Fiscal Year A-3: 2018

## Program areas

### Program Area: Distracted Driving

### Description of Highway Safety Problems

Nationally, distracted driving is one of the fastest growing traffic safety issues. In 2017, 3,166 people lost their lives in motor vehicle crashes involving distracted drivers, according to the National Highway Traffic Safety Administration (NHTSA). In addition, these 3,166 (or 8.6 percent ) out of 37,133 traffic fatalities involved distracted drivers.

Locally, the Hawaii Department of Transportation (HDOT) utilized police and FARS statistics, as well as observational and attitudinal survey findings and determined that distracted driving is also a concern in Hawaii. In 2017, a FARS PreCrash query (“Drivers Distracted by” element) of Hawaii’s Motor Vehicle Accident Reports (MVAR)/Police Accident Reports showed that 17 (or 15.9 percent) out 107 traffic fatalities involved distracted drivers, which is higher than the national percentage of 8.6.

In addition, a preliminary FARS PreCrash query of 2014-2018 data indicated that 63 out of 532 motor vehicle fatalities were distracted driving-related. The “Drivers Distracted by” query also resulted in a list of the following attributes documented by police, along with its respective number of fatalities as shown in Table 1. Hawaii’s Traffic Fatalities and Attributes Included in ”Drivers Distracted By” Element, 2014-2018.

Table 1. Hawaii’s Traffic Fatalities and Attributes Included in “Drivers Distracted By” Element, 2014-2018

Hawaii	2014	2015	2016	2017	2018*	Total
Traffic Fatalities	95	93	120	107	117	532
Fatalities by Attributes:						
By other occupant(s)		2	3	2	2	9
By a moving object in a vehicle			1			1
While talking/listening to cell phone	1	1				2
Distracted by outside person, object or event	1					1
Other cell phone related		1				1
Distraction/Inattention		1				1
Distraction (distracted), details unknown			1			1

Inattention (inattentive), details unknown	8	2	8	14	15	47
Not reported	10	3	1	28	26	68
Other distraction	1			1		2
Unknown if distracted	2	18	24	1	26	71

\*Preliminary state data

Although state data for 2014-2018 show that our numbers for distracted driving-related fatalities and incidents are conservative and may be underreported, the number of distracted driving-related citations issued by police statewide reveal that distracted driving IS a traffic safety concern for Hawaii.

Table 2. Distracted Driving Citations Issued for Federal Fiscal Years (FFY) 2011-2018 below provides the number of distracted driving citations issued (grant- and county-funded) since FFY 2011, which was the first year that HDOT provided overtime funding to county police departments to conduct distracted driving enforcement. Although the number of citations that were issued increased from FFY 2011 to FFY 2016, the number has been decreasing since FFY 2016.

Table 2. Distracted Driving Citations Issued for FFY 2011-2018

County	FFY 2011*	FFY 2012	FFY 2013**	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
Honolulu	11,604	16,134	12,320	6,667	11,220	15,342	11,474	10,272
Hawaii	1,379	2,352	2,728	2,718	556	2,448	3,957	839
Maui	222	1,505	2,664	1,335	1,381	2,333	1,945	3,008
Kauai	1,136	914	936	1,058	925	598	593	404
Statewide Total	14,341	20,905	18,648	11,778	14,082	20,721	16,969	14,523

\*First FFY police received funding for distracted driving overtime enforcement.

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

Prior to July 1, 2013, counties enacted ordinances banning cell phone use while driving. Effective July 1, 2013, Hawaii's distracted driving or mobile electronic device (MED) law, Section 291C-137 of the Hawaii Revised Statutes (HRS), prohibited a person from operating a motor vehicle while using a mobile electronic device, as well as anyone under 18 years of age to operate a motor vehicle while utilizing a hands-free mobile electronic device. Please refer to Hawaii's Distracted Driving Law attachment for additional information about our law. Another FARS-based resource that HDOT refers to is NHTSA's State Traffic Safety Information data. Table 3. Traffic Safety Performance (Core Outcome) Measures for Hawaii, 2011-2018, shows the associated performance measures for the distracted driving program area, and corresponding data.

Table 3. Associated Performance Measures for Hawaii, 2011-2018



Performance Measures	2011	2012	2013	2014	2015	2016	2017	2018*
C-1) Number of Traffic Fatalities (FARS)	100	125	102	95	93	120	107	117
C-2) Number of Serious Injuries in traffic Crashes (State crash data files)	330	322	354354	379379	439439	N/A	N/A	N/A
C-3) Fatalities/VMT (FARS/FHWA)	0.99	1.24	1.01	0.93	0.90	1.13	1.0	N/A
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)** (FARS)	45	47	34	30	37	38	42	41
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	12	10	9	8	13	12	6	NA

\*Preliminary state data

\*\*Based on the highest BAC of a Driver or Motorcycle Rider Involved in a Crash

Based on preliminary state data for 2018, of Hawaii's 117 traffic fatalities:

90, or 76.9%, of the fatalities were males and 27, or 23.1%, were females.

27 of the 117, or 23.1%, of the State's traffic crash fatalities were between the ages of 28 and 40 years old. Of those, 81.5% (22) were male.

Additionally, based on the First Harmful Event, 37 or 33.6%, of our 110 fatal traffic crashes involved collisions

with a Pedestrian, followed by 32 (29.1%) with a Motor Vehicle Transport. Moreover, the preliminary state data says:

The deadliest day of the week was Friday. There were 23 fatal crashes on this day during 2018. The deadliest hours were from 1800 to 1859 hours and 2200 to 2259 hours. Both hours yielded nine fatal crashes each.

In addition to utilizing police and FARS statistics as data sources, the latest observational survey conducted by the University of Hawaii (UH) shows that Hawaii’s overall daytime cell phone usage rate is .98 percent (lowest to date). Table 4. Statewide Cell Phone Usage Rate, 2011-2018, displays our daytime cell phone usage rate from 2011 to 2018.

Table 4. Statewide Cell Phone Usage Rate, 2011-2018

Observational Surveys	2011*	2012	2013**	2014	2015	2016	2017	2018
Winter Survey (conducted in January)	1.23%	1.62%	1.56% <sup>1</sup> .56%	1.75%	3.12%	1.75% <sup>1</sup> .75%	1.56%	1.77% <sup>1</sup> .77%
Summer Survey (conducted in June)	2.13% <sup>2</sup> .13%	2.21% <sup>2</sup> .21%	2.93% <sup>2</sup> .93%	5.02% <sup>5</sup> .02%	2.84% <sup>2</sup> .84%	2.41% <sup>2</sup> .41%	1.21% <sup>1</sup> .21%	.98% <sup>1</sup> .98%

\*First year that Hawaii’s cell phone usage rate is included in survey.

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

Lastly, the results from our latest statewide attitudinal survey regarding distracted driving showed that 54 percent of Hawaii’s residents heard of the MED law through television and radio. In addition, 92 percent of the respondents knew it was illegal to hold a mobile electronic device such as a cell phone while operating a motor vehicle, including at a stop sign or red light.

Based the data detailed above, HDOT will utilize countermeasure strategies such as NHTSA’s High Visibility Enforcement components to address Hawaii’s distracted driving issue at the local/state level.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	401.40
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.935

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	35
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	8

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving Enforcement
Distracted Driving Program Management and Communications Program

### Countermeasure Strategy: Distracted Driving Enforcement

Program Area: Distracted Driving

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#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD20-09 (01-04)	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement

### Planned Activity: Distracted Driving High Visibility Cellphone/Text Messaging Enforcement

Planned activity number: DD20-09 (01-04)

Primary Countermeasure Strategy ID: Distracted Driving Enforcement

#### Planned Activity Description

Hawaii's four county police departments will utilize High Visibility Cellphone/Text Messaging Enforcement as a countermeasure strategy to conduct year-round overtime enforcement of our mobile electronic device (MED) law (Section 291C-137, of the Hawaii Revised Statutes). Our MED law prohibits a person from operating a motor vehicle while using a MED, as well as anyone under 18 years of age to operate a motor vehicle while utilizing a hands-free MED.

The High Visibility Cellphone/Text Messaging Enforcement involves police actively seek drivers using cell phones through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected.

In addition to year-round enforcement, police will step up their efforts during April's National Distracted Driving Awareness Month, as well as participate in NHTSA's Connect to Disconnect campaign.

Along with conducting High Visibility Cellphone/Text Messaging Enforcement, police may include the

following Communications and Outreach activities:

Providing safety talks/presentations

Distributing informational collateral at community events

Working with respective radio stations for interviews and public service announcements (earned media)

Working with respective newspaper agencies for news articles (earned media)

### Intended Subrecipients

Subrecipients will include the Honolulu Police Department, Hawaii Police Department, Maui Police Department and Kauai Police Department.

### Countermeasure strategies

Countermeasure Strategy
Distracted Driving Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Distracted Driving (FAST)	\$404,158.25		\$404,158.25

## Countermeasure Strategy: Distracted Driving Program Management and Communications Program

Program Area: Distracted Driving

### Project Safety Impacts

As part of Hawaii’s Distracted Driving program, the Hawaii Department of Transportation (HDOT) will include Program Management and Communications as a countermeasure strategy, similar to our Impaired Driving program area. Based on NHTSA’s Highway Safety Program Guideline No. 8 for Impaired Driving, we believe that Program Management and a Communications Program should also be components that are included in a State’s Distracted Driving program.

### Linkage Between Program Area

Without Program Management and a Communications Program as components to support enforcement activities, our county police departments could not effectively address the distracted driving issue, from problem identification to evaluation of efforts. As a result, the public would not be aware of the dangers, penalties, etc. associated with driving distracted, and the number of distracted driving-related incidents on Hawaii’s roadways would increase.

### Rationale

Based on the High Visibility Enforcement model, HDOT is supporting its statewide distracted driving enforcement efforts with paid and earned media. According to NHTSA, both earned and paid media are critical in ensuring that the general public is aware of the enforcement activity to effectively create the impression that

violators will be caught.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
DD20-09 (05)	Distracted Driving Media/Education Campaign
DD20-09 (06)	Distracted Driving Media Contractor
DD20-09 (07)	Distracted Driving Highway Safety Office Program Management

**Planned Activity: Distracted Driving Media/Education Campaign**

Planned activity number: DD20-09 (05)

Primary Countermeasure Strategy ID: Distracted Driving Program Management and Communications Program

**Planned Activity Description**

HDOT will conduct a minimum of one statewide media campaign to support its High Visibility Cellphone/Text Messaging Enforcement during NHTSA’s National Distracted Driving Awareness Month.

Funds will be used to purchase radio, television and movie theatre advertising to air our Distracted Driving public service announcement (PSA) during the National Distracted Driving Awareness Month in April. Grant activities may include related training and equipment purchases for Highway Safety Staff.

**Intended Subrecipients**

HDOT will be the only subrecipient for this planned activity.

**Countermeasure strategies**

Countermeasure Strategy
Distracted Driving Program Management and Communications Program

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Distracted Driving (FAST)	\$80,000.00		\$0.00

**Planned Activity: Distracted Driving Media Contractor**

Planned activity number: DD20-09 (06)

Primary Countermeasure Strategy ID: Distracted Driving Program Management and Communications Program

**Planned Activity Description**

HDOT will hire a Distracted Driving Media Contractor to coordinate and implement a Distracted Driving awareness education and media campaign. Funds may include the following:

- Taking the distracted driving simulator to the neighbor islands
- Purchasing and/or printing related materials such as posters, brochures and pledge cards
- Tracking earned media coverage

Related training, travel and equipment purchases

### Intended Subrecipients

The subrecipient will be determined through HDOT's procurement process for the Distracted Driving Media Contractor project.

### Countermeasure strategies

Countermeasure Strategy
Distracted Driving Program Management and Communications Program

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402		\$80,000.00		\$0.00

### Planned Activity: Distracted Driving Highway Safety Office Program Management

Planned activity number: DD20-09 (07)

Primary Countermeasure Strategy ID: Distracted Driving Program Management and Communications Program

### Planned Activity Description

As part of our Distracted Driving Highway Safety Office Management Planned Activity, HDOT will oversee and provide guidance for distracted driving-related projects. Funds will be used for program operations including reporting, monitoring, technical assistance and development of plans for the distracted driving program. Grant activities may include travel and training for Highway Safety Staff.

### Intended Subrecipients

HDOT will be the only subrecipient for this planned activity.

### Countermeasure strategies

Countermeasure Strategy
Distracted Driving Program Management and Communications Program

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Distracted Driving	\$20,000.00		\$0.00

### Program Area: Emergency Medical Services

#### Description of Highway Safety Problems

Every second counts in an emergency such as a motor vehicle crash. Reducing the amount of time it takes to extricate and transport crash victims to a hospital is vital and can make the difference between life or death.

Our goal for Federal Fiscal Year 2020 is to purchase a minimum of two cordless extrication equipment sets, one for the Hawaii County Fire Department and one for the Maui County Fire Department. The equipment will reduce the amount of time it takes to safely extricate crash victims from motor vehicles.

The Hawaii Department of Transportation will track the EMS response times (urban and rural) as well as the number of times that the equipment was utilized to determine whether or not the equipment was effective.

It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. The chances of surviving a motor vehicle crash increases for motor vehicle crash victims if they receive care within the “golden hour.” As imperative as this is, the cost would have prohibitive to outfit each station for each island/county in one year. Therefore, all county fire departments purchase the same type of equipment during various years to systematically outfit each station on each island one to two at a time per our recommendation. In continuing with this trend, Hawaii Department of Transportation issued two grants, one to Hawaii County and the other to Maui County, to purchase specialized equipment to reduce the response time to motor vehicle crashes and the extrication time while increasing the safety of first responders and crash victims. The Department of Health also requested an assessment by NHTSA being the last NHTSA EMS assessment was conducted in 1991. Since then, communication, technology and scope of practice has changed. It is important for Hawaii to have an assessment in order to identify system challenges as well as solutions in order to best serve the visiting and resident population of Hawaii.

In 2019, the Hawaii State Legislature passed bill SB281/ Act60, which would require the State Department of Health to contract and coordinate an EMS assessment from NHTSA (National Highway Traffic Safety Administration). The entire 2-year budget request for EMS services for the state of Hawaii was reduced to 1-year of funding with the caveat of conducting and EMS assessment by NHTSA prior to the 2020 legislative year. The assessment would assist both the state and the legislature on the proper amount of funding allocation that should be granted, in addition allow for prospective adjustments in adequate capacity as well as appropriate set fees for services to reduce future dependency on NHTSA or federal funding.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
EMS Assessment
EMS Equipment Purchase
EMS Program Management

**Countermeasure Strategy: EMS Assessment**

Program Area: Emergency Medical Services

**Project Safety Impacts**

The Emergency Medical Services assessment will provide Hawaii with much needed feedback and guidance on

how to improve the program.

### Linkage Between Program Area

A NHTSA team of EMS experts will review Hawaii's EMS program to

### Rationale

The outcome of the assessment will be used to improve Hawaii's EMS program.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM20-04 (05)	EMS Assessment

### Planned Activity: EMS Assessment

Planned activity number: EM20-04 (05)

Primary Countermeasure Strategy ID:

### Planned Activity Description

Hawaii EMS Assessment

### Intended Subrecipients

Department of Health

### Countermeasure strategies

Countermeasure Strategy
EMS Assessment

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 EM - Emergency Medical		\$50,000.00		\$0.00

### Countermeasure Strategy: EMS Equipment Purchase

Program Area: Emergency Medical Services

### Project Safety Impacts

The Hawaii Department of Transportation's (HDOT) Highway Safety Section will issue two Emergency Medical Services grants - Maui Fire Department and the Hawaii County Fire Department.

The grant funds will be used to purchase cordless extrication sets would enhance the initiation of life saving measures that move toward positive patient outcomes. The two extrication sets will be used in rural areas of the county, which are often far from medical centers/hospitals. Also, the rural terrain (lava fields, ravines, cliffs, etc.) make traditional extrication systems too difficult to set up as quickly as the cordless sets.

### Linkage Between Program Area

The cordless extrication sets will be used to quickly extricate victims trapped in motor vehicles, thus being able to provide a medical assessment and appropriate treatment quicker.



## Rationale

The cordless extrication equipment is vital to safely and quickly extricating victims from motor vehicle crashes. These tools will be especially valuable in remote rural areas, where setting up traditional equipment (extrication equipment connected by hoses to a generator) is time consuming, difficult or impossible.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM20-04 (02)	HCFD Equipment Purchase
EM20-04 (04)	MFD Equipment Purchase

## Planned Activity: HCFD Equipment Purchase

Planned activity number: EM20-04 (02)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii County Fire Department will use grant funds to purchase two cordless extrication sets would enhance the initiation of life saving measures that move toward positive patient outcomes. The two extrication sets will be used in rural areas of the county, which are often far from medical centers/hospitals. Also, the rural terrain (lava fields, ravines, cliffs, etc.) make traditional extrication systems too difficult to set up as quickly as the cordless sets.

The number of extrication sets that are approved may change, it will depend on the amount of available funding and the cost of the equipment.

### Intended Subrecipients

Hawaii County Fire Department.

### Countermeasure strategies

Countermeasure Strategy
EMS Equipment Purchase

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$74,707.24		\$74,707.24

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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Cordless Extrication Kit	2	\$37,353.62	\$74,707.24	\$37,353.62	\$74,707.24
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## Planned Activity: MFD Equipment Purchase

Planned activity number: EM20-04 (04)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Maui Fire Department will use grant funds to purchase one cordless extrication sets would enhance the initiation of life saving measures that move toward positive patient outcomes. The one extrication sets will be used in rural areas of the county, which are often far from medical centers/hospitals. Also, the rural terrain (lava fields, ravines, cliffs, etc.) make traditional extrication systems too difficult to set up as quickly as the cordless sets.

The number of extrication sets that are approved may change, it will depend on the amount of available funding and the cost of the equipment.

Funds will also be used to send one fire department representative to the new grantee orientation on Oahu.

### Intended Subrecipients

Maui Fire Department

### Countermeasure strategies

Countermeasure Strategy
EMS Equipment Purchase

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 EM - Emergency Medical		\$30,988.01		\$30,988.01

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Cordless Extrication Kit	1	\$30,988.01	\$30,988.01	\$30,988.01	\$30,988.01

### Countermeasure Strategy: EMS Program Management

Program Area: Emergency Medical Services

### Project Safety Impacts

Monitor all EMS projects to ensure that all goals are met.

## Linkage Between Program Area

The Hawaii Department of Transportation's Highway Safety Staff will use funds for program operations including reporting, monitoring technical assistance and development of plans.

## Rationale

The Hawaii Department of Transportation's Highway Safety Staff will use funds for program operations including reporting, monitoring technical assistance and development of plans.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM20-04 (03)	EMS Program Management

## Planned Activity: EMS Program Management

Planned activity number: EM20-04 (03)

Primary Countermeasure Strategy ID:

## Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Highway Safety Section will use grant funds will be used for program operations including reporting, monitoring, technical assistance and the development of plans for first responder-related countermeasures.

## Intended Subrecipients

HDOT's Highway Safety Section staff.

## Countermeasure strategies

Countermeasure Strategy
EMS Program Management

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Planning and Administration (FAST)	\$5,000.00		\$0.00

## Program Area: Impaired Driving (Drug and Alcohol)

### Description of Highway Safety Problems

Nationally in 2017, 10,874 people lost their lives in traffic crashes involving drivers with BACs of .08 or higher, which represented 29 percent of all traffic fatalities, according to NHTSA. Locally, 42 out of Hawaii's 107 traffic fatalities were alcohol-impaired driving for 2017. This represented 39 percent of our traffic fatalities, which is higher than the national percentage.

As part of our problem identification process, the Hawaii Department of Transportation (HDOT) utilized NHTSA's Fatality Analysis Reporting System (FARS) statistics and police data and determined that impaired driving is one of our higher traffic safety priorities. Based on FARS data, Table 1. Alcohol-Impaired Driving

Fatalities: Hawaii, 2013-2018 provides some insight into our impaired driving situation.

Table 1. Alcohol-Impaired Driving Fatalities\*\*: Hawaii, 2013-2018

Year	Total Fatalities in all Crashes	Number of Alcohol-Impaired Driving Fatalities (BAC=.08+)	Percent of Alcohol-Impaired Driving Fatalities (BAC=.08+)
2013	102	34	33
2014	95	30	32
2015	93	37	40
2016	120	38	32
2017	107	42	39
2018*	117	37	32

\*Preliminary state data

\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders Only

Based on preliminary state data for 2018, of Hawaii's 117 traffic fatalities:

90, or 76.9%, of the fatalities were males and 27, or 23.1%, were females.

Of the victims tested, 63 were positive for alcohol and/or drugs (53.8%).

13 were positive for alcohol only

28 were positive for drugs only

22 were positive for a combination of alcohol and drugs

27 of the 117, or 23.1%, of the State's traffic crash fatalities were between the ages of 28 and 40 years old. Of those, 81.5% (22) were male.

Additionally, based on the First Harmful Event, 37 or 33.6%, of our 110 fatal traffic crashes involved collisions with a Pedestrian, followed by 32 (29.1%) with a Motor Vehicle Transport. Moreover, the preliminary state data says:

The deadliest day of the week was Friday. There were 23 fatal crashes on this day during 2018.

The deadliest hours were from 1800 to 1859 hours and 2200 to 2259 hours. Both hours yielded nine fatal crashes each.

14 of the 37 (37.8%) alcohol-related fatal crashes occurred between 1800 hours to 2259 hours.

Based on FARS data, Table 2. Associated Performance Measures for Hawaii, 2013-2018, shows that the number of alcohol-impaired driving fatalities have increased since 2014.

Table 2. Associated Performance Measures for Hawaii, 2013-2018

Performance Measures	2013	2014	2015	2016	2017	2018*
C-1) Number of Traffic Fatalities (FARS)	102	95	93	120	107	117

C-5) Alcohol- Impaired Driving Fatalities (BAC=.08+ )** (FARS)	34	30	37	38	42	41
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\*Preliminary state data

\*\*Based on the highest BAC of a Driver or Motorcycle Rider Involved in a Crash

Based on data submitted by our four county police departments, Table 3. Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests, 2013-2017, provides an enforcement perspective to our impaired driving issue.

Table 3. Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests, 2013-2017

	Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests - Grant and County Funded															
	2013			2014			2015			2016			2017			
	OVUII Arrests	Total Charged		OVUII Arrests	Total Charged		OVUII Arrests	Total Charged		OVUII Arrests	Total Charged Arrests		OVUII Arrests	Total Charged Arrests		
	Alcohol and/or Drug	Alcohol Arrests	Drugs Arrests	Alcohol and/or Drug	Alcohol Arrests	Drugs Arrests	Alcohol and/or Drug	Alcohol Arrests	Drugs Arrests		Alcohol and/or Drug	Alcohol Arrests	Drugs Arrests	Alcohol and/or Drug	Alcohol Arrests	Drugs Arrests
<b>Honolulu</b>	4,748	4,652	N/A	4,309	4,203	N/A	4,567	4,410	N/A	3,985	3,950	N/A	0	0	N/A	
<b>Hawaii</b>	1,348	1,152	127	1,157	993	125	1,060	908	110	1,111	816	295	0	0	0	
<b>Maui</b>	1,084	970	127	869	486	95	765	675	90	715	678	37	0	0	0	
<b>Kauai</b>	264	237	5	271	217	5	277	212	10	172	148	9	0	0	0	
<b>Total</b>	7,444	7,011	259	6,606	5,899	225	6,669	6,205	210	5,983	5,592	341	0	0	0	

### Ignition Interlock Program

On January 1, 2011, Hawaii’s ignition interlock law went into effect and permits the voluntary installation of an ignition interlock device on any vehicle that a person arrested for 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. The Administrative Driver’s License Revocation Office or judge may direct the respondent/defendant to have an IID installed as part of their sentencing.

Based on Smart Start LLC’s (our ignition interlock vendor) data, Table 4. Ignition Interlocks Installed and Preventive Starts, 2011-2018, shows the number of ignition interlock devices installed and preventive starts since the law went into effect on January 1, 2011. Preventive starts refers to the number of times a driver was prevented from starting their vehicle after consuming alcohol.

Table 4. Ignition Interlocks Installed and Preventive Starts, 2013-2018

Ignition Interlocks	2011*	2012	2013	2014	2015	2016	2017	2018
# Installed	1,279	1,694	1,959	1,832	1,735	1,597	1,659	
# of Preventive Starts	4,420	11,653	14,861	15,575	13,418	12,685	11,838	13,505

\*Ignition interlock law went into effect

Based on the data detailed above, HDOT will incorporate countermeasure strategies from NHTSA’s

Countermeasures That Work to address Hawaii’s impaired driving issue at the local/state level.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	35

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Impaired Driving Enforcement
Impaired Driving Program Evaluation and Data
Impaired Driving Program Management and Communications Program
Impaired Driving Prosecution and Adjudication

**Countermeasure Strategy: Impaired Driving Enforcement**

Program Area: Impaired Driving (Drug and Alcohol)

**Project Safety Impacts**

As part of Hawaii’s Impaired Driving program, HDOT will be including Enforcement as one of its Countermeasure Strategies, based on its mention in NHTSA’s Countermeasures That Work as a Deterrence Countermeasure Strategy.

Moreover, according to NHTSA’s Highway Safety Program Guideline No. 8 for Impaired Driving, each State should utilize its various criminal justice system components such as enforcement to achieve both specific and general deterrence.

Furthermore, specific deterrence focuses on individual offenders and “seeks to ensure that impaired drivers will be detected, arrested, prosecuted and subject to swift, sure and appropriate sanctions” to ultimately reduce recidivism. Additionally, “general deterrence seeks to increase the public perception that impaired drivers will face severe consequences, discouraging individuals from driving impaired.”

As essential elements of Hawaii’s Impaired Driving Enforcement Countermeasure Strategy, our four county police departments will continue to conduct the following Planned Activities:

Impaired Driving Enforcement

Impaired Driving Enforcement Trainings

**Linkage Between Program Area**

Without a multi-pronged approach and close coordination between all criminal justice system components including Enforcement, the system will not work effectively. Additionally, to create and sustain both specific and general deterrence, coordination is needed among law enforcement agencies at the State, county and municipal levels in Hawaii.

## Rationale

Based on NHTSA’s latest edition of Countermeasures That Work, HDOT will be implementing the High Visibility Enforcement countermeasure strategy statewide. This strategy is listed as a Deterrence: Enforcement countermeasure for alcohol- and drug-impaired driving, with the highest rating of 5 stars. This means that the countermeasure strategy is "Demonstrated to be effective by several high-quality evaluations with consistent results." In addition, NHTSA’s Highway Safety Program Guideline No. 8 for Impaired Driving supports Enforcement as a component a State impaired driving program should include.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-02 (01)	Impaired Driving Enforcement
AL20-02 (04)	Impaired Driving Enforcement Conferences, Trainings & Meetings

## Planned Activity: Impaired Driving Enforcement

Planned activity number: AL20-02 (01)

Primary Countermeasure Strategy ID: Impaired Driving Enforcement

### Planned Activity Description

As part of our Impaired Driving Enforcement Planned Activity, HDOT will continue to utilize the following Impaired Driving Technical Assessment Enforcement-related recommendations as guidance for Hawaii’s statewide enforcement operations:

Continue to support and fund the 52/12 sobriety checkpoint program.

Continue to fund saturation patrols for impaired driving enforcement.

Continue to support and fund drug recognition evaluation training.

Continue to fund technology to enhance impaired driving enforcement efforts.

Hawaii’s four county police departments will conduct “frequent, highly visible, well publicized and fully coordinated impaired driving law enforcement efforts” statewide, as recommended in NHTSA’s Countermeasures That Work.

To address the frequency criteria, police will continue to participate in HDOT’s “52/12” statewide enforcement program, where they are asked to conduct a minimum of one sobriety checkpoint every week of the year, resulting in 52 weeks of enforcement during a 12-month federal fiscal year. Furthermore, based on their respective impaired driving-related data, county police choose the locations where they will concentrate their enforcement efforts in.

To maximize visibility, in addition to conducting Publicized Sobriety Checkpoints, police may include High Visibility Saturation Patrols during its year-round overtime Impaired Driving Enforcement of Hawaii’s Operating Under the Influence of an Intoxicant (OVUII) and related DUI laws. Moreover, police will conduct additional enforcement during NHTSA’s national Drive Sober or Get Pulled Over mobilizations (in August and December), and major holiday periods (i.e., New Year’s Eve, Independence Day, Thanksgiving and Christmas). To publicize its high visibility enforcement, in addition to their departments issuing press releases about sobriety checkpoints being conducted, police work with their local media to publicize their enforcement efforts. Additionally, HDOT encourages police to seek opportunities for media coverage of their ongoing impaired

driving programs with specific emphasis during the national mobilizations and major holiday periods.

In addition to conducting sobriety checkpoints and saturation patrols, police may also include the following as part of their Impaired Driving Enforcement activities:

Underage Drinking enforcement by conducting Youth Deterrence projects and Compliance Checks.

Youth Deterrence projects involve officers utilizing rental vehicles in an undercover capacity and targeting locations where underage drinkers are known to congregate. Compliance checks involves plain clothed officers observing alcohol purchase attempts by underage decoys and citing retail store personnel making illegal sales to a minor.

Communications and Outreach activities such as:

Providing safety talks/presentations

Distributing informational collateral at community events

Working with respective radio stations for interviews and public service announcements (earned media)

Working with respective newspaper agencies for news articles (earned media)

For the Electronic Search Warrant project, police departments and prosecutors will work with a consultant/contractor to develop an e-search warrant program to be used on desktop computer, laptops and/or mobile devices (smart phones, tablets, etc.). Development of an electronic search warrant system is needed to expedite procedures to attain biological samples for forensic toxicology testing in alcohol- and drug-impaired driving cases. The current system is laborious and long, and impedes the adjudication process. Alcohol and especially drugs may quickly leave a person's system by the time a hard copy search warrant is approved by a judge, and exigency cannot always be argued because of recent U.S. Supreme Court rulings and the expectation that courts are utilizing technology that should be available to them (e.g., electronic search warrants).

Purchase equipment (technology) to enhance impaired driving enforcement efforts.

### Intended Subrecipients

Subrecipients will include the Honolulu Police Department, Hawaii Police Department, Maui Police Department and Kauai Police Department.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	154 Transfer Funds-AL	154 Alcohol	\$864,004.58		\$864,004.58
	164 Transfer Funds-AL	164 Alcohol	\$776,532.58		\$776,532.58



	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$824,737.40		
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## Planned Activity: Impaired Driving Enforcement Conferences, Trainings & Meetings

Planned activity number: AL20-02 (04)

Primary Countermeasure Strategy ID: Impaired Driving Enforcement

### Planned Activity Description

As part of our Impaired Driving Enforcement: Conferences, Trainings and Meetings Planned Activity, HDOT will continue to provide Hawaii’s four county police departments with funding to attend Impaired Driving Enforcement-related conferences, trainings and meetings. HDOT has expanded on NHTSA’s Impaired Driving Technical Assessment recommendation of continuing “to support and fund drug recognition evaluation training” to police attending the following conferences, trainings and meetings as needed, as part of their respective Impaired Driving grants:

National Conferences: Lifesavers Conference; CMI User Group; DRE Conference

Local Trainings: CMI Intoxilyzer Trainings; Drug Recognition Expert (DRE) School; DRE In-Service Training; Advanced Roadside Impaired Driving Enforcement (ARIDE) and Standardized Field Sobriety Testing (SFST) Trainings

Local Meetings: Grantee Orientation; Traffic Commanders; and Hawaii Drug and Alcohol Intoxicated Driving Working Group

National Conferences and Local Meetings

Traveling to national conferences and attending local meetings will ensure county police departments remain up to date on the latest impaired driving and traffic safety information.

Local Trainings

Attending local trainings provide police the opportunity to attain new and/or updated information (i.e., emerging impaired driving issues related to alcohol and/or drugs), which allows them to enhance their impaired driving enforcement efforts:

For CMI Intoxilyzer Trainings, CMI, Inc. instructors will conduct training on the Intoxilyzer 8000 and Intoxilyzer 9000 models for officers to become supervisors of breath alcohol testing instruments, which includes related responsibilities. The Oahu trainings will be hosted by the Hawaii State Department of Health. Depending on their need, the Maui Police Department may host a training on Maui.

DRE School will be conducted by the Honolulu Police Department on Oahu, and offered to representatives from the county police departments and Sheriff Division, as well as to interested county prosecutors, judges, and legislators.

HDOT will coordinate and implement a DRE In-Service Training for certified DREs, Traffic Commanders, county prosecutors and other personnel directly involved with Hawaii’s DRE program and impaired driving initiatives. Grant activity may include training and travel for Highway Safety Staff. Depending on their needs, county police departments may conduct ARIDE and SFST trainings.

## Intended Subrecipients

The subrecipients will include the Honolulu Police Department, Hawaii Police Department, Maui Police Department, Kauai Police Department, Hawaii State Department of Health and HDOT.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	164 Transfer Funds-AL	164 Alcohol	\$87,472.00		\$87,472.00
	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$134,277.00	\$0.00	

## Countermeasure Strategy: Impaired Driving Program Evaluation and Data

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

According to NHTSA's Highway Safety Program Guideline No. 8 for Impaired Driving, "each State should have access to and analyze reliable data sources for problem identification and program planning." As such, the Hawaii Department of Transportation (HDOT) is including Impaired Driving Program Evaluation and Data as a countermeasure strategy.

### Linkage Between Program Area

Without a Program Evaluation and Data component, HDOT would not be able to effectively measure the progress of its impaired driving program, from problem identification to evaluation of efforts. As a result, Hawaii's impaired driving program may not affect the growing number of impaired driving-related fatalities that occur in Hawaii.

### Rationale

In addition to NHTSA recommending States include Program Evaluation and Data as a component, it is an essential element in Hawaii's impaired driving program that enables HDOT to ensure its program activities are being implemented as intended, and resources are being allocated appropriately.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-02 (16)	Behavioral Survey

### Planned Activity: Behavioral Survey

Planned activity number: AL20-02 (16)

Primary Countermeasure Strategy ID:

## Planned Activity Description

### Intended Subrecipients

HDOT will be the only subrecipient for this planned activity.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Program Evaluation and Data

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$40,000.00		

## Countermeasure Strategy: Impaired Driving Program Management and Communications Program

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

The Hawaii Department of Transportation (HDOT) will be including Impaired Driving Program Management and Communications as one of its Countermeasure Strategies, based on NHTSA's recommendation in Highway Safety Program Guideline No. 8 for Impaired Driving.

Additionally, Hawaii's Impaired Driving Technical Assessment report included the following one and only Program Management recommendation:

Develop impaired driving grantee training for agencies such as prosecutors, law enforcement, and the judiciary for implementation, systems review, and injury crash data collection.

### Linkage Between Program Area

Without Program Management and a Communications Program, there would be no components to ensure that activities are implemented as intended, and activities such as high visibility enforcement are publicized. As a result, our impaired driving program would not be as an effective tool in combating impaired driving, which may result in an increase of impaired driving-related fatalities in Hawaii.

### Rationale

NHTSA's Highway Safety Program Guideline No. 8 for Impaired Driving recommends that a State's should include Program Management and Communications Program as components in its impaired driving program.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-02 (15)	Impaired Driving Communications Program

AL20-02 (22)	Impaired Driving Highway Safety Office Program Management
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## Planned Activity: Impaired Driving Communications Program

Planned activity number: AL20-02 (15)

Primary Countermeasure Strategy ID:

### Planned Activity Description

As part of our Impaired Driving Communications Program Planned Activity, HDOT will include the following initiatives:

#### Media Campaigns (Alcohol- and Drug-Impaired Driving)

##### Impaired Driving Media Contractor

##### Media Campaigns

HDOT will conduct a minimum of two statewide media campaigns in support of the national "Drive Sober or Get Pulled Over" impaired driving mobilizations. Funds will be used to purchase media buys to continue airing our alcohol- and drug-impaired driving public service announcements (PSA) to supplement high visibility enforcement; and may be used to sponsor local sporting events; for related media training, equipment purchases and media activities.

In addition, HDOT will continue to provide earned media support of impaired driving-related activities (i.e., enforcement, interviews) to supplement Hawaii's high visibility enforcement efforts.

##### Impaired Driving Media Contractor

HDOT will hire a media contractor to promote impaired driving messages and education. Funds will be used to hire a media consultant to conduct a statewide impaired driving media campaign. This will include education at community events, earned media events, as well as developing new educational material and if funds are available, a new PSA. Funds may also be used for related training, travel and equipment purchases.

### Intended Subrecipients

HDOT will be the only subrecipient.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Program Management and Communications Program

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	154 Transfer Funds-AL	154 Alcohol	\$450,000.00		\$0.00
	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$100,000.00		

## Planned Activity: Impaired Driving Highway Safety Office Program Management

Planned activity number: AL20-02 (22)

Primary Countermeasure Strategy ID:

### Planned Activity Description

As part of our Impaired Driving Highway Safety Office Management Planned Activity, HDOT will oversee and provide guidance for impaired driving-related projects. Funds will be used for program operations including reporting, monitoring, technical assistance and development of plans and application for impaired driving-related countermeasures. Grant activities may include travel and training for Highway Safety Staff.

In addition, based on NHTSA’s Impaired Driving Technical Assessment report’s Program Management recommendation, HDOT has expanded the grantee trainings to also include meetings with our traffic safety partners including prosecutors, law enforcement, and the judiciary (as applicable). To fulfill the recommendation, HDOT coordinates the following local traffic safety meetings:

Traffic Commanders

Impaired Driving Task Force

Strategic Highway Safety Plan

State Highway Safety Council

These traffic safety meetings have improved collaboration between HDOT, county police departments, county prosecutors and other traffic safety partners such as the Federal Highways Administration, Hawaii State Department of Health and MADD Hawaii.

### Intended Subrecipients

HDOT will be the only subrecipient.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Program Management and Communications Program

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	164 Transfer Funds-AL	164 Alcohol	\$225,000.00		\$0.00
	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$85,000.00		

### Countermeasure Strategy: Impaired Driving Prosecution and Adjudication

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

As part of Hawaii’s Impaired Driving program, HDOT will be including Prosecution and Adjudication as one of its Countermeasure Strategies, based on its mention in NHTSA’s Countermeasures That Work as a Deterrence Countermeasure Strategy.

Moreover, Prosecution and Adjudication are other components of our criminal justice system that Hawaii should utilize to achieve specific and general deterrence, according to Hawaii’s Impaired Driving Technical Assessment report and the NHTSA’s Highway Safety Program Guideline No. 8 for Impaired Driving. Furthermore, specific deterrence focuses on individual offenders and “seeks to ensure that impaired drivers will be detected, arrested, prosecuted and subject to swift, sure and appropriate sanctions” to ultimately reduce recidivism. Additionally, “general deterrence seeks to increase the public perception that impaired drivers will face severe consequences, discouraging individuals from driving impaired.”

### Linkage Between Program Area

Without a multi-pronged approach and close coordination between all criminal justice system components including Prosecution and Adjudication, the system will not work effectively. As a consequence, recidivism may not be reduced and individuals may not be deterred from driving impaired, possibly resulting in an increase in impaired driving-related fatalities on Hawaii's roadways.

Additionally, the following are some of the Prosecution- and Adjudication-related recommendations from Hawaii’s Impaired Driving Technical Assessment report:

- Restore funding levels and resources for OVUII prosecution and training.
- Assign experienced prosecutors to be involved in OUII prosecutions.
- Provide better opportunities for OVUII training for prosecutors.
- Restore statewide judicial education including regular substantive OVUII education and ensure that per diem judges are participants.
- Utilize the NHTSA Region 9 Judicial Outreach Liaison as an on-site source of impaired driving and ignition interlock device mini-seminar judicial education.
- Provide adequate funding for improvement of Judiciary Information Management Systems inter-agency ability to collect, maintain, and disperse electronic data and records.
- Increase the number of DUI courts by at least one per year.

### Rationale

HDOT included Prosecution and Adjudication as a Countermeasure Strategy based on NHTSA’s Highway Safety Program Guideline No. 8 for Impaired Driving reference to Prosecution and Adjudication as components that a State should include in its Impaired Driving program, and NHTSA’s Countermeasures That Work, listed Prosecution and Adjudication as another Deterrence Countermeasure Strategy to reduce impaired driving.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-02 (02)	Impaired Driving Prosecution and Adjudication: Judicial Initiatives
AL20-02 (03)	Impaired Driving Prosecution and Adjudication: Prosecutorial Initiatives

### Planned Activity: Impaired Driving Prosecution and Adjudication: Judicial Initiatives

Planned activity number: AL20-02 (02)

Primary Countermeasure Strategy ID: Impaired Driving Prosecution and Adjudication

## Planned Activity Description

As part of Hawaii's Impaired Driving Program, HDOT created an Impaired Driving Prosecution and Adjudication: Judicial Initiatives Planned Activity. This planned activity includes the following Judicial Initiatives:

Honolulu DWI Court

Judges Training

Court Monitoring

In addition, funds may be used for related training, travel and equipment purchase with prior approval from HDOT.

Honolulu DWI Court

The Hawaii State Judiciary Honolulu DWI Court will send representatives to attend a national conference to gain updated information; purchase equipment, and for monitoring-related costs.

National Conference for Judges

The Hawaii State Judiciary will conduct a statewide judicial training for district court judges on Oahu. In addition, the Judiciary will send one District Court judge to attend a National Judicial College course or national conference focused on impaired driving and highway safety issues to better understand impaired driving and highway safety issues. Upon their return, the judge will present what he or she learned to other district court judges.

Court Monitoring

HDOT will continue its Court Monitoring program to ensure consistency for impaired driving cases. Grant activities include providing training and stipends to court monitoring volunteers statewide, and may include training and travel for Highway Safety staff. Data will be compiled and given to stakeholders such as police, prosecutors and judges.

## Intended Subrecipients

The subrecipients will include the Hawaii State Judiciary and HDOT.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Prosecution and Adjudication

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	164 Transfer Funds-AL	164 Alcohol	\$121,267.00		\$0.00

## Planned Activity: Impaired Driving Prosecution and Adjudication: Prosecutorial Initiatives

Planned activity number: AL20-02 (03)

Primary Countermeasure Strategy ID: Impaired Driving Prosecution and Adjudication



## Planned Activity Description

### Intended Subrecipients

The subrecipients include the Hawaii County's Office of the Prosecuting Attorney, Kauai County's Office of the Prosecuting Attorney, Maui County's Office of the Prosecuting Attorney and City & County of Honolulu's Department of the Prosecuting Attorney.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Prosecution and Adjudication

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	154 Transfer Funds-AL	154 Alcohol	\$375,985.87		\$375,985.87
	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$24,741.50		

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

Motorcycle, Motor Scooter and Moped Safety

They represent 29 percent of all the roadway fatalities for 2018 yet, they represent only 3 percent of registered vehicles in the state of Hawaii.



### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	25
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	13

### Countermeasure Strategies in Program Area

Countermeasure Strategy
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## Countermeasure Strategy: MC Program Management

Program Area: Motorcycle Safety

### Explanation of the Problem

In 2018, there were 34 motorcycle, moped, motor scooter deaths in Hawaii. This is up from 2017's 25 fatalities. This is the worst year for motorcycle, motor scooter and moped fatalities since 2012 which had 42 fatalities.

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

22 of the 34 (64.7%) were speeding

22 of the 34 (64.7%) tested positive for alcohol and/or drugs

16 of the 32 weren't properly licensed. The other two were passengers.

22 of the 34 weren't wearing a helmet.

### Problem Identification

Hawaii only has a partial helmet law. It is for those under the age of 18 years old. Helmets are still the best way to save lives and prevent head injuries.

Enforcement is light on these type of vehicles because police have a no pursuit policy especially on Oahu where population density is high making enforcement dangerous for the officers and the public. Licensing and motorcycle safety training help to increase the rider's skills on the road. Not having the proper riding skills can also be a deadly mistake. For 2018, eight were single vehicle crashes, 14 were "negotiating a curve" and nine were considered either a right or left roadside departure.

Unfortunately, there is a downtrend to taking the basic rider motorcycle safety education courses. In 2012, we 2019 students take the motorcycle rider safety course. In 2018, we only had 706. Ensuring that each person gets trained to ride will help them maintain control in many roadway incidents thus lessen the chance of losing their lives. Also, they are opportunities to educate the rider to making smarter choices such as using a helmet, not ride above their skills level and not riding impaired.

Funds are needed to ensure to create more public awareness to take these classes as well as ensure that we consistently have experienced rider coaches and train the trainers available to train those that wish to take a basic rider course.

The lack of funds to offer consistent advanced rider courses is a part of this problem. While the basic rider course teaches the novice rider the functions of a basic lower powered motorcycle and how to do basic maneuvers, the advanced rider courses teaches the rider to understand the motorcycle or scooter they have chosen to ride on our roadways at normal roadway speeds. This may encourage the older riders who haven't been riding in several years to come forward or those who wish to test their existing riding skills. Giving riders a way to bond with a new more powerful bike, refresh their riding skills as they age or to get the latest information on safety is another step to increasing the capabilities of the rider so that they can make better decisions. Being that the average age of the riders that are involved in the crashes are between 45 years old and 55 years old, this could further help reduce the number of motorcycle fatalities. By bolstering education and outreach, we hope to

decrease motorcycle fatalities for the next year.

### Project Safety Impacts

Grant funds will be used to manage the grants in the motorcycle program area to provide guidance to ensure that goals will be met. Program manager will also oversee the media contract.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses.

### Linkage Between Program Area

Through training and community awareness, we seek to reduce Hawaii's motorcyclist fatalities and injuries.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses and reallocate funds as needed.

### Rationale

The funds will be used for program operations including reporting, monitoring and technical assistance to ensure that program goals are met.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC20-07 (02)	DOT Motorcycle Media Campaign
MC20-07 (03)	MC Program Management

### Planned Activity: DOT Motorcycle Media Campaign

Planned activity number: MC20-07 (02)

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Highway Safety Section staff will use grant funds to conduct a statewide media campaign in support the national Motorcycle Safety Month in May. Grant funds will be used to develop media messages as well as to purchase radio/television/movie theater advertising schedule to air public service announcements to educate the public about sharing the road and to "look twice" for motorcyclists.

#### Intended Subrecipients

The HDOT's Highway Safety Section staff and general public.

#### Countermeasure strategies

Countermeasure Strategy
MC Program Management

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$21,000.00		

## Planned Activity: MC Program Management

Planned activity number: MC20-07 (03)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation will use grant funds to monitor motorcycle sub grantees to ensure the project goals are met.

### Intended Subrecipients

The Hawaii Department of Transportation's Traffic Safety Section.

### Countermeasure strategies

Countermeasure Strategy
MC Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$37,000.00		

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

### Description of Highway Safety Problems

Pedestrian and bicycle fatalities continue to be a major traffic concern for Hawaii. Grant funds will be used to conduct enforcement as well as education and community outreach to remind drivers, pedestrians and bicyclists understand Hawaii's laws and what their responsibilities are as roadway users. Through these efforts, we hope to reduce pedestrian and bicycle fatalities and injuries.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses.

1. Hawaii has year-round walking and biking weather. This means that more people can be out during more times in the year than many of the other states. According to State data, in 2018, there were 44 pedestrian and 2 bicycle deaths in Hawaii. This is up from 2017's 15 fatalities. This is the worst year for pedestrian fatalities ever. Pedestrian deaths represent almost 38 percent of the 117 roadway fatalities for 2018. They outnumbered the motor vehicle occupant deaths for the first time as well.

Of the 44 pedestrians, 33 were males and 11 were females with the average age being 55. Even though none of those fatalities were children, it is still important to educate them so that they grow up with proper pedestrian safety behaviors and can be positive pedestrian safety influencers for their parents and grandparents.

Those pedestrians that over 65 years old represented 39% or 17 of the 44. Because seniors still represent a large portion of our fatalities, it is imperative that our outreach to our seniors continue. Because the Senior Life Fair is no longer being done, other venues will have to be sought out to ensure that the outreach continues.

By Island:

Oahu – 27

Hawaii Island – 7

Maui – 7

Kauai – 3

Impairment – Although it is good that these people were not driving, walking while impaired could lead to seriously misjudging their abilities to cross the street or just deciding to be in the middle of the roadway improperly.

22 of the 44 or 50% were impaired with alcohol levels above .08 BAC and/or had some form of drugs in their system.

6 of the 21 had higher than .2 BAC. The highest was .24

Location – where the pedestrians and what they were doing are also important to determining our outreach strategies. Just because they are on the road, doesn't mean that they were trying to cross the street. Many people walk on the side of the road due to poor sidewalk conditions or lack of sidewalks to walk on. This can increase their chance of injuries and death, especially if there is poor visibility. Because of the large number of these types of incidents, it became imperative that we emphasized visibility and to take extra precautions on walking on the roadway when we do our outreach to those communities whose infrastructure is less developed than others. It also allows us to reach out to our engineers to see if there are any improvements that are being planned so that we can outreach to the community how to be safe until these improvements can be implemented.

22 of the 44 were not in an intersection, on the roadway, but not in a marked crosswalk

11 of the 44 were at an intersection, in a marked crosswalk

6 of the 44 were on the shoulder of the road

Time of Day –

Dusk to Dawn hours (6pm-6am) – 37 of the 44 or 84% occurred during this time. Visibility is crucial to alerting the drivers that there is a pedestrian in the roadway. The dusk to dawn hours has continued to be the most fatal times of the day to pedestrians and continues to be an emphasis in all our outreach.

Enforcement

Due to internal investigations earlier this year, most grant activity had been halted to assess the situation. After the assessment, a new policy was instituted where all officers doing overtime for a grant activity had to partner with someone else to conduct the activity. This additional step

discouraged officers from doing so because they would have to coordinate with someone else that has the same schedule and is willing to do the overtime while on their day off. However, we will continue to support them and their other efforts such as community outreach events and sign waving initiatives.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	23
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	2

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Pedestrian & Bicycle Safety Training
Pedestrian Safety Campaign
Targeted Bicycle Enforcement
Targeted Pedestrian Enforcement

### Countermeasure Strategy: Pedestrian & Bicycle Safety Training

Program Area: Non-motorized (Pedestrians and Bicyclist)

#### Project Safety Impacts

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses.

#### Linkage Between Program Area

Because of the rise in pedestrian fatalities, education, along with enforcement, are key components to reducing fatalities and injuries. In addition to reminding pedestrians and as well bicyclists of the appropriate traffic laws, education will provide them with safety tips and techniques.

#### Rationale

Education is a proven countermeasure as per NHTSA's countermeasures that work.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-08 (03)	DTS Bicycle Safety
PS20-08 (06)	DTS Pedestrian Safety

### Planned Activity: DTS Bicycle Safety

Planned activity number: PS20-08 (03)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The City & County of Honolulu's Department of Transportation Services will send two traffic safety representatives to the Lifesavers Convention and/or other conference relevant to bicycle safety approved by HDOT to find innovative ways to improve bicycle safety. They will accomplish this by networking with peers and participating in workshops to find innovative strategies that can be implemented in Hawaii to reduce bicycle fatalities and injuries.

### Intended Subrecipients

The City & County of Honolulu's Department of Transportation Services.

### Countermeasure strategies

Countermeasure Strategy
Pedestrian & Bicycle Safety Training

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405h Nonmotorized Safety	405h Training	\$8,000.00		

### Planned Activity: DTS Pedestrian Safety

Planned activity number: PS20-08 (06)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The City & County of Honolulu's Department of Transportation Services will use grant funds to conduct traffic safety education programs such as their Be Safe Be Seen Halloween safety program, senior events and fairs and summer fun programs. Grant funds will be used to print pedestrian safety tip booklets that will be distributed to participants statewide.

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

### Intended Subrecipients

The City & County of Honolulu's Department of Transportation Services.

### Countermeasure strategies

Countermeasure Strategy
Pedestrian & Bicycle Safety Training

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405h Nonmotorized Safety	405h Public Education	\$45,491.00		

## Countermeasure Strategy: Pedestrian Safety Campaign

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

By conducting year round educational media campaigns (television, print and movie theater advertising) we hope to educate both pedestrians and motorist safer behaviors we hope to reduce the number of pedestrian fatalities.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses.

### Linkage Between Program Area

The media campaign will remind pedestrians and motorists about appropriate traffic laws to help them make better decisions to reduce pedestrian fatalities and injuries.

### Rationale

Pedestrian training, to help pedestrian make better decisions, is a strategy that is included in NHTSA's Countermeasures that Work document. This strategy received a one star rating for effectiveness.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-08 (08)	DOT Pedestrian Media Campaign

## Planned Activity: DOT Pedestrian Media Campaign

Planned activity number: PS20-08 (08)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation will use grant funds to purchase radio/television/movie theater advertising schedule to air a public service announcement to educate the public about pedestrian safety during Hawaii's Pedestrian Safety Month and throughout the year.

### Intended Subrecipients

The Hawaii Department of Transportation. We may also hire a media contractor for the pedestrian program area.

## Countermeasure strategies

Countermeasure Strategy
Pedestrian Safety Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405h Nonmotorized Safety	405h Public Education	\$80,000.00		

## Countermeasure Strategy: Targeted Bicycle Enforcement

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

Enforcement, along with education, is a proven method to reduce compliance with appropriate traffic laws. By increasing compliance with current laws, we hope to reduce fatalities and injuries.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses.

### Linkage Between Program Area

Enforcement, along with education, is a proven method to reduce compliance with appropriate traffic laws. In addition to the enforcement, we will continue to fund training for bicyclists as well as community outreach to both drivers and bicyclists.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorist program progress to identify weaknesses. We will continue to monitor data and identify trends and/or high incident locations and reallocate resources appropriately.

### Rationale

Targeted enforcement to increase compliance with appropriate traffic laws by both bicyclists and motorists is a strategy that is included in NHTSA's Countermeasures that Work. It received a one star rating for effectiveness.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-08 (02)	HPD Bicycle Enforcement

### Planned Activity: HPD Bicycle Enforcement

Planned activity number: PS20-08 (02)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Honolulu Police Department will use grant funds to conduct 500 overtime hours of enforcement of appropriate traffic laws by both bicyclists and motorists to increase compliance and reduce fatalities.



Enforcement activities will be conducted on state and county roadways where fatalities or serious injury collision have occurred and other areas of concern.

### Intended Subrecipients

The Honolulu Police Department.

### Countermeasure strategies

Countermeasure Strategy
Targeted Bicycle Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$41,576.85		

### Countermeasure Strategy: Targeted Pedestrian Enforcement

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our non-motorized program progress to identify weaknesses.

### Linkage Between Program Area

Enforcement, along with education, is a proven strategy to increase compliance with appropriate traffic laws by both pedestrians and motorists.

### Rationale

Targeted enforcement to increase compliance with appropriate traffic laws is a strategy in NHTSA's Countermeasures that Work document. This strategy received a three star rating in effectiveness.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-08 (01)	HPD Pedestrian Enforcement

### Planned Activity: HPD Pedestrian Enforcement

Planned activity number: PS20-08 (01)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Honolulu Police Department will conduct approximately 1,500 overtime hours of targeted enforcement to increase compliance with appropriate traffic laws by both pedestrians and motorists on state and county roads to reduce pedestrian fatalities and injuries.

## Intended Subrecipients

The Honolulu Police Department.

## Countermeasure strategies

Countermeasure Strategy
Targeted Pedestrian Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$124,730.55		

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

### Description of Highway Safety Problems

#### Occupant Protection

When used properly, seat belts are the most effective tool in reducing motor vehicle fatalities and injuries.

Child passenger restraints can reduce deaths by as much as 71% for infants and 54% for toddlers.

#### Explanation of the Problem

Hawaii has one of the highest seat belt usage rates in the nation and has had a usage rate of more than 90 percent for the last decade. However, of the 59 passenger vehicle fatalities in 2017, 21 were unrestrained. In addition to not wearing a seat belt, other primary collision factors include being impaired and speeding.

A higher percentage of unbelted fatalities occur at night, in all age populations.

The Hawaii Department of Transportation and our partners believe that we can increase seat belt and child restraint usage rates through a combination of High Visibility Enforcement and education.

As such, we are providing funding for overtime enforcement to Hawaii's four county police departments for seat belt/child restraint enforcement.

Funds will also be distributed to each of the four counties to conduct child passenger safety presentations, community car seat checks and to maintain the child restraint inspection stations.

#### Occupant Protection Enforcement Statistics (Oct. 1, 2017 – Sept. 30, 2018)

	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded Seat Belt Citations	5,674	582	1,199	233	7,688
County Funded Seat Belt Citations	2,415	610	1,215	123	4,363

Grant Funded Child Restraint Citations	275	27	80	11	393
County Funded Child Restraint Citations	407	21	313	26	767

#### Types of data

Hawaii will review FARS fatality and Passenger Vehicle Occupant Fatality (all seat position) data to identify possible trends and areas where improvements can be made.

We will also use data from our two, annual seat belt observational surveys that are conducted by the University of Hawaii. In addition to the usage rate data, the report also identifies seat belt usage rates at observation points so that we can identify areas where seat belt usage rates are low.

We will also Hawaii’s annual Child Restraint observation survey report to identify areas where compliance is low. Grant funds will be used for additional enforcement and education in those areas with low compliance rates.

#### State of Hawaii Overall Seat Belt Use

Year	Statewide Use Rate
2019 (Winter)	97.9%
2018 (Summer)	97.83%
2017 (Summer)	96.9%
2016 (Summer)	94.5%
2015	92.9%

#### Daytime Seat Belt Use Rate by County, June 2018 to January 2019

	January 2019	June 2018
Honolulu	98.31%	99.09%
Maui	97.56%	97.07%
Hawaii	96.32%	93.17%
Kauai	97.33%	96.64%
State	97.9%	97.83%

#### Daytime Back Seat Belt Use Rate by County, January 2019

	Use Rate
Honolulu	93.68%
Maui	96.76%
Hawaii	76.15%
Kauai	97.65%
State	91.89%

#### Linkage Between Program Area

According to NHTSA, “High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law

enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This countermeasure strategy includes a media and educational campaign that will enhance the “high visibility” in the HVE occupant protection enforcement campaign. Education will focus on Hawaii’s seat belt and child restraint laws and the consequences of not wearing seat belts or using child restraints. By showing the consequences, we hope to change behavior and increase seat belt and child restraint usage to reduce traffic-related fatalities and injuries.

**Program Identification**

Hawaii’s goal is to increase seat belt and child restraint usage rates to reduce motor vehicle occupant fatalities and injuries.

The four county police departments will conduct year-round HVE enforcement, day and night. Enforcement will be conducted in high incident areas, low usage rate areas as identified by our observational surveys and areas with high traffic volume. All four county police departments will participate in the national Click it or Ticket mobilization as well as national Child Passenger Safety week.

Our community car seat checks will continue to be held statewide to ensure that 100 percent of the population has access to these services. Child restraint inspection stations are available in all four counties, also to ensure that 100 percent of the population has access to these services. All four counties will conduct special events in support on the national Child Passenger Safety Week.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	21.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	98

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Communication Campaign
CPS Training - Instructor and Technician
OP - Communication Campaign

OP Program Management
OP Sustained Enforcement

## Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

### Project Safety Impacts

The Hawaii Department of Transportation (HDOT) will issue grants to each of Hawaii’s four counties to ensure that there are adequate community car seat checks and child restraint inspections stations to provide services to 100 percent of Hawaii's population.

In addition to funding the coordination of community car seat checks and maintenance of the child restraint inspection stations, HDOT will also provide funding to maintain our current CPS instructors and technicians, while providing funding to increase the number of technicians.

### Linkage Between Program Area

To increase child safety seat usage, and to ensure that seats are installed correctly, we plan to continue funding child restraint inspection stations throughout the state so that 100 percent of the population has access to these resources.

We will continue to coordinate community car seat checks statewide during the grant period. Community car seat checks will also be available to 100 percent of the state's population, rural and urban.

### Rationale

This is a countermeasure from NHTSA's Countermeasures that Work document. It is a proven strategy that increases correct child restraint use.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-04 (02)	Maui Child Restraint Program
OP20-05 (0104)	Kauai Police Department Occupant Protection
OP20-05 (03)	Oahu Child Restraint Program
OP20-05 (05)	Hawaii County Child Restraint Program
OP20-05 (06)	Hawaii Fire Department Child Restraint Program

### Planned Activity: Maui Child Restraint Program

Planned activity number: OP20-04 (02)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Maui Police Department will use grant funds to provide a minimum of 12 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 for overtime enforcement of 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 will also be used to pay for a part-time program administrator and child restraint inspection station coordinator. Additionally, funds will be

used to purchase child safety seats, restraint inspection station supplies (car seat manuals, car seat identification card supplies), brochures, and tent repair parts. Travel and freight for community car seat checks on Lanai and Molokai are also included. Grant funds will also be used to provide logistical support and lunches for the CPS Instructor/Technician update in Honolulu. Providing lunch is necessary as the training will be held at the airport and there is nowhere to purchase food. Grant funds may be used for related training, travel and equipment/supply purchases if approved by the Highway Safety Office.

### Intended Subrecipients

The Maui Police Department

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$62,475.00		

### Planned Activity: Kauai Police Department Occupant Protection

Planned activity number: OP20-05 (0104)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Kauai Police Department will use grant funds to hire a county coordinator for Kauai's child passenger safety program. Duties will include maintaining the child restraint inspection stations as well as coordinating community car seat checks. The coordinator will also be responsible for coordinating all instructor and technician training and updates. Grant funds may be used for related training and travel if approved by the Hawaii Department of Transportation.

### Intended Subrecipients

The Kauai Police Department

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$154,522.00		
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## Planned Activity: Oahu Child Restraint Program

Planned activity number: OP20-05 (03)

Primary Countermeasure Strategy ID:

### Planned Activity 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 (tents and child safety seats) for the inspection stations and community car seat checks. Additionally, funds will be used to pay for a coordinator and lead instructor to oversee the inspection stations, community car seat checks and technician training expenses. KIPC will also use grant funds to pay for a program coordinator, storage fees for all of the equipment and technician renewal fees. Grant funds may be used for related training, travel and equipment purchases if approved by the Highway Safety Office.

### Intended Subrecipients

The Keiki Injury Prevention Coalition.

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$115,500.00		

## Planned Activity: Hawaii County Child Restraint Program

Planned activity number: OP20-05 (05)

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funds will be utilized 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 East Hawaii Kiwanis Foundation will use funds to continue its responsibility for the

child passenger safety program in Hawaii County by hiring a part time coordinator to 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, eight community child safety seat clinics and maintain their child restraint inspection stations. HACH 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 Fire Department in their recruit training; and certify EMS personnel in CPS. They are also planning to conduct two standardized CPS Technician Courses and two Renewal or Technical Updates classes. 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 annual Lifesavers Conference or to the Kids in Motion Conference, to purchase car seat supplies and for mileage for the program coordinator and volunteers. Grant funds may be used for related training, travel and equipment purchases if approved by the Highway Safety Office.

### Intended Subrecipients

Hawaii County Child Restraint Program.

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$57,000.00		

### Planned Activity: Hawaii Fire Department Child Restraint Program

Planned activity number: OP20-05 (06)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The goal of Hawaii County Fire Department’s (HCFD) Child Passenger Safety Clinics is to increase awareness, education and the proper usage of child restraints throughout Hawaii County by educating and ensuring the proper utilization of child safety seats. HCFD will use grant funds for overtime to conduct a minimum of eight clinics, to send one staff member to the Lifesavers Conference, four to the Instructor/Technician update in Honolulu and to purchase educational materials for distribution. Grant funds will also be used to purchase child safety seats, training for two instructors and recertification for 55 fire department personnel. In return, they will absorb the rest of the personnel costs for the coordinator and conduct a media campaign to promote the program.

Grant funds may be used for related training, travel and equipment purchases if approved by the Highway Safety Office.



## Intended Subrecipients

The Hawaii County Fire Department

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$16,586.82		

## Countermeasure Strategy: CPS Communication Campaign

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

### Project Safety Impacts

The Hawaii Department of Transportation (HDOT) will expend grant funds to conduct a minimum of one statewide media campaign in support of the National Child Passenger Safety Week and one statewide training for instructors and technicians.

This grant will be administered through the HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air a public service announcement to educate the public about Hawaii's child restraint law. Funds will also be used to order educational posters and brochures. Grant funds may be used for related media training, travel and equipment purchases and media activities.

### Linkage Between Program Area

Education is a major component for this strategy. The public needs to know what Hawaii's child restraint law and what the requirements are. They also need assistance selected a seat and need to know that there are resources (community car seat checks and child restraint fitting stations) to ensure that the seats are properly secured.

### Rationale

This strategy is one that is included in NHTSA's Countermeasures that Work document.

It has a two-star program for showing improvement.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-05 (09)	DOT CPS Media Campaign

## Planned Activity: DOT CPS Media Campaign

Planned activity number: OP20-05 (09)

Primary Countermeasure Strategy ID:

## Planned Activity Description

To conduct a minimum of one statewide media campaign in support of the National Child Passenger Safety Week and one statewide training for instructors and technicians.

This grant will be administered through the HDOT. We will use grant funds to purchase radio/television/movie theatre advertising schedules to air a public service announcement to educate the public about Hawaii's child restraint seat law. Funds will also be used to conduct a statewide CPS Instructor/Technician update in Honolulu, including bringing in a mainland expert, logistics, awards (plaques) for top volunteers and parking validation for Honolulu training attendees. Funds will also be used to order educational posters and brochures. Grant funds may be used for related media training, travel and equipment purchases and media activities.

## Intended Subrecipients

The Hawaii Department of Transportation.

## Countermeasure strategies

Countermeasure Strategy
CPS Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$35,000.00		

## Countermeasure Strategy: CPS Training - Instructor and Technician

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

## Project Safety Impacts

The Hawaii Department of Transportation (HDOT) will conduct a minimum of one statewide training for instructors and technicians.

## Linkage Between Program Area

Education is a key component of our child passenger safety program. It is the CPS instructors and technicians who staff the restraint inspection stations as well as the community car seat checks. As they are dealing with safety, we want our instructors and technicians to have the most current information available.

## Rationale

This is a strategy that is included in NHTSA's Countermeasures that Work document and received a two star rating for effectiveness.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-05 (10)	CPS Training

## Planned Activity: CPS Training

Planned activity number: OP20-05 (10)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation will expend grant funds to conduct a minimum of one statewide child passenger safety training for instructors and technicians.

### Intended Subrecipients

The Hawaii Department of Transportation.

### Countermeasure strategies

Countermeasure Strategy
CPS Training - Instructor and Technician

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$10,000.00	\$0.00	

## Countermeasure Strategy: OP - Communication Campaign

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

### Project Safety Impacts

Hawaii's 2017 seat belt usage rate was 96.9 percent, among the highest in the nation. Seat belts have been proven to be effective in saving lives. The number of motor vehicle fatalities and injuries can be reduced by increasing the amount of people who are properly restrained at all times. This can be achieved through enforcement and education.

HDOT will continue to monitor FARS, the Hawaii State Traffic Accident Reporting System, the annual seat belt observational surveys and annual attitudinal surveys to monitor the effectiveness of our media campaigns and messages.

### Linkage Between Program Area

The number of motor vehicle fatalities and injuries can be reduced by increasing the amount of people who are properly restrained at all times. This can be achieved through high visibility enforcement and a strong media campaign to support enforcement efforts. It is also important to conduct a media campaign to educate people about Hawaii's universal seat belt law and the benefits of using a seat belt.

### Rationale

Communications and outreach supporting enforcement is a strategy in NHTSA's Countermeasures that Work document. It received a five star rating for effectiveness.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-05 (8)	DOT CIOT Campaign

## Planned Activity: DOT CIOT Campaign

Planned activity number: OP20-05 (8)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Highway Safety Section will coordinate a high visibility media campaign, both paid and earned media, to promote the seat belt law high visibility enforcement programs year round. Additionally, HDOT will participate in the annual Click It or Ticket mobilization by supporting law enforcement and educating the public about Hawaii's universal seat belt law.

### Intended Subrecipients

The Hawaii Department of Transportation. We may hire a media contractor for this program area.

### Countermeasure strategies

Countermeasure Strategy
OP - Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$35,000.00		

## Countermeasure Strategy: OP Program Management

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

### Project Safety Impacts

The Hawaii Department of Transportation will use funds to monitor all occupant protection sub grantees to ensure that project goals are met.

### Linkage Between Program Area

The Hawaii Department of Transportation will use funds to monitor all occupant protection sub grantees to ensure that project goals are met.

### Rationale

This is for HDOT traffic safety staff to manage the occupant protection program area.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-05 (11)	OP Program Management

## Planned Activity: OP Program Management

Planned activity number: OP20-05 (11)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Traffic Safety Section staff will use grant funds to monitor all occupant protection sub grantees to ensure that project goals are met.

### Intended Subrecipients

The HDOT Highway Safety Section staff.

### Countermeasure strategies

Countermeasure Strategy
OP Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b OP High (FAST)	\$15,000.00	\$0.00	

## Countermeasure Strategy: OP Sustained Enforcement

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

### Project Safety Impacts

As of June 2018, Hawaii had a seat belt usage rate of 97.83 percent, one of the highest in the nation. During FFY 2020, we will evaluate our programs in order to increase the seat belt usage rate to 98 percent. Despite having one of the highest usage rates in the nation, of Hawaii's 59 passenger vehicle occupant fatalities in 2017, 21 were unrestrained. We hope to increase seat belt usage to decrease the number of motor vehicle fatalities by continuing to support enforcement of Hawaii's universal seat belt and child passenger safety laws..

We will monitor Hawaii's FARS data, State crash data, our observational usage rates data as well as our attitudinal survey to monitor our occupant protection program progress to identify weaknesses.

### Linkage Between Program Area

Sustained enforcement is vital to increasing seat belt and child restraint usage rates.

### Rationale

Sustained enforcement is a strategy that is included in NHTSA's Countermeasures That Work document. It received a three star rating for effectiveness.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-05 (01)	OP Sustained Enforcement

## Planned Activity: OP Sustained Enforcement

Planned activity number: OP20-05 (01)

Primary Countermeasure Strategy ID:

### Planned Activity Description

Hawaii's four county police departments will conduct year-round High Visibility Enforcement of Hawaii's universal seat belt and child restraint laws. This includes participation in the annual Click It or Ticket mobilization and night time enforcement.

### Intended Subrecipients

Honolulu Police Department, Hawaii Police Department, Kauai Police Department and the Maui Police Department.

### Countermeasure strategies

Countermeasure Strategy
OP Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High HVE (FAST)	\$612,921.00		

## Program Area: Planning & Administration

### Description of Highway Safety Problems

#### Program Overview

The Planning & Administration (P&A) 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; and
- Generally promoting and coordinating traffic safety in Hawaii.

#### Goals & Performance Measures

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

## Associated Performance Measures

### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA20-00 (02)	Fiscal Coordinator	
PA20-00 (01)	Program Administration	

#### Planned Activity: Fiscal Coordinator

Planned activity number: PA20-00 (02)

Primary Countermeasure Strategy ID:

Develop a coordinated HSP/Performance Plan by July 1, 2019.

Maintain and update, as needed, an evidence-based traffic safety enforcement plan that outlines strategies and initiatives to prevent traffic violations; crashes; and crash fatalities and injuries in program areas and locations most at risk for such incidents.

Law enforcement are strongly encouraged to use evidence-based strategies identified in Countermeasures-That-Work or other best available research such as high-visibility enforcement, saturation patrols and special operations.

Adjustments may be made to this enforcement plan based upon continuous evaluation and monitoring of traffic-related data.

Communication and educational elements will be implemented to support enforcement efforts.

Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.

Conduct an active public awareness and community support program during Federal Fiscal Year (FFY) 2020.

Support highway safety legislation.

Develop the Annual Report for FFY 2019 by December 31, 2019.

Utilize all available means for improving and promoting the Hawaii traffic safety program.

#### Planned Activity Description

The fiscal coordinator will manage the Highway Safety Section's daily administrative tasks, process grant agreements and review grant reimbursement requests.

#### Intended Subrecipients

The Hawaii Department of Transportation's Highway Safety Section's fiscal coordinator.

#### Countermeasure strategies

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$68,000.00		\$68,000.00

## Planned Activity: Program Administration

Planned activity number: PA20-00 (01)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation's Highway Safety Section will use the grant funds to administer the highway safety program for the State of Hawaii. Funds will also be used for travel to meetings and conferences.

### Intended Subrecipients

Hawaii Department of Transportation's Highway Safety Section staff and sub grantees.

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$135,000.00		\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

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

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

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8

### Countermeasure Strategies in Program Area

Countermeasure Strategy
PT Program Management
Traffic Crash Investigation

## Countermeasure Strategy: PT Program Management

Program Area: Police Traffic Services

### Project Safety Impacts



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## Linkage Between Program Area

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## Rationale

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### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-01 (05)	Law Enforcement Liaison

## Planned Activity: Law Enforcement Liaison

Planned activity number: PT20-01 (05)

Primary Countermeasure Strategy ID:

## Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Highway Safety Section will contract a Law Enforcement Liaison (LEL) to improve communication between the four county police departments, county prosecutors and HDOT by coordinating quarter meetings. The LEL is also responsible for Hawaii's ignition interlock program, traffic safety legislation and assists with Hawaii's Traffic Records Coordinating Committee and Impaired Driving Task Force.

## Intended Subrecipients

The Hawaii Department of Transportation contractor Robert Lung.

## Countermeasure strategies

Countermeasure Strategy
PT Program Management
Traffic Crash Investigation

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$83,139.00		\$83,139.00

## Countermeasure Strategy: Traffic Crash Investigation

Program Area: Police Traffic Services

## Project Safety Impacts

Having accurate data is vital for traffic safety programs. It provides the Hawaii Department of Transportation (HDOT) and its partners with information that assists with determining our priorities and use of resources. The HDOT regularly reviews the data to identify possible traffic safety trends and/or high incident locations so the resources (grant funded enforcement and education) can be redirected to those areas.

## Linkage Between Program Area

Advanced traffic crash investigation training is crucial to the accurate collecting of data which is utilized to assess and prioritize funding resources to reduce motor vehicle fatalities and injuries.

Funding will also be used for statewide meetings with key traffic stakeholders to share data and information. Travel to national traffic safety conferences, such as Lifesavers, is included as HDOT's subgrantees will be able to learn about innovative programs that might be able to be implemented in Hawaii to reduce motor vehicle fatalities and injuries.

## Rationale

Accurate and complete data is necessary for both the FARS and Hawaii State Traffic Accident Reporting System databases. The data enables the HDOT and its partners to direct our resources to reduce motor vehicle fatalities and injuries.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-01 (01)	HPD Traffic Services
PT20-01 (04)	KPD Traffic Services
PT20-01 (05)	Law Enforcement Liaison
PT20-01 (06)	Traffic Safety Liaison
PT20-01 (08)	DOT Traffic Branch - Lifesavers
PT20-01 (09)	DOT Traffic Branch - Traffic Safety Meetings
PT20-01 (10)	PT Program Management
PT20-02 (02)	HCPD Traffic Services
PT20-02 (03)	MPD Traffic Services

## Planned Activity: HPD Traffic Services

Planned activity number: PT20-01 (01)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Honolulu Police Department will increase the number of officers trained in advanced traffic accident reconstruction by coordinating four Institute of Police Technology and Management courses on Oahu. The courses will be open to the three neighbor island police departments. Grant funds will also be utilized to send officers to the national conferences that relate to traffic accident reconstruction and to host a LEICA Point Cloud and Scan Station training.

### Intended Subrecipients

The Honolulu Police Department.

### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$151,110.00		\$0.00

### Planned Activity: KPD Traffic Services

Planned activity number: PT20-01 (04)

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Kauai Police Department will use grant funds to increase the number of officers trained in advanced traffic accident reconstruction and other traffic crash related courses. Their officers will attend the Institute of of Police Technology and Management courses hosted by the Honolulu Police Department. Grant funds will also be used to host a Leica ScanStation training and to purchase DCR cable upgrades.

#### Intended Subrecipients

The Kauai Police Department.

#### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$51,195.00		\$51,195.00

### Planned Activity: Law Enforcement Liaison

Planned activity number: PT20-01 (05)

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Hawaii Department of Transportation's (HDOT) Highway Safety Section will contract a Law Enforcement Liaison (LEL) to improve communication between the four county police departments, county prosecutors and HDOT by coordinating quarter meetings. The LEL is also responsible for Hawaii's ignition interlock program, traffic safety legislation and assists with Hawaii's Traffic Records Coordinating Committee and Impaired Driving Task Force.

#### Intended Subrecipients

The Hawaii Department of Transportation contractor Robert Lung.

#### Countermeasure strategies

Countermeasure Strategy
PT Program Management
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$83,139.00		\$83,139.00

### Planned Activity: Traffic Safety Liaison

Planned activity number: PT20-01 (06)

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Traffic Safety Liaison will assist the Hawaii Department of Transportation's Highway Safety Section staff with the implementation of the e-citation program, legislation and driver's license compliance issues by facilitating communication between State and County partners. The liaison's primary function will be traffic safety legislation and ignition interlock driver's licensing issue in respect to reciprocity.

#### Intended Subrecipients

The Hawaii Department of Transportation.

### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$50,000.00		\$50,000.00

### Planned Activity: DOT Traffic Branch - Lifesavers

Planned activity number: PT20-01 (08)

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Hawaii Department of Transportation's Traffic Branch is responsible for the Traffic Accident Reporting System as well as Hawaii's Strategic Highway Safety Plan. As they are responsible for the State's traffic data as well as coordinating traffic safety programs and meetings, it is vital for their staff to have current information on trends and innovative traffic safety programs. One of the ways they can achieve this is to send one

representative to the annual Lifesavers Conference.

### Intended Subrecipients

The Hawaii Department of Transportation's Traffic Branch.

### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$7,240.00		\$0.00

### Planned Activity: DOT Traffic Branch - Traffic Safety Meetings

Planned activity number: PT20-01 (09)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Hawaii Department of Transportation's Traffic Branch's goal is to reduce motor vehicle fatalities and injuries by implementing strategies identified in Hawaii's Strategic Highway Safety Plan. They will use grant funds to conduct statewide traffic safety meetings. The meetings will help identify the State's key safety needs and to guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on public roads through a cooperative process that include in put from public and private stakeholders.

### Intended Subrecipients

The Hawaii Department of Transportation's Traffic Branch.

### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,034.00		\$0.00

### Planned Activity: PT Program Management

Planned activity number: PT20-01 (10)

Primary Countermeasure Strategy ID:

## Planned Activity Description

The funds will be used for program operations including reporting, monitoring, technical assistance to ensure that goals are met.

## Intended Subrecipients

The Hawaii Department of Transportation.

## Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$5,000.00		\$0.00

## Planned Activity: HCPD Traffic Services

Planned activity number: PT20-02 (02)

Primary Countermeasure Strategy ID:

## Planned Activity Description

The Hawaii County Police Department's goal is to increase the number of officers trained in advanced traffic accident reconstruction and other traffic crash related courses.

Seven (7) of HPD's officers will attend four different Institute of Police Technology and Management (IPTM) courses on Oahu.

## Intended Subrecipients

The Hawaii County Police Department.

## Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$173,840.98		\$173,840.98

## Planned Activity: MPD Traffic Services

Planned activity number: PT20-02 (03)

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Maui Police Department plans to increase the number of officer trained in advanced traffic accident reconstruction by sending officers to the Institute of Police Technology and Management traffic crash investigation classes that will be hosted by the Honolulu Police Department on Oahu. Funds will also be utilized to host an ACTAR training on Maui and for MapScenes software updates and CDR hardware updates.

### Intended Subrecipients

The Maui Police Department.

### Countermeasure strategies

Countermeasure Strategy
Traffic Crash Investigation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$190,324.39		\$190,324.39

### Program Area: Speed Management

#### Description of Highway Safety Problems

Speeding continues to be a problem on Hawaii’s roadways; according to the Fatality Analysis Reporting System (FARS), it was a contributing factor in 50 out of 107 traffic fatalities, or 47 percent, in 2017. Prior years’ data shows that speeding has consistently been an issue:

Percentage of Speeding-Related Fatalities on Hawaii’s Roadways  
(5-Year Moving Average)

	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
Speeding-related fatalities	50%	49%	46%	46%	46%	44%

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

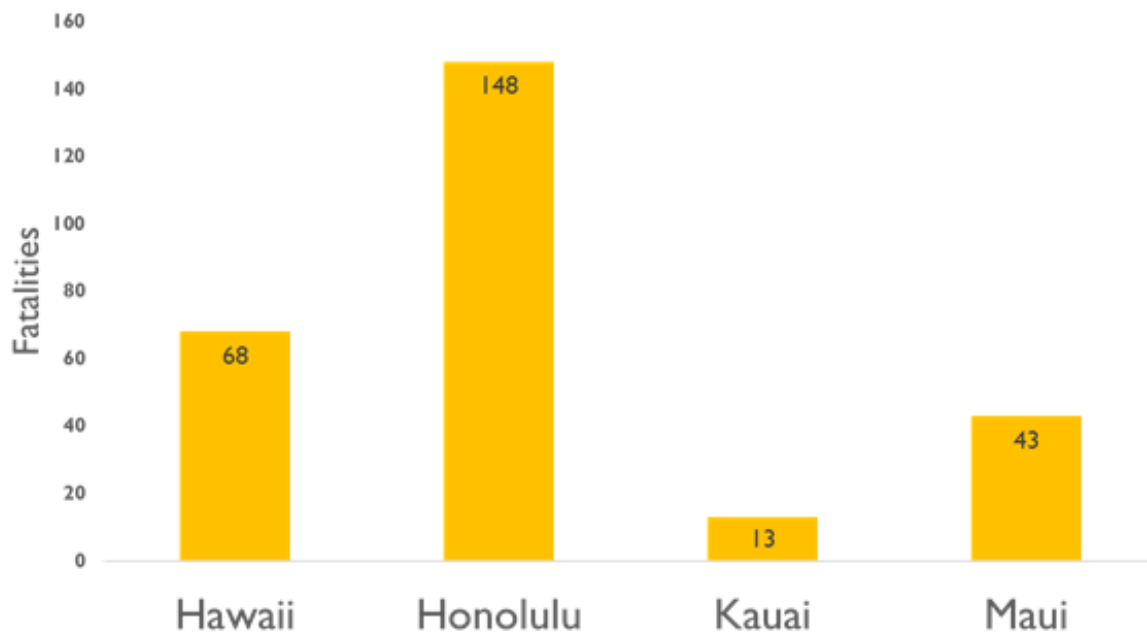
A look at the different factors in Hawaii’s speed-related fatalities and fatal crashes assists in determining where speed enforcement should be conducted, as well as who our messaging campaigns should be targeted towards.

#### Strict and Targeted Speed Enforcement

The chart below breaks down 2012-2017 speed-related fatalities by county. The high number for the City and County of Honolulu is to be expected since most of the state’s population resides in that county, but this does

not mean that speed enforcement is less of a priority in the other counties. According to the U.S. Census Bureau and the Hawaii State Department of Business, Economic Development & Tourism, "the City and County of Honolulu's share of the population has seen a slight decrease over the past five years. Its share was 69.3% of the population in 2017, down from 69.5% in 2016. The remaining counties had slight increases in their share of the population from 2016 – Hawaii County, 14.0%; Maui County, 11.7%; and Kauai County, 5.1%." These increases could translate into more drivers on their respective roadways.

## **SPEED-RELATED FATALITIES, BY COUNTY 2012-2017**



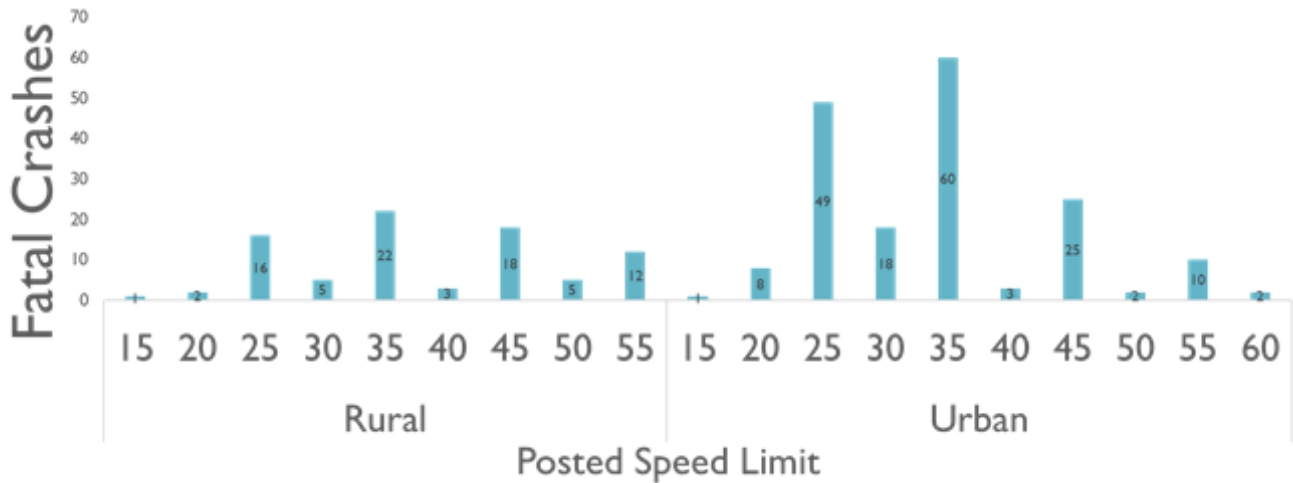
During prior Federal Fiscal Years (FFY), speed enforcement was conducted primarily on major highways with high speed limits. However, the data below shows that in both urban and rural areas, most of the speed-related crashes occur in areas with lower speed limits.

Speeding and impaired driving appear to go hand in hand. From 2012 through 2017, 51 percent of drivers involved in speed-related crashes in Hawaii tested positive for having drugs and/or alcohol in their systems.



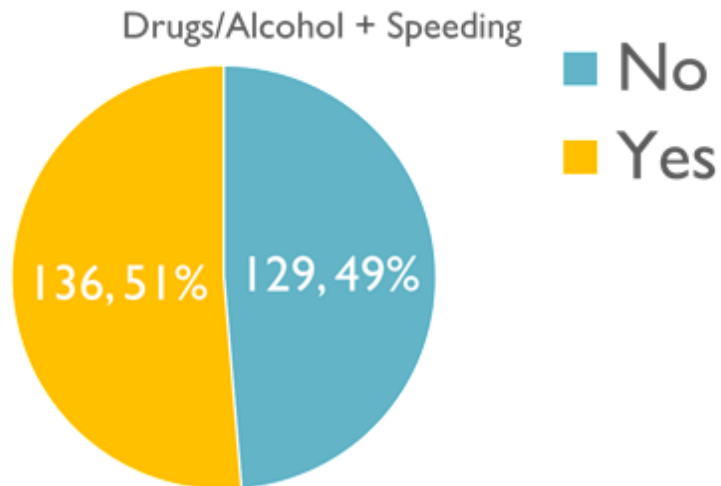
# DRIVERS INVOLVED IN SPEED-RELATED CRASHES, BY LAND USE AND POSTED SPEED LIMIT

SOURCE: FARS 2012-2017. TOTAL DRIVERS= 848, TOTAL DRIVERS SPEED-RELATED = 265.



# DRIVERS INVOLVED IN SPEED-RELATED CRASHES, POLICE INDICATED DRUGS/ALCOHOL INVOLVEMENT WITH DRIVER

SOURCE: FARS 2012-2017. TOTAL N=265



In addition, speed-related crashes are primarily happening during night-time hours. In 2017, 28 out of 44 speed-related crashes, or 63.6 percent, occurred between the hours of 6:00 p.m. and 5:59 a.m. Of those 28 crashes, 20 drivers or 71.4 percent tested positive for having drugs and/or alcohol in their systems.

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

targeted, data-driven enforcement.

### Community Education

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

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

59 percent of respondents identified speeding as the biggest safety problem on Hawaii's roadways; 50 percent of those surveyed felt that the fear of getting into a crash and injuring someone had the greatest impact on them as a deterrent, while the fear of getting a speeding ticket was the greatest deterrent for 26 percent of those polled;

Yet 44 percent of those polled feel it is safe to drive 5 miles per hour over the posted speed limit, 51 percent believe it is safe to drive up to 10 miles per hour over the posted speed limit and 9 percent feel it's safe to drive 20 miles per hour over the posted speed limit;

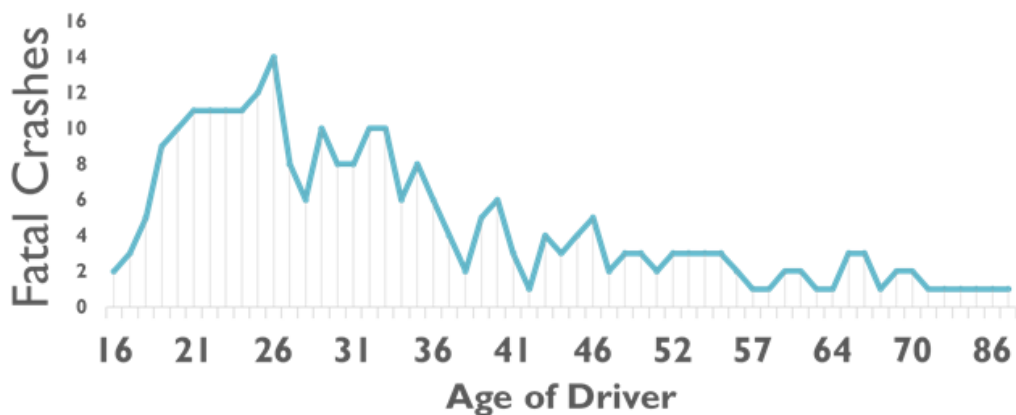
A majority (63 percent) of those polled believe they have at least a 50/50 chance of getting away with speeding on Hawaii roads; and

40 percent were aware of efforts by the police departments as it related to speed enforcement.

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

## DRIVERS INVOLVED IN SPEED-RELATED CRASHES, BY AGE

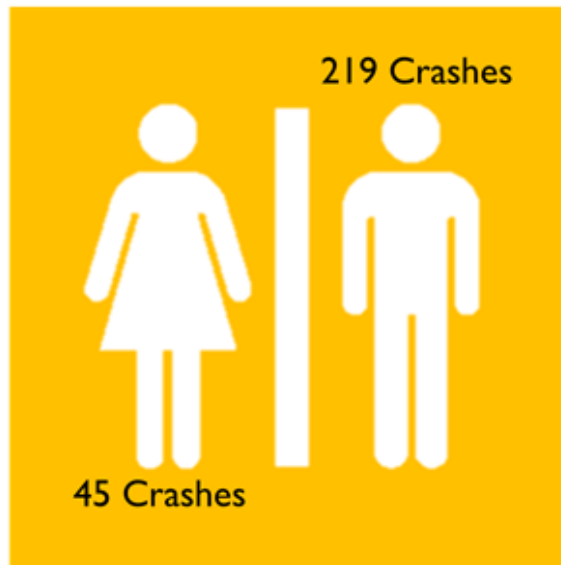
SOURCE: FARS 2012-2017. TOTAL N=265



### Associated Performance Measures

# DRIVERS INVOLVED IN SPEED-RELATED CRASHES, BY GENDER

SOURCE: FARS 2012-2017. TOTAL N=264



Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	43

## Countermeasure Strategies in Program Area

Countermeasure Strategy
SC Communication Campaign
SC Program Management
Sustained Enforcement

## Countermeasure Strategy: SC Communication Campaign

Program Area: Speed Management

### Project Safety Impacts

As was learned from HDOT’s November 2018 attitudinal survey, less than half of respondents were aware of speed enforcement efforts by the police departments. To rectify this, HDOT will conduct a statewide media and educational campaign to supplement and support the four county police departments’ enforcement initiatives. In addition, the campaign will target the demographics that are represented in speed-related crash data; 2012-2017 fatal data shows that these are Hawaii drivers between the ages of 19 and 35, and mostly males.

HDOT will also adapt the messaging and media platforms to the target audiences.

A wide-reaching media campaign, along with strict year-round enforcement, will hopefully deter speeding, educate drivers on the dangers of speeding and change behaviors.

## Linkage Between Program Area

Because drivers in Hawaii believe that driving at least 10 miles per hour over the posted speed limit is safe and they are not likely to be caught by law enforcement, speeding is prevalent on Hawaii's roadways. It is a contributing factor in nearly half of all traffic fatalities in the state.

According to NHTSA, "High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law."

This countermeasure strategy entails a media and educational campaign that will enhance the "high visibility" in the HVE speed enforcement campaign. Education on the consequences of speeding will hopefully lead to behavior change and a reduction in traffic-related fatalities, particularly speeding-related fatalities.

## Rationale

Speeding communications and outreach campaigns is listed as a strategy in NHTSA's Countermeasures that Work document. Although it only received a one star rating for effectiveness, HDOT believes that a high visibility communications campaign paired with other highly visible efforts (speed trailers, safety messaging, etc.) and strict enforcement is the most effective tool available to us.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCII (2020)	HDOT Speed Media Campaign

## Planned Activity: HDOT Speed Media Campaign

Planned activity number: SCII (2020)

Primary Countermeasure Strategy ID: SC Communication Campaign

## Planned Activity Description

The HDOT will use grant funds to conduct a statewide, year-round media and educational campaign to inform the public of the dangers of speeding as well as remind drivers that police are stepping up speed enforcement efforts.

## Intended Subrecipients

HDOT is the only intended subrecipient.

## Countermeasure strategies

Countermeasure Strategy
SC Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Speed Management (FAST)	\$25,000.00		\$0.00
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## Countermeasure Strategy: SC Program Management

Program Area: Speed Management

### Project Safety Impacts

Management of the Speed Control Program is required to provide guidance to subgrantees; and ensure that grant goals are met and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all speed-related activities (high visibility enforcement and public education/communications) work cohesively to achieve maximum impact and effectiveness.

### Linkage Between Program Area

Management of the Speed Control Program Area ensure that grant activities address problem identifications and that related funds are expended correctly and in a timely manner. In addition, the program manager ensures that subgrantees are properly evaluating their projects throughout the grant year and at the end of the federal fiscal year to measure performance and progress, making adjustments as needed.

### Rationale

Program management of the Speed Control Area is needed for program operations, including monitoring, reporting and technical assistance to ensure that program goals are met.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCIII (2020)	Speed Control Program Management

## Planned Activity: Speed Control Program Management

Planned activity number: SCIII (2020)

Primary Countermeasure Strategy ID: SC Program Management

### Planned Activity Description

Funds will be used for program operations including monitoring, reporting, technical assistance and development of plans for Speed Control grants and program area. Grant funds will also be used to pay the salary for the Speed Control program manager. Training and travel may be a part of the grant activity for Highway Safety staff.

### Intended Subrecipients

The only subrecipient is the Hawaii Department of Transportation's Highway Safety Section.

### Countermeasure strategies

Countermeasure Strategy
SC Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Management (FAST)	\$35,000.00		\$0.00

## Countermeasure Strategy: Sustained Enforcement

Program Area: Speed Management

### Project Safety Impacts

High visibility enforcement of speeding laws is designed to deter speeding and change unlawful traffic behaviors. Using various data sources, including crash analysis, geocoded crashes, speed measurements from Stealthstats, etc., the four county police departments will use grant funding to conduct speed enforcement operations in areas where speeding is a problem and speed-related crashes are known to occur.

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

Purchase of Lasers and Radars

Hawaii County Police Department

Moving Radar Units

40 units x \$4,000 unit cost

Moving Radar Handheld Batteries

40 units x \$75 unit cost

Handheld Lasers

20 units x \$2,500 unit cost

Honolulu Police Department

Speed Lasers

20 units x \$2,850 unit cost

Moving Lasers

20 units x \$3,430 unit cost

Training

Hawaii County Police Department

Kauai Police Department

In addition, the use of speed trailers and message boards to display vehicles' travel speeds and safety messages may encourage some drivers to slow down. According to NHTSA's Ninth Edition of "Countermeasures that Work," "signs that provided either an implication that speeds were being monitored or a social norms message (average speed at the site; your speed) were effective at reducing speeds in a 50 km/h zone although not as much as in earlier studies .... Other studies have shown that speed trailers or portable changeable message signs, which may include speed feedback plus other messages such as 'Slow Down Now' can be effective in reducing speeds in work zones ... and school zones ...."

The following police departments will purchase speed trailers and speed surveyors:

Honolulu Police Department

## Speed Trailers

5 units x \$21,000 unit cost

(Purchase of the speed trailers during FFY 2020 is dependent upon the purchase of the five speed trailers during FFY 2019. Due to the City and County of Honolulu and the Honolulu Police Department's procurement process and time period, the police department is sometimes not able to meet procurement deadlines and, thus, unable to make the budgeted purchase. Therefore, if HPD is able to purchase the five speed trailers that are in their FFY 2019 budget, then they will not be purchasing these five speed trailers that's in this FFY 2020 Highway Safety Plan.)

Maui Police Department

## StealthStats

4 units x \$4,000 unit cost

Targeting areas where speeding is a problem and speed-related crashes are known to occur with high visibility speed enforcement and messaging will hopefully reduce the number of traffic fatalities in Hawaii.

## Linkage Between Program Area

Speeding is a contributing factor in nearly half of all traffic-related fatalities in Hawaii.

Percentage of Speeding-Related Fatalities on Hawaii's Roadways

(5-Year Moving Average)

	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
Speeding-related fatalities	50%	49%	46%	46%	46%	44%

To reduce the number of traffic fatalities on our roadways, HDOT will fund speed enforcement operations conducted by the four county police departments.

To more effectively deter speeding and prevent speed-related crashes, data presented in the problem identification will be used to guide police departments in determining when and where they should conduct their speed enforcement. Additional data sources will also be utilized, including data from data recorders, EMS/in-patient care reports and crash data from HDOT's State of Hawaii Advanced Crash Analysis (SHACA) database.

## Rationale

High visibility enforcement and Other Enforcement Methods are included in NHTSA's Countermeasures that Work document. Although they each received a two-star rating for effectiveness, HDOT believes that strict enforcement paired with other highly visible efforts (communications campaign, speed trailers, safety messaging, etc.) is the most effective tool available to us.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SCI (2020)	PD Speed Enforcement
SCIV (2020)	Speed-Related Training

## Planned Activity: PD Speed Enforcement

Planned activity number: SCI (2020)

Primary Countermeasure Strategy ID: Sustained Enforcement

### Planned Activity Description

### Intended Subrecipients

#### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$1,123,624.23		\$1,123,624.23

### Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Speed Message Trailer	5	\$21,000.00	\$105,000.00	\$21,000.00	\$105,000.00

### Planned Activity: Speed-Related Training

Planned activity number: SCIV (2020)

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

During Federal Fiscal Year 2020, the Hawaii County Police Department and the Kauai Police Department will conduct training on speed radars and lasers.

#### Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

### Funding sources



Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Management (FAST)	\$10,580.00		\$10,580.00

## Program Area: Traffic Records

### Description of Highway Safety Problems

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

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

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

1. Revision of the Statewide Motor Vehicle Accident Report (MVAR)/Electronic MVAR
  2. Electronic Citations
  3. Upgrade of Hawaii's crash reporting system/Electronic Transfer of Crash Records
  4. Data linkage of crash reports with Emergency Medical Services (EMS) and hospital inpatient records
- Revision of the Statewide MVAR/Electronic MVAR

Since Hawaii's last revision of the MVAR in 2008, there have been new federal requirements under the Fixing America's Surface Transportation Act, or FAST Act, that mandate terminology changes in the crash report. The HTRCC will update the MVAR to address these changes and incorporate minor adjustments that would further improve data collection and documentation. In conjunction with the major revision, electronic versions of the

form must be updated, as well.

#### Electronic Citations

Wanting to improve upon timeliness, accuracy, completeness and integration of citation information, the HTRCC determined that implementation of an electronic citation system would help rectify numerous deficiencies the police departments and the Judiciary contend with, which sometimes lead to dismissal of traffic citations and delayed access to citations. The electronic citation 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. In addition, the following performance measures may be used in determining measurable progress in this project: Completeness in citations, which will result in a reduction in case dismissals due to citation discrepancies;

Timeliness from issuance of e-citation by the police officer to the date the citation is entered into the Judiciary Information Management System (JIMS); and/or

Timeliness in issuance of an e-citation from first contact with the traffic violator

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

This project upgrades Hawaii's crash reporting system. The current, archaic Traffic Accident Reporting System (TARS), located in the Hawaii Department of Transportation's (HDOT) Traffic Safety Section, is obsolete and in need of a replacement upgrade. It is a stand-alone system that does not interface with any other system and can't even access the Internet, and it is limited in software and hardware capabilities to collect, organize, export and analyze data. MVARs can only be inputted into the databases via manual data entry or via CD/DVD.

These limitations create problems with timeliness, accuracy and completeness of the crash data.

#### Data linkage of crash reports with Emergency Medical Services and hospital inpatient records

Although available data sources describe a wide continuum of motor vehicle crashes, none of them can singularly capture the circumstances of the crashes and the ultimate medical and financial consequences of resulting injuries. The MVARs, 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, 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.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	100.8

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Improve the State's Traffic Records System

## Countermeasure Strategy: Improve the State's Traffic Records System

Program Area: Traffic Records

### Project Safety Impacts

According to Hawaii's Traffic Records Assessment Final Report, "quality traffic records data exhibiting the six primary data quality attributes -- timeliness, accuracy, completeness, uniformity, integration, and accessibility -- is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation."

Data is needed at every level of the traffic safety program level. Without timely, accurate, complete, uniform and integrated data that is easily accessible, our State cannot effectively and efficiently address traffic safety. Due to limited funding and resources, the HTRCC decided to focus its efforts on the following key projects/planned activities that were deemed necessary and high priority:

1. Revision of the Statewide Motor Vehicle Accident Report (MVAR)/Electronic MVAR
2. Electronic Citations
3. Upgrade of Hawaii's crash reporting system/Electronic Transfer of Crash Records
4. Data linkage of crash reports with Emergency Medical Services (EMS) and hospital inpatient records

#### Revision of the Statewide MVAR/Electronic MVAR

Since Hawaii's last revision of the MVAR in 2008, there have been new federal requirements under the Fixing America's Surface Transportation Act, or FAST Act, that mandate terminology changes in the crash report. The HTRCC will update the MVAR to address these changes and incorporate minor adjustments that would further improve data collection and documentation. In conjunction with the major revision, electronic versions of the form must be updated, as well.

#### Electronic Citations

Wanting to improve upon timeliness, accuracy, completeness and integration of citation information, the HTRCC determined that implementation of an electronic citation system would help rectify numerous deficiencies the police departments and the Judiciary contend with, which sometimes lead to dismissal of traffic citations and delayed access to citations. The electronic citation 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. In addition, the following performance measures may be used in determining measurable progress in this project: Completeness in citations, which will result in a reduction in case dismissals due to citation discrepancies;

Timeliness from issuance of e-citation by the police officer to the date the citation is entered into the Judiciary Information Management System (JIMS); and/or

Timeliness in issuance of an e-citation from first contact with the traffic violator

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

This project upgrades Hawaii's crash reporting system. The current, archaic Traffic Accident Reporting System (TARS), located in the Hawaii Department of Transportation's (HDOT) Traffic Safety Section, is obsolete and in need of a replacement upgrade. It is a stand-alone system that does not interface with any other system and

can't even access the Internet, and it is limited in software and hardware capabilities to collect, organize, export and analyze data. MVARs can only be inputted into the databases via manual data entry or via CD/DVD. These limitations create problems with timeliness, accuracy and completeness of the crash data.

Data linkage of crash reports with Emergency Medical Services and hospital inpatient records [Funding is not needed for this planned activity during Federal Fiscal Year (FFY) 2020, but linkage of data sources and analysis of the data will be conducted at no cost to HDOT and NHTSA.]

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 MVARs, 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, 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.

In addition, supplemental planned activities that are just as important towards the overall achievement of improving Hawaii's Traffic Records System include the following:

#### National Conference

Travel to national conferences, such as the International Forum on Traffic Records and Highway Information Systems on the mainland, will ensure that HTRCC members remain up to date on the latest technologies, guidelines and model systems.

#### HTRCC Meetings

Attendance at local HTRCC and E-Citation Subcommittee meetings is required for HTRCC members and their respective agencies to remain active in the improvement of Hawaii's Traffic Records System and its components.

#### FARS Analyst

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

### [Linkage Between Program Area](#)

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

Traffic Records Section 405(c) funding will be used towards the planned activities (MVAR revision; e-citation pilot project; upgrade of Hawaii's crash reporting system; and travel to the International Forum on Traffic Records and Highway Information Systems on the mainland, and the HTRCC/E-Citation Subcommittee meetings on Oahu).

(Although data linkage of crash reports with EMS and hospital inpatient records is a vital part of Hawaii's traffic records system, funding is not needed for this project during FFY 2020. The Hawaii State Department of Health will continue with linkage of the data sources – especially with the updated and finalized crash reports in the new crash reporting database – and analysis of data, but at no cost to HDOT or NHTSA.)

## Rationale

Improvement of Hawaii's Traffic Records System is part of NHTSA's Traffic Records Program Assessment Advisory, with recommendations for the different system components included in Hawaii's most recent Traffic Records Assessment Final Report (April 3, 2017).

Traffic Records Section 405(c) funds will be used towards each of the planned activities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-I (2020)	MVAR Revision/Electronic MVAR
TR-II (2020)	E-Citations
TR-III (2020)	Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records
TR-IX (2020)	HTRCC Meetings
TR-VIII (2020)	FARS Analyst
TR-X (2020)	Traffic Records Forum

### Planned Activity: MVAR Revision/Electronic MVAR

Planned activity number: TR-I (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

#### Planned Activity Description

Since Hawaii's last revision of the MVAR in 2008, there have been new federal requirements under the Fixing America's Surface Transportation Act, or FAST Act, that mandate terminology changes in the crash report. The HTRCC has updated the MVAR to address these changes and incorporate other minor adjustments that would further improve data collection and documentation. In conjunction with the major revision, electronic versions of the form must be updated, as well.

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

Continue to implement the newly revised MVAR and the Reference Manual;

Work with their respective RMS vendors to update the electronic version of the MVAR in their systems; and

Provide training or training materials to law enforcement agencies on how to complete the updated MVAR.

#### Intended Subrecipients

The Kauai Police Department will be the only intended subrecipient. (Hawaii is attempting to limit the costs by aligning the planned activity with other anticipated upgrades to the police department's Records Management Systems. HDOT's Traffic Safety Section is looking to make revisions to the MVAR internally so that contractual services for graphic designing and layout are not needed.)

## Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$20,000.00		

## Planned Activity: E-Citations

Planned activity number: TR-II (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

### Planned Activity Description

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

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

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

An evaluation of the pilot project is needed to determine the future of a permanent e-citation system within the state.

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

Work with the vendor to issue electronic citation equipment to officers in the field;

Work with the vendor to build and/or update interfaces and user licenses for the Departments of the Prosecuting Attorney in Maui County and the City and County of Honolulu; the Maui Police Department (MPD); the Honolulu Police Department (HPD); and the Judiciary to access the e-citation system;

Work with vendors to integrate each police department's RMS with the e-citation system; and Ensure that vehicle registration and driver's license information is scanning correctly and autopopulating the e-citations.

Conduct a comprehensive evaluation of the e-citation pilot projects on Maui and Oahu.

### Intended Subrecipients

Subrecipients will include the Maui Police Department, Honolulu Police Department, the County of Maui Department of the Prosecuting Attorney, the City & County of Honolulu Department of the Prosecuting Attorney, the Judiciary and the University of Hawaii at Manoa.

### Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$626,844.00		

### Planned Activity: Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records

Planned activity number: TR-III (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

### Planned Activity Description

The current, archaic Traffic Accident Reporting System (TARS), located in HDOT's Traffic Safety Section, is obsolete and in need of a replacement upgrade. It is a stand-alone system that does not interface with any other system and can't even access the Internet, and it is limited in software and hardware capabilities to collect, organize, export and analyze data. Motor Vehicle Accident Reports (MVAR) can only be inputted into the database via manual data entry or via CD/DVD. Since this is a stand-alone system with no interfaces, other agencies and personnel cannot access the crash data for analysis and queries.

HDOT is developing a completely new crash reporting system, the State of Hawaii Advanced Crash Analysis (SHACA) system. SHACA will include interfaces between the police departments and HDOT to allow for direct transmission of electronic MVARs into the system and police departments' access to the data.



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

Work with the consultant to develop and build the new SHACA system;

Work together to create interfaces between the police departments and SHACA;

Enter prior years' crash reports into SHACA so that crash data will be up to date;

Purchase of Toughbook computers for the Hawaii County Police Department to enter crash data and other traffic-related information into their RMS; and

Work with traffic safety partners to identify data analysis needs.

## Intended Subrecipients

### Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$204,604.00		

## Planned Activity: HTRCC Meetings

Planned activity number: TR-IX (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

### Planned Activity Description

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

Since the HTRCC meetings are held in Honolulu, committee members from the outer islands must travel to Oahu to attend the meetings.

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

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

Attend and participate in the HTRCC meetings on Oahu



Attend and participate in the E-Citation Subcommittee meetings on Oahu

### Intended Subrecipients

The subrecipients include the Hawaii County Police Department, Maui Police Department, Kauai Police Department, Judiciary and County of Maui Department of the Prosecuting Attorney.

### Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$28,266.00		

### Planned Activity: FARS Analyst

Planned activity number: TR-VIII (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

### Planned Activity Description

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

### Intended Subrecipients

The only subrecipient is the FARS Analyst, who is a member of the Highway Safety Section staff.

### Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,000.00		

### Planned Activity: Traffic Records Forum

Planned activity number: TR-X (2020)

Primary Countermeasure Strategy ID: Improve the State's Traffic Records System

### Planned Activity Description

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

- Travel to and attend the International Forum on Traffic Records and Highway Information Systems on the mainland;
- Upon return, share information learned with Hawaii's traffic safety partners and HTRCC members; and
- Incorporate learned best practices that can be incorporated into Hawaii's Traffic Records Strategic Plan and applied to our State's Traffic Records System.

### Intended Subrecipients

The subrecipients include the Hawaii Department of Transportation's Traffic Safety Section, the four county police departments and County of Maui's Department of the Prosecuting Attorney.

### Countermeasure strategies

Countermeasure Strategy
Improve the State's Traffic Records System

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$61,559.00		

### Countermeasure Strategy: TR Program Management

Program Area: Traffic Records

### Project Safety Impacts

#### Linkage Between Program Area

Management of the Traffic Records Program is required to ensure implementation of Hawaii's Traffic Records Strategic Plan. Implementation of the Strategic Plan, and thus improving Hawaii's Traffic Records System and data, is vital to the traffic safety process, from problem identification, monitoring and evaluation of programs and initiatives.

### Rationale

A Traffic Records Coordinator and a Traffic Records Coordinating Committee that meets at least three times a year are requirements for the Section 405(c) grant.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-PM (2020)	Traffic Records Program Management

### Planned Activity: Traffic Records Program Management

Planned activity number: TR-PM (2020)

Primary Countermeasure Strategy ID: TR Program Management

#### Planned Activity Description

Funds will be used for program operations including reporting, monitoring, technical assistance and development of plans and applications for Traffic Records and data management grants. Grant funds will also be used to pay the salary for the Traffic Records Coordinator and to host the HTRCC and E-Citation Subcommittee meetings on Oahu. Training and travel may be a part of the grant activity for Highway Safety staff.

#### Intended Subrecipients

The only subrecipient is the Hawaii Department of Transportation's Highway Safety Section.

#### Countermeasure strategies

Countermeasure Strategy
TR Program Management

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$80,000.00		

### Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
AL20-02 (01)	Impaired Driving Enforcement
OP20-05 (01)	OP Sustained Enforcement

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

#### Crash Analysis

The Hawaii Department of Transportation (HDOT) will continue to a data-driven problem identification process, we have determined that impaired driving, speeding, occupant protection, pedestrian safety and motorcycle safety continue to be our top priority areas in FFY 2019. Consequently, projects that address those areas have been given precedence.

We believe that the projects we have chosen best aligns with our goals for each of our performance measures

and will reduce the number of fatalities and injuries caused by motor vehicle crashes in Hawaii.

## Deployment of Resources

Additionally, HDOT followed its evidence-based traffic safety enforcement plan to determine where enforcement is needed the most. That plan, which is based on analysis of crash and citation data provided by the four county police departments, FARS and the SHACA system helps us focus enforcement and efforts in high-risk areas. It also outlined strategies and initiatives to prevent crashes, fatalities and injuries in locations most at risk, with emphasis on priority program areas.

## Effectiveness Monitoring

Using a combination of current State data and police enforcement reports, HDOT will monitor the effectiveness of the enforcement activity and make adjustments as warranted by data and update countermeasure strategies as applicable.

## High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

Countermeasure Strategy
Distracted Driving Enforcement
Impaired Driving Enforcement
OP Sustained Enforcement

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

Unique Identifier	Planned Activity Name
AL20-02 (01)	Impaired Driving Enforcement
DD20-09 (01-04)	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement
OP20-05 (01)	OP Sustained Enforcement

## 405(b) Occupant protection grant

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

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

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Agencies planning to participate in CIOT:**

Agency
Hawaii Police Department

Honolulu Police Department
Kauai Police Department
Maui Police Department

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

**Planned Participation in Click-it-or-Ticket**

**Enforcement Plans**

Hawaii will participate in the May 2020 Click It or Ticket (CIOT) national mobilization. Hawaii's planned participation includes a high visibility enforcement campaign which will be supported by a strong media and education campaign.

All four of Hawaii's police departments will participate in the CIOT national mobilization during FFY 2020. 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 2020 mobilization, all four county police departments will continue to conduct year-round enforcement of Hawaii's universal 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 county police departments will also conduct a minimum of one nighttime seat belt/child restraint enforcement activity per quarter.

During federal fiscal year 2018, the four county police departments collectively issued 12,051 of (grant & county funded) seat belt citations and 1160 (grant & county funded) child safety seat citations.

**Media and Education**

Hawaii will continue to conduct a statewide paid media campaign to promote the seat belt and child restraint laws during the May 2020 CIOT mobilization and year round. We have budgeted \$100,000 for the statewide media campaign that will include radio, television and movie theater spots.

To supplement the paid media campaign, HDOT will 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. We will also distribute news releases to media statewide to remind the public about the mobilization.

In addition to the paid media campaign, HDOT will promote the CIOT mobilization using banners and posters that are distributed and displayed statewide. State and county offices, schools, fire departments, military bases and businesses have offered to display the banners and posters.

To further promote the CIOT mobilization, HDOT will be displaying CIOT messages on all available electronic message boards statewide. The message that will be displayed is "Click It or Ticket - \$112 fine." Portable message boards will be placed in areas known for low seat belt usage.

**List of Task for Participants & Organizations**

**Child restraint inspection stations**

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Communication Campaign

CPS Training - Instructor and Technician
OP Program Management

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
OP20-05 (10)	CPS Training
OP20-05 (09)	DOT CPS Media Campaign
OP20-05 (05)	Hawaii County Child Restraint Program
OP20-05 (06)	Hawaii Fire Department Child Restraint Program
OP20-05 (0104)	Kauai Police Department Occupant Protection
OP20-04 (02)	Maui Child Restraint Program
OP20-05 (03)	Oahu Child Restraint Program

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 80

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: 18

Populations served - rural: 5

Populations served - at risk: 23

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### **Child passenger safety technicians**

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Communication Campaign
CPS Training - Instructor and Technician
OP Program Management

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
OP20-05 (10)	CPS Training
OP20-05 (03)	Oahu Child Restraint Program

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: 4

Estimated total number of technicians: 40

### Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

## 405(c) State traffic safety information system improvements grant

### Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
7/19/2018
9/20/2018
11/15/2018
1/17/2019
3/21/2019
5/16/2019

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: Karen Kahikina

Title of State's Traffic Records Coordinator: Highway Safety Specialist

**TRCC members by name, title, home organization and the core safety database represented:**

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 that represent the core safety databases (crash, citation/adjudication, driver, emergency medical services/injury surveillance system, roadway and vehicle):

<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Function/Area of Responsibility</b>	<b>Core Safety Database</b>
Michelle Acosta	Special Assistant to the Administrative Director of the Courts	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Richard Akana	Engineer	Department of Transportation Planning Branch	<ul style="list-style-type: none"> <li>Roadway Inventory</li> </ul>	<ul style="list-style-type: none"> <li>Roadway</li> </ul>
Shaira Allosada	Research Statistician Supervisor	Department of Transportation Traffic Safety Section	<ul style="list-style-type: none"> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>
Johnny Bahng	Sergeant	Honolulu Police Department Traffic Division	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Kari Benes	Traffic Safety Coordinator	Department of Health EMS & Injury Prevention System Branch	<ul style="list-style-type: none"> <li>HEMSIS/NEMSIS</li> <li>EMS/Injury</li> <li>Motor Vehicle Accident Report (MVAR) Revisions</li> </ul>	<ul style="list-style-type: none"> <li>EMS/Injury Surveillance System</li> </ul>
Susan Chang	Motor Carrier Safety Supervisor	Department of Transportation Motor Vehicle Safety Office	<ul style="list-style-type: none"> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Driver</li> <li>Vehicle</li> </ul>
Patrick Chau	IT Manager	Honolulu Police Department IT Division	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>
Calvin Ching	Deputy Chief Court Administrator	Judiciary District Court of the 1st Circuit	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Mel Chung	Engineer	Department of Transportation Highways Division Traffic Branch	<ul style="list-style-type: none"> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>
Victoria Fan	Assistant Professor	University of Hawaii at Manoa Office of Public Health	<ul style="list-style-type: none"> <li>Traffic Data</li> <li>Research</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>



Byron Fujieda	Deputy Prosecutor	Department of the Prosecuting Attorney County of Maui	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Dan Galanis	Epidemiologist	Department of Health Injury Prevention and Control	<ul style="list-style-type: none"> <li>HEMSIS/NEMSIS</li> <li>HHIC Motor Vehicle Crash Data Linkage</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>EMS/Injury Surveillance System</li> </ul>
Danilyn Goya	Project Coordinator	University of Hawaii at Manoa Office of Public Health Studies/State Epidemiological Outcomes Workgroup	<ul style="list-style-type: none"> <li>Traffic Data</li> <li>Research</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>
William Hankins	Lieutenant	Maui Police Department Traffic Division	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>
Jan Higaki	Engineer	Department of Transportation Highways Division Traffic Branch	<ul style="list-style-type: none"> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>
Wade Isobe	Section Leader for Driver's Licensing/CDL System	City & County of Honolulu Department of Information Technology	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic MVAR</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>
Karen Kahikina	Highway Safety Specialist/TRCC Coordinator	Department of Transportation Highways Division Highway Safety Section	<ul style="list-style-type: none"> <li>TRCC Coordinator</li> <li>E-Citations</li> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>
Wayne Kaneshiro	Highway Engineer (Tech Deploy)	Federal Highway Administration	<ul style="list-style-type: none"> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Roadway</li> </ul>
Lance Kaupalolo	Sergeant	Maui Police Department IT Division	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>

Torey Keltner	Traffic Services Program Manager	Hawaii County Police Department  Traffic Services	<ul style="list-style-type: none"> <li>• E-Citations</li> <li>• Electronic transfer of MVAR</li> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Crash</li> <li>• Citation/ Adjudication</li> </ul>
Mark Kikuchi	Traffic Division Chief	City & County of Honolulu  Department of Transportation Services  Traffic Engineering Division	<ul style="list-style-type: none"> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Roadway</li> </ul>
Gabriel Kira	Sergeant	Honolulu Police Department  Traffic Division	<ul style="list-style-type: none"> <li>• E-Citations</li> <li>• Electronic transfer of MVAR</li> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Crash</li> <li>• Citation/ Adjudication</li> </ul>
Jeen Kwak	Deputy Prosecutor	Department of the Prosecuting Attorney  City & County of Honolulu	<ul style="list-style-type: none"> <li>• E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>• Citation/ Adjudication</li> </ul>
Robert Lung	Law Enforcement Liaison/TRCC Chairperson		<ul style="list-style-type: none"> <li>• TRCC Chairperson</li> <li>• E-Citations</li> <li>• Electronic transfer of MVAR</li> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Crash</li> <li>• Citation/ Adjudication</li> </ul>
John McAuliffe	Highway Safety Specialist (FARS)	Department of Transportation  Highways Division  Highway Safety Section	<ul style="list-style-type: none"> <li>• Electronic transfer of MVAR</li> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Crash</li> </ul>
Ben Moszkowicz	Captain	Honolulu Police Department  Traffic Division	<ul style="list-style-type: none"> <li>• E-Citations</li> <li>• Electronic transfer of MVAR</li> <li>• Electronic MVAR</li> <li>• MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>• Crash</li> <li>• Citation/ Adjudication</li> </ul>
Kenneth Nakamura	Sergeant	Honolulu Police Department Traffic Division	<ul style="list-style-type: none"> <li>• E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>• Citation/ Adjudication</li> </ul>

Dana Nakasato	JIMS Specialist	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Mai Nguyen Van	JIMS Program Manager	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Nilda Ocreto	Chief Licensing Examiner & Inspector	City & County of Honolulu  Department of Customer Services  Motor Vehicle, Licensing and Permits Division	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic MVAR</li> </ul>	<ul style="list-style-type: none"> <li>Driver</li> <li>Vehicle</li> </ul>
Korin Okada	Court Administrator	Judiciary  Traffic Violations Bureau	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Kiana Otsuka	Planning Analyst	Oahu Metropolitan Planning Organization	<ul style="list-style-type: none"> <li>Traffic data</li> <li>Research</li> </ul>	<ul style="list-style-type: none"> <li>Roadway</li> </ul>
Tresha Pepito	State Program Specialist	Federal Motor Carrier Safety Administration, Hawaii Division	<ul style="list-style-type: none"> <li>Driver</li> <li>MVAR Revisions</li> <li>Vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Driver</li> <li>Vehicle</li> <li></li> </ul>
Tiffany Pesamino	Financial Responsibility Supervisor	City & County of Honolulu Department of Customer Services Motor Vehicle, Licensing and Permits Division	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic MVAR</li> </ul>	<ul style="list-style-type: none"> <li>Driver</li> <li>Vehicle</li> </ul>
Sudarat Pindavanija	IT Specialist	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Jay Scribner	Acting Lieutenant	Kauai Police Department  Traffic Services	<ul style="list-style-type: none"> <li>E-Citations</li> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Citation/Adjudication</li> </ul>
Robert Sequeira	IT Manager	Department of Transportation  Highways Division  Engineering Services Office	<ul style="list-style-type: none"> <li>Electronic transfer of MVAR</li> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> </ul>
Renee Sonobe-Hong	Deputy Director of Law Enforcement	Department of Public Safety	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>

Kevin Thornton	Director of IT and Systems	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Shaun Ueda	Traffic Engineer I	City & County of Honolulu Department of Transportation Services Traffic Engineering Division	<ul style="list-style-type: none"> <li>Electronic MVAR</li> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Roadway</li> </ul>
John Weeks	Division Administrator	Federal Motor Carrier Safety Administration	<ul style="list-style-type: none"> <li>MVAR Revisions</li> </ul>	<ul style="list-style-type: none"> <li>Driver</li> <li>Vehicle</li> </ul>
Frank Wegesend	JIMS Business Analyst	Judiciary	<ul style="list-style-type: none"> <li>E-Citations</li> </ul>	<ul style="list-style-type: none"> <li>Citation/Adjudication</li> </ul>
Guohui Zhang	Assistant Professor	University of Hawaii at Manoa Department of Civil and Environmental Engineering	<ul style="list-style-type: none"> <li>Traffic data</li> <li>Research</li> </ul>	<ul style="list-style-type: none"> <li>Crash</li> <li>Roadway</li> </ul>

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### State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
Hawaii FFY 2020 Traffic Records Strategic Plan.pdf
Performance Measure Progress -- SHACA and E-Citations (with e-citations screen shots).pdf

### Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
TR-II (2020)	E-Citations
TR-VIII (2020)	FARS Analyst

TR-IX (2020)	HTRCC Meetings
TR-I (2020)	MVAR Revision/Electronic MVAR
TR-X (2020)	Traffic Records Forum
TR-PM (2020)	Traffic Records Program Management
TR-III (2020)	Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records

### Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
Hawaii FFY 2020 Traffic Records Strategic Plan.pdf
Performance Measure Progress -- SHACA and E-Citations (with e-citations screen shots).pdf

### State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 4/3/2017

### Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

### 405(d) Impaired driving countermeasures grant

#### Impaired driving assurances

Impaired driving qualification: Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

#### Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

#### Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

#### Authority and Basis of Operation

## AUTHORITY TO OPERATE

To comply with 23 CFR Part 1300.23's requirement for mid-range states to explain the authority of the task force under which it operates, HDOT worked with a representative from the Office of the Attorney General to create an executive order. Executive Order (EO) 16-02 was signed by Governor David Ige on May 31, 2016, and established the Hawaii Impaired Driving Task Force (IDTF), Hawaii's statewide impaired driving task force.

The following is taken from EO 16-02 and provides the IDTF with the authority to operate under:

"EXECUTIVE ORDER No. 16-02 ESTABLISHING THE HAWAII IMPAIRED DRIVING TASK FORCE WHEREAS, the Hawaii Department of Transportation is operating under the Fixing America's Surface Transportation (FAST) Act, Public Law No. 114-94, for federal fiscal years 2016 through 2020; WHEREAS, the FAST Act is the current transportation bill that authorizes federal funding for federal surface transportation programs that targets behavioral driving traffic safety issues such as Impaired Driving; WHEREAS, the requirements enacted by the U.S. Congress and the National Highway Traffic Safety Administration (NHTSA) specify that in order to qualify for Impaired Driving Countermeasures Grant funding, 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 and are required to establish and operate a statewide impaired driving task force to submit statewide impaired driving strategies each year; WHEREAS, based on NHTSA's Fatality Analysis Reporting System data, Hawaii's average impaired driving fatality rate is 0.42 and, thus, classifies the state in the mid-range category; WHEREAS, as a mid-range state, Hawaii must comply with the task force requirement to avoid jeopardizing the receipt of future federal funds; 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 may prescribe their organization, functions and authority. NOW, THEREFORE, I, DAVID Y. IGE, Governor of Hawaii, pursuant to the provisions of section 26-41, Hawaii Revised Statutes, do hereby establish a temporary group 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, pursuant to the FAST Act, is to submit an annual impaired driving plan to NHTSA on behalf of the executive branch that provides a comprehensive strategy for preventing and reducing impaired driving behavior in Hawaii. (b) The HAWAII IMPAIRED DRIVING TASK FORCE shall perform and conduct activities necessary to effectuate the purpose of this Executive Order. (c) The HAWAII IMPAIRED DRIVING TASK FORCE shall be comprised of the following voting members: (1) The Director of Transportation or his or her designee; (2) A representative from the Hawaii Department of Transportation's Highway Safety Section; (3) A representative from each county police department and the Sheriff Division; (4) A representative from each county prosecuting attorney office; (5) A representative from The Judiciary's Administrative Driver's License Revocation Office; (6) A representative from The Judiciary's Adult Client Services Branch. When appropriate, pursuant to the FAST Act, stakeholders from the areas of driver licensing; data and traffic records; treatment and rehabilitation; public health; communication; alcohol beverage control; ignition interlock program; driver education; as well as representatives from government agencies and private sector organizations with an interest in impaired driving, may also be invited to participate but shall not be voting members. The voting members may conduct meetings in connection with the purposes of the HAWAII IMPAIRED DRIVING TASK FORCE and create groups with invited non-members as agreed by

the HAWAII IMPAIRED DRIVING TASK FORCE.(d) The Director of Transportation or his or her designee shall serve as the Chairperson of the HAWAII IMPAIRED DRIVING TASK FORCE. The Chairperson shall select a Co-Chair to perform the functions of the Chairperson in the Chairperson's absence, create other groups and subordinate chairs, or form any subject matter groups.(e) The HAWAII IMPAIRED DRIVING TASK FORCE shall be convened, staffed and supported by the Hawaii Department of Transportation.(f) The members of the HAWAII IMPAIRED DRIVING TASK FORCE shall serve without compensation, and shall be entitled to reimbursement from the Hawaii Department of Transportation for necessary expenses while attending meetings under this Executive Order. Invited non-members may not be entitled to any compensation or reimbursement of expenses.(g) The HAWAII IMPAIRED DRIVING TASK FORCE meetings shall be subject to the Sunshine Law, part I of chapter 92, Hawaii Revised Statutes. A majority of the voting members to which the HAWAII IMPAIRED DRIVING TASK FORCE is entitled shall constitute a quorum to do business and validate any decision or act of the HAWAII IMPAIRED DRIVING TASK FORCE.(h) The HAWAII IMPAIRED DRIVING TASK FORCE may be terminated upon the cessation of Impaired Driving Countermeasures Grant funding; provided, however, that pursuant to section 26-41, Hawaii Revised Statutes, 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 31 day of May 2016.

David Y. IgeGovernor of Hawaii

APPROVED AS TO FORM:DOUGLAS .CHINAttorney General"

The statewide IDTF, coordinated by HDOT, guides Hawaii's impaired driving initiatives and streamlines efforts. HDOT's responsibility of coordinating the statewide Task Force includes organizing the monthly meetings; working with key agencies to move forward on prioritized strategies from the Impaired Driving Plan; as well as ensuring that the Task Force remains on track to effectively combat impaired driving.

In addition to discussing impaired driving issues during its monthly meetings, the IDTF also has the following legislative responsibilities:

Prepare legislative bills for impaired driving laws based on proposals submitted by the sub-committees.

Draft new and amending laws to be submitted on behalf of the Hawaii Impaired Driving Task Force.

Ensure that such laws be in accordance with the Hawaii Legislative Drafting Manual.

Ensure that the contents of bill drafts are correct in the intent and purpose as recommended by the sub-committees.

Prepare testimonies for the proposed bills submitted on behalf of the Task Force and present the testimony during the legislative session.

Coordinate with other sub-committees regarding recommendations of new laws to be drafted.

Furthermore, the IDTF created three sub-committees to utilize members' expertise – Enforcement Sub-Committee, Prevention and Education Sub-Committee, and Post-Adjudication Sub-Committee. The following descriptions include the agencies involved, as well as the responsibilities for the respective sub-committees:

### Enforcement Sub-Committee

The Enforcement Sub-Committee includes representatives from County Police Departments, Prosecutors, Judiciary, Office of the Attorney General, The Judiciary's Administrative Drivers License Revocation Office (ADLRO), Smart Start, LLC, Clinical Laboratories, Department of Public Safety and HDOT. The Enforcement Sub-Committee's responsibilities include the following:

Identify problems of the impaired driver system and recommend fixes.

Draft new or amended laws and procedures 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.

Coordinate with other Task Force sub-committees for recommendations of drafting new or amending existing laws.

### Prevention and Education Sub-Committee

The Prevention and Education Sub-Committee includes representatives from HDOT, Hawaii Department of Health (DOH), MADD and The Queen's Medical Center. This Sub-Committee's responsibilities include the following:

The focus is on prevention, education, outreach, and communication of the impaired driver.

Identify problems and obstacles that the system is encountering and suggest amended laws and fixes to resolve these problems.

Identify communication barriers between agencies that will make the system flow smoother and more efficiently.

Brainstorming of projects that would be most effective in changing the impaired driver's behavior.

Coordinate with other Task Force sub-committees for recommendations of drafting new or amending existing laws.

### Post-Adjudication Sub-Committee

The Post-Adjudication Sub-Committee includes representatives from DOH's Alcohol and Drug Abuse Division (ADAD), The Judiciary's Driver Education Division, MADD, The Judiciary's probation, and HDOT. This Sub-Committee's responsibilities include the following:

Review the process of how the driver is admitted into a treatment program.

Identify treatment problems and find solutions to those problems.

Recommend the appropriate treatment, tracking methods, and collection of outcomes of treatment of the impaired driver.

Coordinate with other Task Force sub-committees or agencies for recommendations of drafting new or amending existing laws.

HDOT will continue to reach out to other traffic safety advocates that have been referred by members to accomplish a comprehensive approach against impaired driving.

### IMPAIRED DRIVING PLAN PROCESS AND APPROVAL DATE

Another requirement for mid-range states is to describe the process used by its task force to develop and approve the plan, as well as identify the approval date of the plan.



The IDTF developed the comprehensive statewide Impaired Driving Plan through discussions at monthly IDTF meetings. At the initial meeting, IDTF members were presented with updated impaired driving data, as well as the strategies from the previous Impaired Driving Plan as a starting point for discussion by the respective sub-committees during the breakout session. Following the breakout session, sub-committee chairs reported back to the Task Force with updated and/or new strategies. Those strategies evolved into our Impaired Driving Plan, which was approved on May 31, 2017. Hawaii's Plan includes the following short- and long-term impaired driving strategies:

#### Legislation and Funding

Enhance ignition interlock law.

Improve procedures for obtaining convictions for driving while license revoked/suspended due to Operating a Vehicle Under the Influence of an Intoxicant (OVUII).

Continue to support the DWI Court Program and research alternative funding.

Identify and utilize current and new funding sources for alcohol- and drug-abuse programs.

Provide other support for a statewide Impaired Driving Task Force, which includes a blend of professionals in each sub-committee or rotate sub-committee topics to include input from key agencies.

Mandatory ignition interlock for repeat offenders (if not all) or ignition interlock as a condition of a driver license reinstatement.

#### Education and Community Action

Identify and support protective environmental changes (i.e. liquor sales policies, compliance checks) that reduces substance misuse and impaired driving.

Identify and support community efforts that promote model behaviors among teens, families, and at-risk populations.

Expand reach and uniformity of server training program.

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.

Maintain partnership with ADAD to understand and collaborate with the reach of their prevention and treatment service providers.

Identify partnerships that have direct communication capabilities with drivers, encourage use of impaired driving prevention messages.

Expand partnerships to include community coalitions, other organizations and the private industry to prevent impaired driving, as well as implement impaired driving countermeasures.

Continue roundtable discussions that include the various agencies involved within the impaired driving process.

#### Enforcement, Adjudication and Treatment

Develop telephonic/E-warrants procedures on blood draw with search warrants.

Review and update Administrative Drivers License Revocation laws.

Continue high visibility enforcement and sobriety checkpoints, and media campaigns.

Continue to improve awareness and provide specialized training for police, prosecutors and the

Judiciary, and encourage courtroom training.

Continue to support statewide court monitoring program to provide data on DUI trial results.

Continue to support compliance checks to include "off premise" locations such as small liquor stores and convenience outlets.

Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.

Address current barriers to OVUII drug prosecution.

Increase effectiveness of OVUII laws by including probation as an allowable sentence.

Support expansion of alcohol- and drug-abuse intervention programs.

Consider performance based program for ignition interlock program as a condition for drivers license.

Explore solutions to address recent evidentiary foundation barriers (i.e., definition of drugs).

Ensure those with a revoked drivers license do not drive without an ignition interlock.

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

Develop a statewide DUI tracking system.

Ensure funding for data collection system.

Link data loop from Police/Arrest to Courts to ADAD to HDOT to Police.

## Key Stakeholders

According to Executive Order (EO) 16-02, the Hawaii Impaired Driving Task Force is comprised of the following voting members:

The Director of Transportation or his or her designee;

A representative from the Hawaii Department of Transportation's Highway Safety Section;

A representative from each county police department and the Sheriff Division;

A representative from each county prosecuting attorney office;

A representative from The Judiciary's Administrative Driver's License Revocation Office;

A representative from The Judiciary's Adult Client Services Branch.

Furthermore, per EO 16-02:

"When appropriate, pursuant to the FAST Act, stakeholders from the areas of driver licensing; data and traffic records; treatment and rehabilitation; public health; communication; alcohol beverage control; ignition interlock program; driver education; as well as representatives from government agencies and private sector organizations with an interest in impaired driving, may also be invited to participate but shall not be voting members. The voting members may conduct meetings in connection with the purposes of the HAWAII IMPAIRED DRIVING TASK FORCE and create groups with invited non-members as agreed by the HAWAII IMPAIRED DRIVING TASK FORCE."

The following is a list of IDTF members, which includes key stakeholders from HDOT (State highway safety agency), law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation), and representatives from areas such as treatment and rehabilitation, ignition interlock program, data and traffic

records, public health and communication:  
Hawaii Impaired Driving Task Force Members

Impaired Driving Task Force Agencies	Appointed/Designee Members
Executive Order No. 16-02 MembersDirector of TransportationHighways Division Deputy DirectorExecutive Order No. 16-02 MembersDirector of TransportationHighways Division Deputy DirectorExecutive Order No. 16-02 MembersDirector of TransportationHighways Division Deputy Director	Jady ButayEd SniffenJady ButayEd SniffenJady ButayEd Sniffen
Hawaii Department of Transportation’s (HDOT) Highway Safety Section (State Highway Safety Office)	Bob LungLee NaganoBob LungLee Nagano
A representative from each county police department and the Sheriff Division:Hawaii Police DepartmentHonolulu Police DepartmentKauai Police DepartmentMaui Police DepartmentSheriff DivisionA representative from each county police department and the Sheriff Division:Hawaii Police DepartmentHonolulu Police DepartmentKauai Police DepartmentMaui Police DepartmentSheriff DivisionA representative from each county police department and the Sheriff Division:Hawaii Police DepartmentHonolulu Police DepartmentKauai Police DepartmentMaui Police DepartmentSheriff DivisionA representative from each county police department and the Sheriff Division:Hawaii Police DepartmentHonolulu Police DepartmentKauai Police DepartmentMaui Police DepartmentSheriff DivisionA representative from each county police department and the Sheriff Division:Hawaii Police DepartmentHonolulu Police DepartmentKauai Police DepartmentMaui Police DepartmentSheriff Division	Torey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe-HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe-HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe- HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe-HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe- HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe-HongTorey KeltnerCapt. Ben MoszkowiczA/Lt. Jay ScribnerLt. Bill Hankins Renee Sonobe- Hong



Other Stakeholders:Office of the Attorney General Other Stakeholders:Office of the Attorney General	Clare E. ConnorsPatsy TakemuraReuel Toyama Clare E. ConnorsPatsy TakemuraReuel Toyama Clare E. ConnorsPatsy TakemuraReuel Toyama Clare E. ConnorsPatsy TakemuraReuel Toyama
Data and Traffic Records:HDOT Traffic Branch Traffic Records Coordinating Committee FARS Analyst Data and Traffic Records:HDOT Traffic Branch Traffic Records Coordinating Committee FARS Analyst Data and Traffic Records:HDOT Traffic Branch Traffic Records Coordinating Committee FARS Analyst Data and Traffic Records:HDOT Traffic Branch Traffic Records Coordinating Committee FARS Analyst	Jan HigakiKaren KahikinaJP McAuliffeJan Higaki Karen KahikinaJP McAuliffeJan Higaki Karen KahikinaJP McAuliffeJan Higaki Karen KahikinaJP McAuliffe
Public Health:Hawaii Department of Health (DOH):Injury Prevention and Control Section State Laboratories Division Alcohol and Drug Abuse Division Public Health:Hawaii Department of Health (DOH):Injury Prevention and Control Section State Laboratories Division Alcohol and Drug Abuse Division Public Health:Hawaii Department of Health (DOH):Injury Prevention and Control Section State Laboratories Division Alcohol and Drug Abuse Division Public Health:Hawaii Department of Health (DOH):Injury Prevention and Control Section State Laboratories Division Alcohol and Drug Abuse Division Public Health:Hawaii Department of Health (DOH):Injury Prevention and Control Section State Laboratories Division Alcohol and Drug Abuse Division	Kari BenesWanda ChangAngela BolanKari Benes Wanda ChangAngela BolanKari Benes Wanda ChangAngela BolanKari Benes Wanda ChangAngela Bolan
Driver Education:The Judiciary – Division of Driver Education Driver Education:The Judiciary – Division of Driver Education	Jackie MuraiJennifer WongJackie Murai Jennifer WongJackie MuraiJennifer Wong

The Judiciary’s DWI Court Program:Administrative Judge DWI Court Program Coordinator	Lono Lee Lisa Lum
Ignition Interlock Program:Smart Start LLC (Ignition Interlock Vendor) Ignition Interlock Program:Smart Start LLC (Ignition Interlock Vendor)	JoAnn Hamaji-OtoAmi ScronceJoAnn Hamaji-Oto Ami ScronceJoAnn Hamaji-OtoAmi Scronce
MADD, Hawaii Chapter	Arkie KoehlCarol McNameeArkie Koehl Carol McNamee

<p>Communication:HDOT Highway Safety Section DOH Injury Prevention and Control SectionCommunication:HDOT Highway Safety Section DOH Injury Prevention and Control SectionCommunication:HDOT Highway Safety Section DOH Injury Prevention and Control Section</p>	<p>Lianne YamamotoKaren KahikinaKari BenesLianne YamamotoKaren KahikinaKari BenesLianne YamamotoKaren KahikinaKari BenesLianne YamamotoKaren KahikinaKari Benes</p>
<p>Treatment and Rehabilitation:The Judiciary’s Division of Driver EducationThe Judiciary’s DWI Court Program CoordinatorTreatment and Rehabilitation:The Judiciary’s Division of Driver EducationThe Judiciary’s DWI Court Program CoordinatorTreatment and Rehabilitation:The Judiciary’s Division of Driver EducationThe Judiciary’s DWI Court Program CoordinatorTreatment and Rehabilitation:The Judiciary’s Division of Driver EducationThe Judiciary’s DWI Court Program Coordinator</p>	<p>Jackie MuraiJennifer WongLisa LumJackie MuraiJennifer WongLisa LumJackie MuraiJennifer WongLisa Lum</p>
<p>Driver Licensing:Hawaii CountyCity and County of Honolulu Kauai CountyMaui County Driver Licensing:Hawaii CountyCity and County of Honolulu Kauai CountyMaui County Driver Licensing:Hawaii CountyCity and County of Honolulu Kauai CountyMaui County Driver Licensing:Hawaii CountyCity and County of Honolulu Kauai CountyMaui County Driver Licensing:Hawaii CountyCity and County of Honolulu Kauai CountyMaui County</p>	<p>Naomi O’DellRicky AkaseMike DrakeLito VilaNaomi O’DellRicky AkaseMike DrakeLito VilaNaomi O’DellRicky AkaseMike DrakeLito VilaNaomi O’DellRicky AkaseMike DrakeLito Vila</p>

Alcohol and Beverage Control:Honolulu Liquor CommissionDepartment of Liquor Control, County of HawaiiDepartment of Liquor Control, County of KauaiDepartment of Liquor Control, County of MauiAlcohol and Beverage Control:Honolulu Liquor CommissionDepartment of Liquor Control, County of HawaiiDepartment of Liquor Control, County of KauaiDepartment of Liquor Control, County of MauiAlcohol and Beverage Control:Honolulu Liquor CommissionDepartment of Liquor Control, County of HawaiiDepartment of Liquor Control, County of KauaiDepartment of Liquor Control, County of MauiAlcohol and Beverage Control:Honolulu Liquor CommissionDepartment of Liquor Control, County of HawaiiDepartment of Liquor Control, County of KauaiDepartment of Liquor Control, County of Maui	Ken M. TakemotoGerald TakaseGerald RapozoTraci Fujita VillarosaKen M. TakemotoGerald TakaseGerald RapozoTraci Fujita VillarosaKen M. TakemotoGerald TakaseGerald RapozoTraci Fujita VillarosaKen M. TakemotoGerald TakaseGerald RapozoTraci Fujita VillarosaKen M. TakemotoGerald TakaseGerald RapozoTraci Fujita Villarosa
Hawaii State Legislature:House Committee of Transportation ChairSenate Committee of Transportation ChairHawaii State Legislature:House Committee of Transportation ChairSenate Committee of Transportation ChairHawaii State Legislature:House Committee of Transportation ChairSenate Committee of Transportation Chair	To be determinedTo be determinedTo be determinedTo be determinedTo be determined
State Public Defender	John M. Tonaki
Hawaii Association of Criminal Defense Lawyers	Pat McPherson
Hawaii State Bar Association	Vlad Devens
Hawaii Insurers Council	Alison Powers
Clinical Laboratories of Hawaii, LLP	Dr. Clifford Wong
Department of Education:Superintendent of EducationDriver Education Resource TeacherDepartment of Education:Superintendent of EducationDriver Education Resource TeacherDepartment of Education:Superintendent of EducationDriver Education Resource Teacher	Christina KishimotoJan MeekerChristina KishimotoJan MeekerChristina KishimotoJan Meeker
Hawaii Partnership to Prevent Underage Drinking	Cynthia Okazaki
Coalition for a Drug-Free Hawaii	Greg Tjapkes
AAA Hawaii	Liane Sumida
HMSA (Hawaii Medical Service Association)	Mark Oto

American College of Emergency Physicians, Hawaii Chapter	To be determined
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Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 5/31/2017

### Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

**ASSURANCE:** The State continues to use the previously submitted Statewide impaired driving plan.

## 405(d) Alcohol-ignition interlock law grant

### Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No

## 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

### Sobriety program information

Legal citations: No

State program information: No

### Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
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State law authorizes a Statewide 24-7 sobriety program.	No
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## Program information

State program information that authorize a Statewide 24-7 sobriety program.

## 405(e) Distracted driving grant

### Sample Questions

#### Legal citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 7/1/2013

Date amended: 7/1/2014

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

#### Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

#### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

#### Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

#### Legal citations for exemptions to the State's texting ban:

#### Citations

Legal Citation Requirement:

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 7/1/2013

Date amended: 7/1/2014

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

### Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

### Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

### Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

**Legal citations for exemptions to the State's youth cell phone use ban.**

### Citations

Legal Citation Requirement:

Legal Citation: §291C-137, Hawaii Revised Statutes

Amended Date: 7/1/2014

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: Hawaii Department of Transportation

State authority name/title: Jade Butay, Director

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Hawaii	8,023
Kauai	3,501
Maui	3,971
Oahu	13,515

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 29,010

### Use of fees collected from motorcyclists for motorcycle programs

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: Law State

**Legal citations for each law state criteria.**

Requirement Description	State citation(s) captured
The State law or regulation requiring that 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.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No

### Citations

Legal Citation Requirement: The State law or regulation requiring that 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: Hawaii Revised Statute 431:10G-107(b)

Amended Date: 1/7/2002

### Citations

Legal Citation Requirement: The State law or regulation requiring that 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: Hawaii Revised Statute 431:10G-107(c)

Amended Date: 1/7/2002

### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: Hawaii Revised Statute 431:10G-107(b)

Amended Date: 1/7/2002

### Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: Hawaii Revised Statute 431:10G-107(c)

Amended Date: 1/7/2002

## 405(g) State graduated driver licensing incentive grant

### Graduated driver licensing

**Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.**

Graduated driver licensing law last amended on:

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No

Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

**Legal citations for exemptions to the State's texting ban:**

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

**Legal citations for exemptions to the State's texting ban:**

### 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

### 1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

### Official documents

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

**Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:**

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

### Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

Supporting Documents
HI FFY 2020 Funding Chart .xlsx
Performance Measure Progress -- SHACA and E-Citations (with e-citations screen shots).pdf
FY20 Part 1300 Certifications Assurances (Note_ Document cannot be altered per NHTSA) (part 1) - signed.pdf
Hawaii FFY 2020 Traffic Records Strategic Plan.pdf

