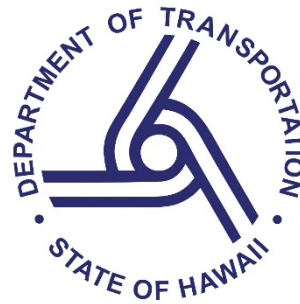


Hawaii's Annual Report for Federal Fiscal Year
2023 National Highway Traffic Safety
Administration funded programs

NHTSA Annual Report FFY 2023



Hawaii Department of Transportation

CONTENTS

Contents.....	3
Acronyms and Definitions	4
Traffic Safety Core Performance Measures	6
Hawaii Core Performance Measures 2023.....	10
2023 Triennial Highway Safety Plan Efforts	25
2023 Program and Project Highlights	27
First Responders/ EMS	31
Impaired Driving	32
Motorcycle Safety	41
Occupant Protection.....	42
Non-Motorized	49
STEP (Selective Traffic Enforcement Programs): Speed, Distracted Driving and Police Traffic Services.....	51
Traffic Records	55
Planning and Administration.....	57
Media Efforts	59
Evidence-based Enforcement	61
Behavioral and Attitudinal Survey	64
Highway Safety Plan Modifications.....	67
Federal Aid Funds Expended FFY 2023.....	68

ACRONYMS AND DEFINITIONS

This guide provides a quick reference to the terms, acronyms and abbreviations used throughout this annual report.

3HSP Triennial Highway Safety Plan 2024- 2026

Accommodations using ADA, and title

Affected Community Any community that is described by social, demographic, economic, and crash data as being disproportionately disadvantaged in the transportation system.

ARF Annual Report File

ALICE Asset Limited Income Employment Restrained report from united way used to describe economic and social impacts to communities across the United States.

BIL Bipartisan Infrastructure Law

CDR Crash Data Retrieval

CIOT Click It or Ticket

CPS Child Passenger Safety

DAID Drug and Alcohol Intoxicated Driving

DOH Hawaii State Department of Health

DRE Drug Recognition Expert

DTS City & County of Honolulu, Department of Transportation Services

DWI Court Driving While Impaired Court

EDR Event Data Recorder

FARS Fatality Analysis Reporting System

FFY Federal Fiscal Year

FHWA Federal Highway Administration

GHSA Governors Highway Safety Association

HCFD Hawaii County Fire Department

HCPD Hawaii County Police Department

HDOT Hawaii Department of Transportation

HFD Honolulu Fire Department

HIGLS Hawaii Incident Geo-Locating System

HPD Honolulu Police Department

HPPUD Hawaii Partnership to Prevent Underage Drinking

HSP Highway Safety Plan FFY 2023

HSIP Highway Safety Improvement Plan, which guides HDOT safety projects.

HTRCC Hawaii Traffic Records Coordinating Committee

HVE High Visibility Enforcement

IPTM Institute of Police Technology and Management

JIMS Judiciary Information Management System

KIPC Keiki Injury Prevention Coalition

KPD Kauai Police Department

LEL Law Enforcement Liaison

MED Mobile Electronic Device

MFD Maui Fire Department

Micromobility transportation or movement via a mode other than a traditional motor vehicle or motorcycle

MPD Maui Police Department

MR Management Review

NGA National Governors Association

NHTSA National Highway Traffic Safety Administration

OVUII Operating a Vehicle Under the Influence of an Intoxicant

PPE Public Participation and Engagement

PSA Public Service Announcement

RMS Records Management System

SHACA State of Hawaii Advanced Crash Analysis

SHSC State Highway Safety Council

SHSP Strategic Highway Safety Plan

SSA Safe System Approach

STEP FHWA's Safe Transportation for Every Pedestrian countermeasure

STEP Selective Traffic Enforcement Program

TEU Traffic Enforcement Unit

TSRP Traffic Safety Resource Prosecutor

UHM University of Hawaii at Manoa

VMT Vehicle Miles Traveled

VISTA a program under AmeriCorps to provide job and community opportunities for individuals experiencing poverty

VRUSA Vulnerable Road Users Safety Assessment

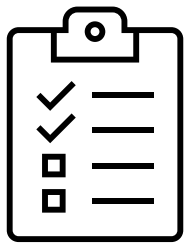
WWH Walk Wise Hawaii

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

Traffic Safety Core Performance Measures are developed by NHTSA and the Governors Highway Safety Association, who have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs.

An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures. The initial 15 performance measures are comprised of 11 core outcome measures, 2 behavior measure, and 2 activity measures. The performance measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables. All states are required to report progress on each of the core and behavior measures. The Annual Report is reporting activity measures that include cell phone use rates, EMS response times, timeliness of traffic records.

Core outcome and behavior measures are vital in identifying problems, tracking progress, and assessing countermeasure effectiveness. These performance measures are used to:



- ★ Set goals,
 - ★ Connect goals to actions,
 - ★ Allocate resources to actions,
 - ★ Monitor progress,
- ★ Evaluate allocation of resources to program areas an effort to meet their targets; and
 - ★ Communicate the priorities, results, and value to our communities of various traffic safety program areas of various safety program areas and activities.

HAWAII CORE PERFORMANCE CHART: ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS 2023

FY 2023					
Performance Measure	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ FY23 Progress Results	On Track to Meet FY21 Target Y/N (in-progress)
C-1 Total Traffic Fatalities	5 year	2019-2023	103	2018-2022 FARS-104 State*- 116	In progress
C-2 Serious Injuries in Traffic Crashes	5 year	2019-2023	506	2018-2022 State*-506.6 State*-572	In progress
C-3 Fatalities/ VMT	5 year	2019-2023	1.057	2018-2022 FARS-1.02 State*- 1.14	In progress
C-4 Unrestrained Passenger Vehicle Occupant, All Seating Positions	5 year	2019-2023	17	2018-2022 FARS-17 State*- 19	In progress
C-5 Alcohol-Impaired	5 year	2019-2023	34	2018-2022 FARS-31 State*- 25	In progress
C-6 Speeding-Related Fatal	5 year	2019-2023	47	2018-2022 FARS-47 State* - 48	In progress
C-7 Motorcycle Fatalities (FARS)	5 year	2019-2023	26	2018-2022 FARS-28 State* - 33	In progress
C-8 Unhelmeted Motorcycle Fatalities	5 year	2019-2023	16	2018-2022 FARS-18 State* - 20	In progress
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	9	2018-2022 FARS-10 State* - 8	In progress
C-10 Pedestrian Fatalities	5 year	2019-2023	26	2018-2022 FARS-30 State* - 28	In progress
C-11 Bicyclist Fatalities	5 year	2019-2023	6	2018-2022 FARS- 4 State* - 7	In progress

*State data

ACTIVITY PERFORMANCE MEASURES

Performance Measure	Target Period	Target Year	Target Value FY22 HSP	On Track to Meet FY21 Target Y/N (in-progress)
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	97.6%	Yes
B-2 Distracted Driving Programs Area: Observed Cellular Phone Usage Among Drivers (State Survey)	Annual	2023	2.05%	No
D-1 Traffic Records Program Area: Average number of days from crash to database during the performance target period	Annual	2023	11 days	Yes
D-2 Reduce the average extrication time from the time of arrival at the crash site to transport by 1 minute by 2023	Annual	2023	1:00 minute	Yes

HAWAII CORE PERFORMANCE CHART: ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS 2022

Performance Measure	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Progress Results	Met FY22 Target
C-1 Total Traffic Fatalities	103	2018-2022	2017-2021 FARS- 102 FARS- 94	Yes
C-2 Serious Injuries in Traffic Crashes	427	2018-2022	2017-2021 STATE- 473 STATE- 546	No
C-3 Fatalities/ VMT	0.964	2018-2022	2017-2021 STATE- 0.995 STATE- 0.952	No
C-4 Unrestrained Passenger Vehicle Occupant, All Seating Positions	16	2018-2022	2017-2021 FARS- 17 FARS- 20	No
C-5 Alcohol-Impaired	37	2018-2022	2017-2021 FARS- 33 FARS- 21	Yes
C-6 Speeding-Related Fatal	47	2018-2022	2017-2021 FARS- 47 FARS- 45	Yes
C-7 Motorcycle Fatalities (FARS)	23	2018-2022	2017-2021 FARS- 26 FARS- 33	No
C-8 Unhelmeted Motorcycle Fatalities	14	2018-2022	2017-2021 FARS- 17 FARS- 21	No
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	10	2018-2022	2017-2021 FARS- 9 FARS- 11	Yes
C-10 Pedestrian Fatalities	29	2018-2022	2017-2021 FARS- 28 FARS- 25	Yes
C-11 Bicyclist Fatalities	3	2018-2022	2017-2021 FARS- 3 FARS- 4	Yes
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	97.60%	Annual	2022 (Winter) State Survey 95.8%	No
B-2 Distracted Driving Program Area: Observed Cellular Phone Usage Among Drivers (State Survey)	2.19%	Annual	2022 (Winter) State Survey 2.54 %	No
D-1 Traffic Records Program Area: Average number of days from crash to database during the performance target period	86.25 75 mean number of days	Annual	2021 - 59 avg number of days 2022 - 11 avg number of days	Yes
D-2 EMS Reduce the average time, from the time of arrival at crash site to transport by 1 minute by 2022.	1 minute	Annual	2021 8:20 minutes 2022 6:23 minutes	Yes

HAWAII CORE PERFORMANCE MEASURES 2023

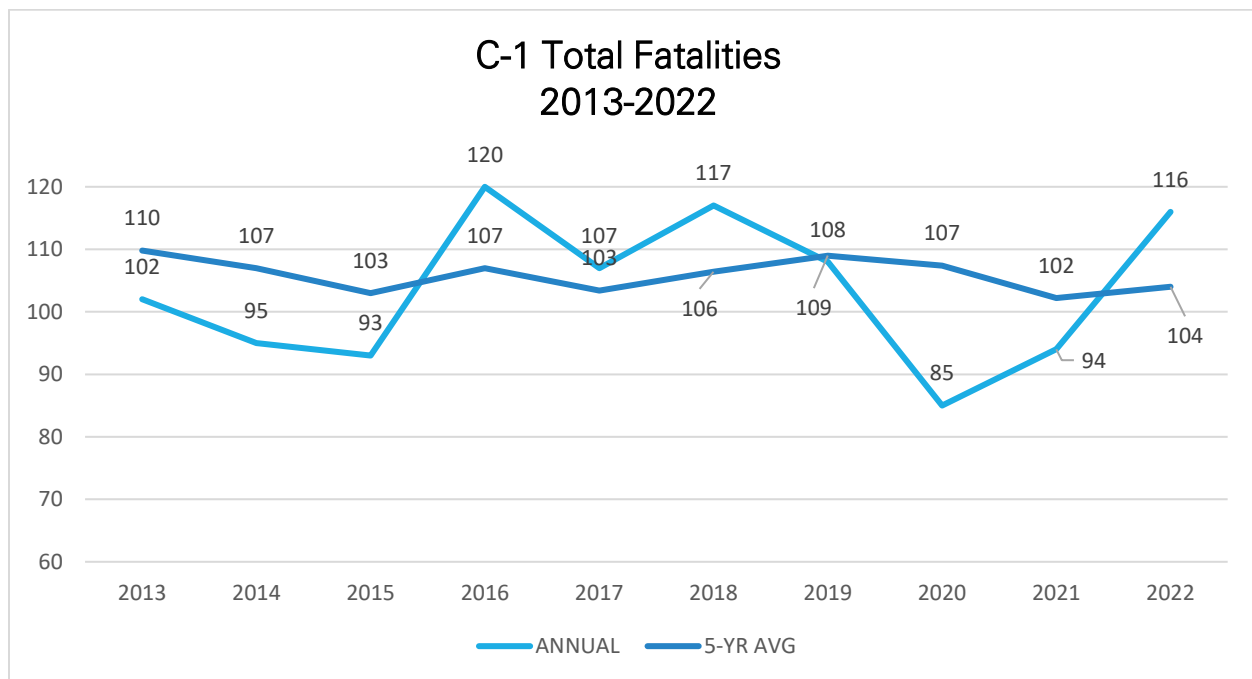
HAWAII CORE PERFORMANCE MEASURE: C-1 TOTAL TRAFFIC FATALITIES

Goal: Reduce total fatalities from 107.4 (2016–2020 rolling average) to 103.0 (2019–2023 rolling average) by 2023.

Result: The five-year average for 2022 (2018-2022) is 104 traffic fatalities, according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data is one percent higher than the five-year average target of 103 fatalities.

Based on the known data and using the five-year average dataset, we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce crashes that result in fatal crashes. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



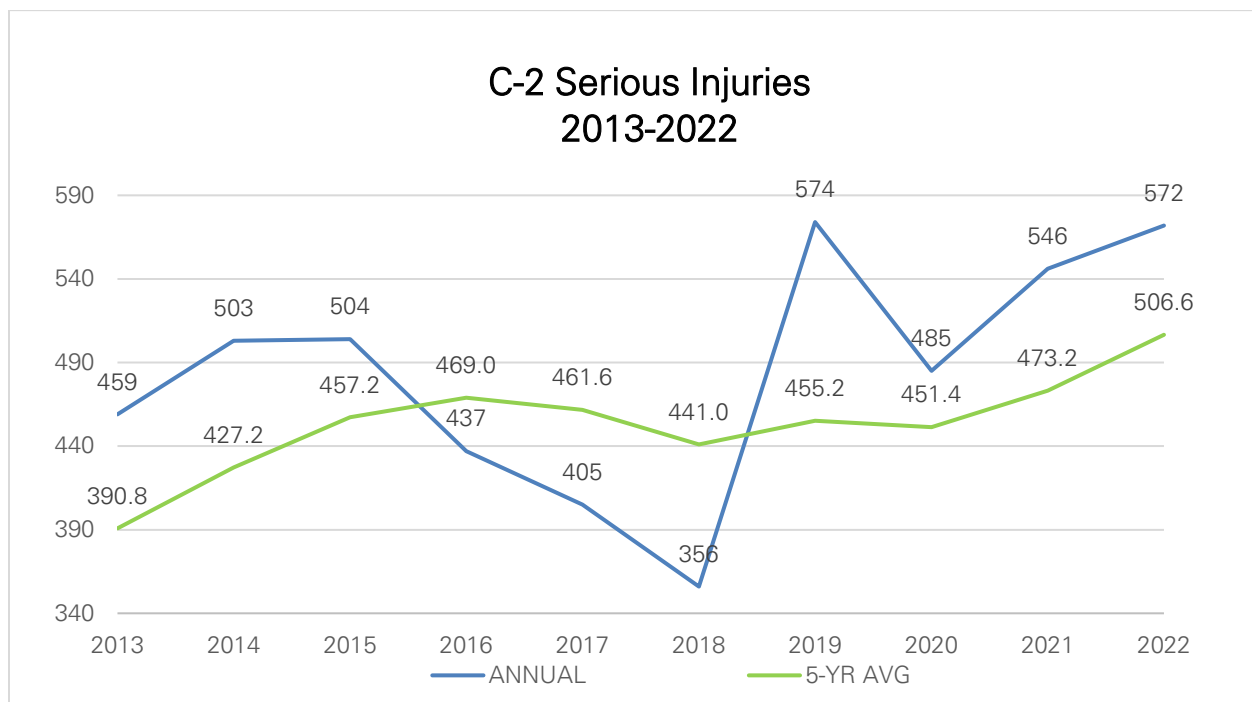
HAWAII CORE PERFORMANCE MEASURE: C-2 SERIOUS INJURIES IN TRAFFIC CRASHES

Goal: Slow the increase of Serious Injuries from 451.4 (2016–2020 rolling average) to 506 (2019–2023 rolling average) by 2023.

Result: The five-year average for 2022 (2018-2022) is 506.6 serious injuries in crashes, according to the SHACA.

Based on the known data and using the five-year average dataset, we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce crashes that result in serious injuries. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.

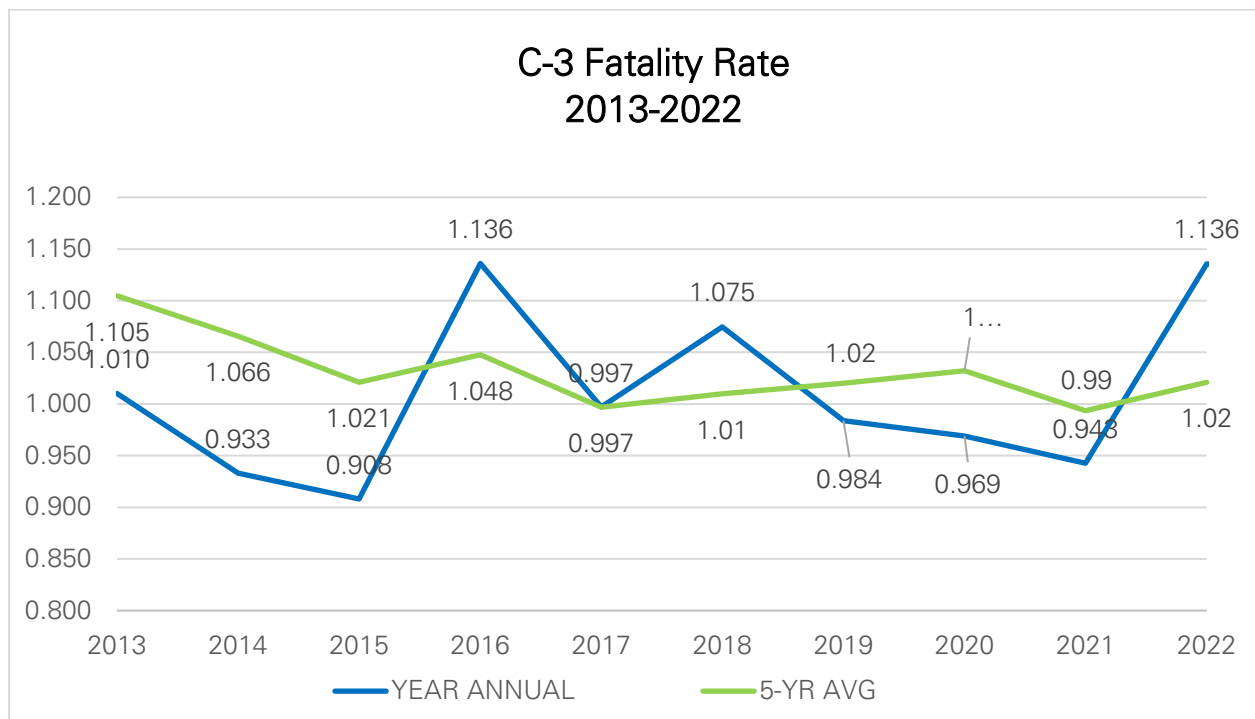


HAWAII PERFORMANCE MEASURE: C-3 FATALITY RATE 100M VMT

Goal: Fatalities/100 MVT slow the increase from 1.032 (2016–2020 rolling average) to 1.057 (2019–2023 rolling average) by 2023.

Result: The five-year average for 2022 (2018-2022) is 1.02 fatalities/VMT, which is less than our target at 1.057.

Based on the known data and using the five-year average dataset, we believe we met our 2023 performance target.

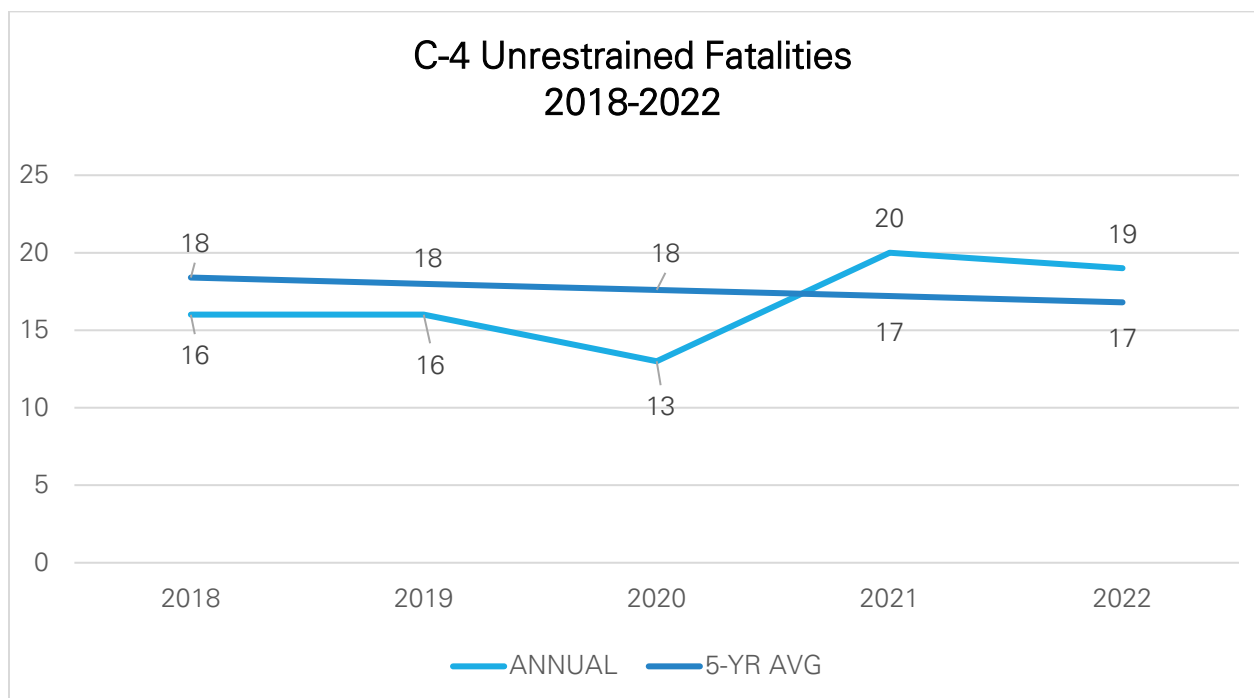


HAWAII PERFORMANCE MEASURE: C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

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

Results: The five-year average for 2022 (2018-2022) is 17 Unrestrained Fatalities, according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we met our 2023 performance target.

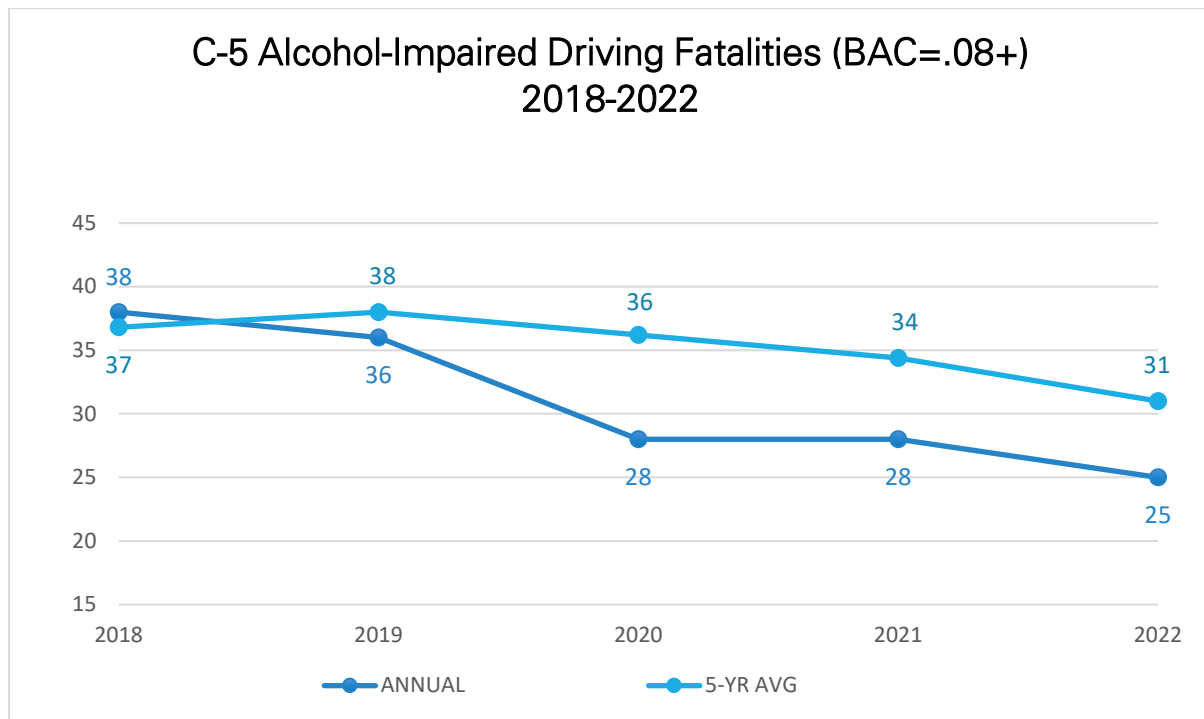


HAWAII PERFORMANCE MEASURE: C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES

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

Results: The five-year average for 2022 (2018-2022) is 31 Alcohol-Impaired Fatalities, according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we met our 2023 performance target.

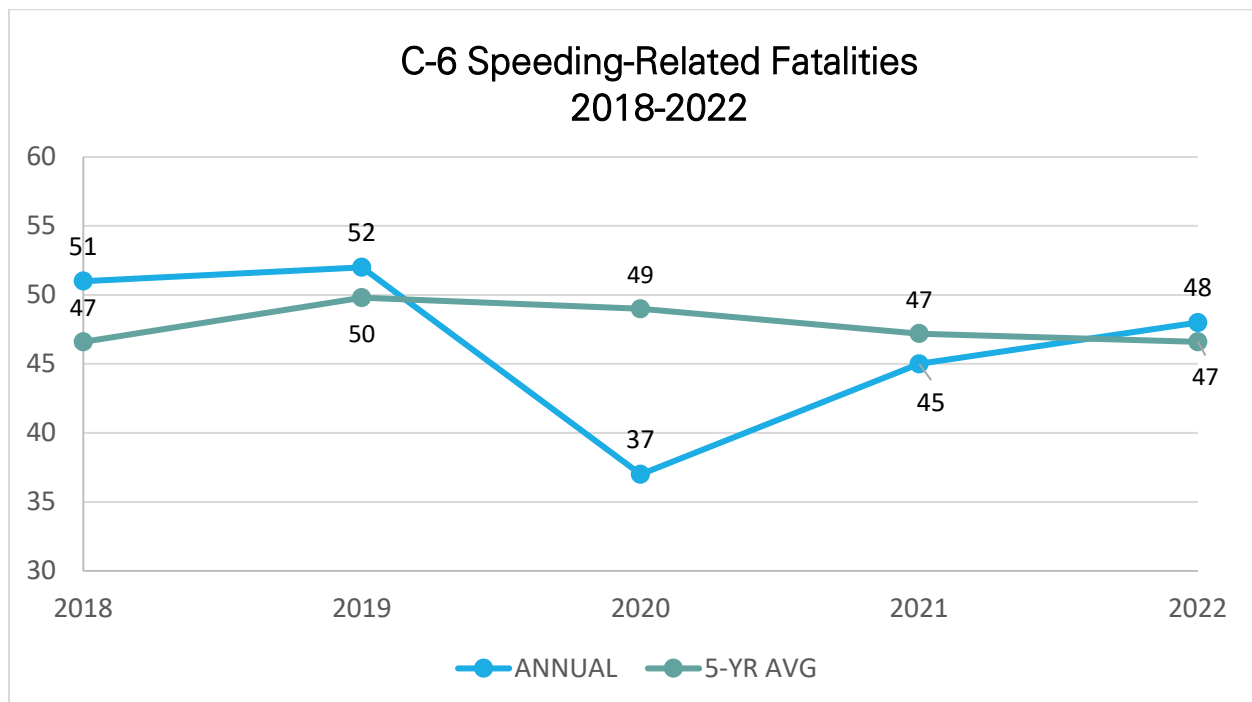


HAWAII PERFORMANCE MEASURE: C-6 SPEEDING-RELATED FATALITIES

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

Results: The five-year average for 2022 (2018-2022) is 47 Speeding-Related Fatalities, according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we met our 2023 performance target.



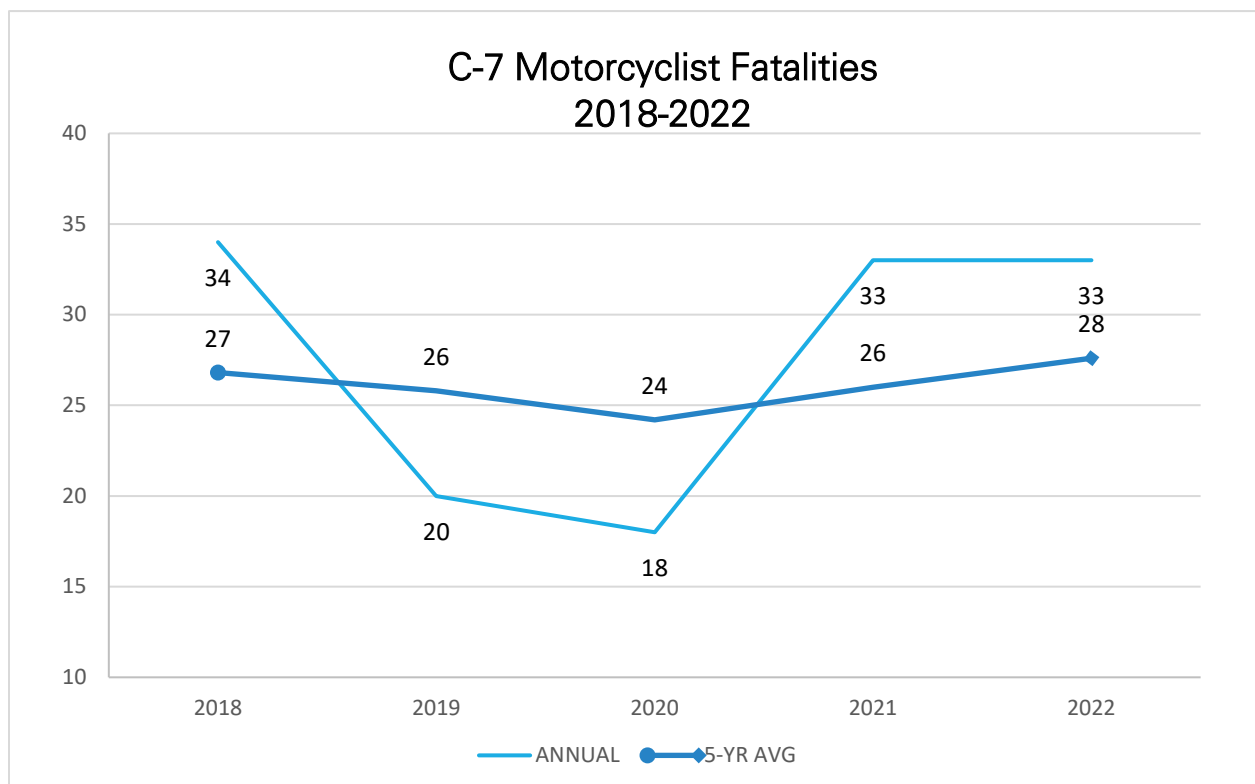
HAWAII PERFORMANCE MEASURE: C-7 MOTORCYCLIST FATALITIES

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

Results: The five-year average for 2022 (2018-2022) is 28 Motorcyclist fatalities according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce motorcycle crashes and that result in serious injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



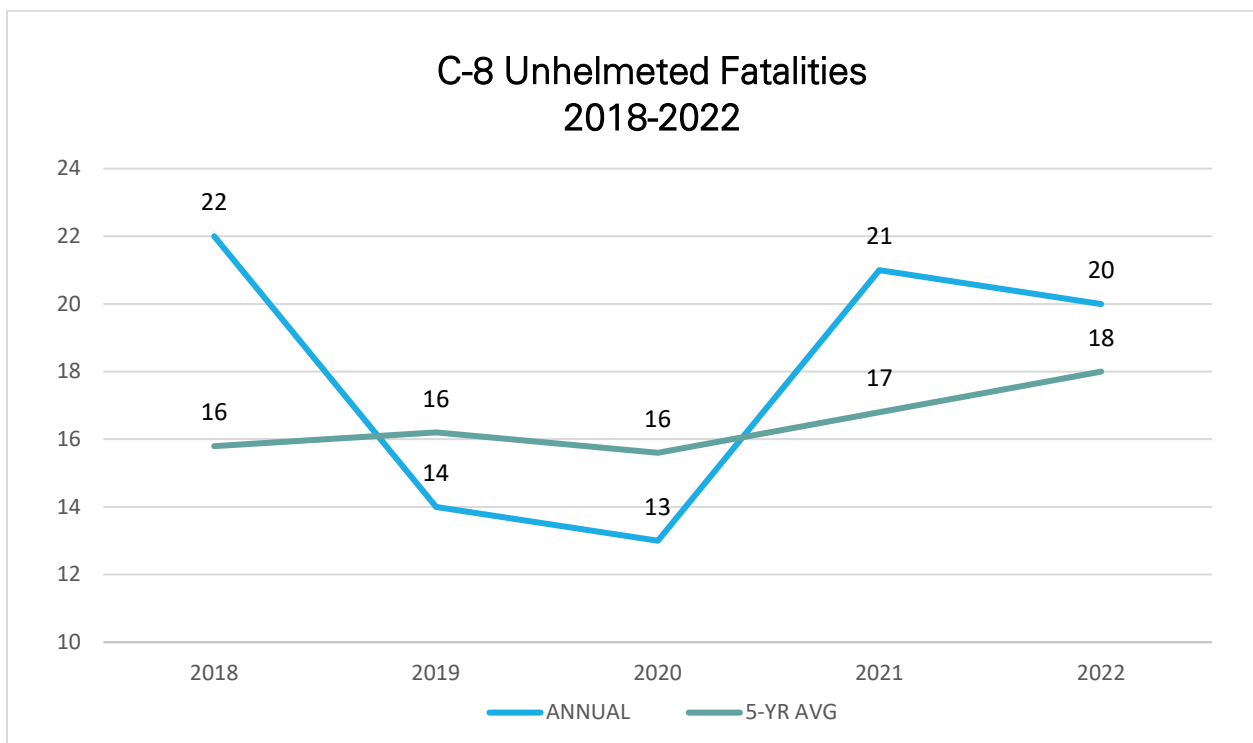
HAWAII PERFORMANCE MEASURE: C-8 UNHELMETED MOTORCYCLIST FATALITIES

Goal: Maintain unhelmeted, motorcyclist fatalities from 16 (2016-2020 rolling average) to 16 (2019-2023 rolling average) by 2023.

Results: The five-year average for 2022 (2018-2022) is 18 Unhelmeted Motorcyclist fatalities according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce motorcycle crashes and that result in head injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



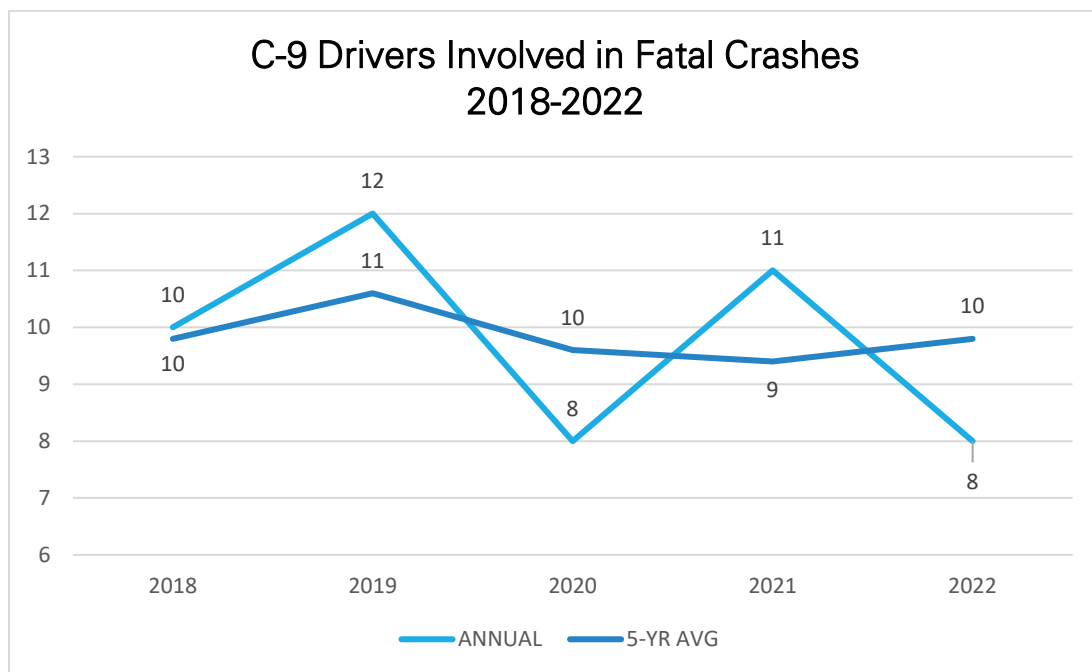
HAWAII PERFORMANCE MEASURE: C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

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

Results: The five-year average for 2022 (2018-2022) is 10 Fatal Crashes among Drivers Age 20 or Younger according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce crashes among young drivers and that result in serious injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



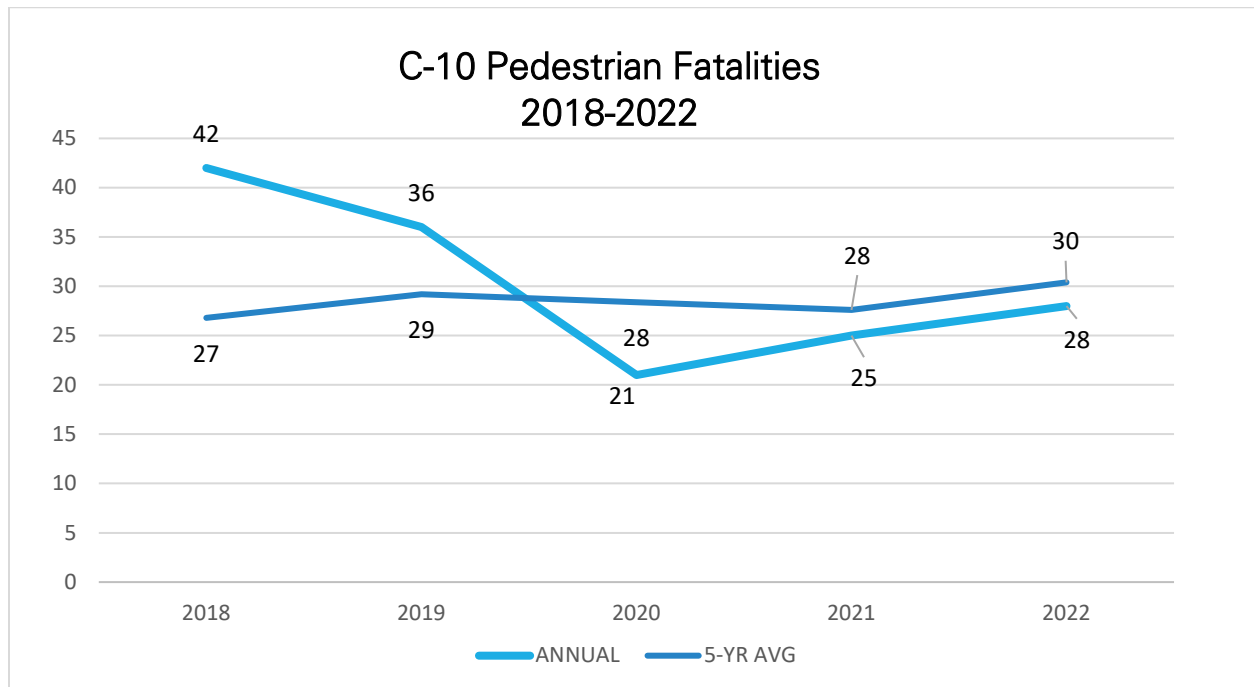
HAWAII PERFORMANCE MEASURE: C-10 PEDESTRIAN FATALITIES

Goal: Reduce pedestrian fatalities from 27 (2016-2020 rolling average) to 26 (2019-2023 rolling average) by 2023.

Results: The five-year average for 2022 (2018-2022) is 30 pedestrian fatalities according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce pedestrian crashes and that result in serious injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



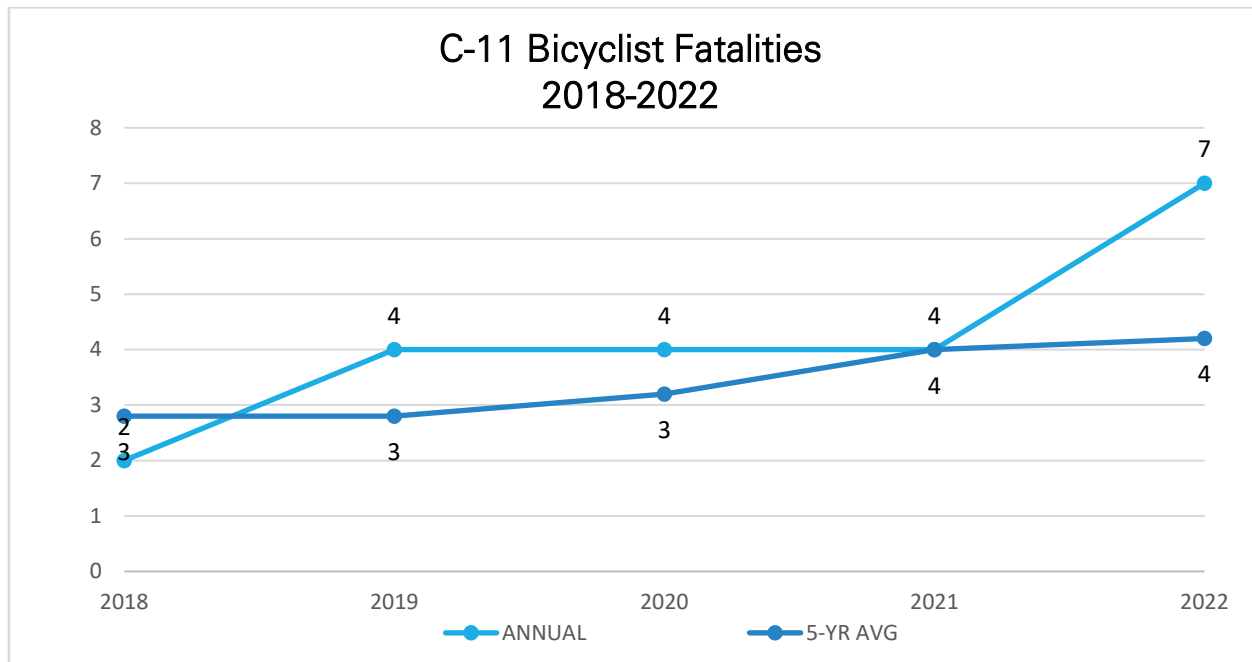
HAWAII PERFORMANCE MEASURE: C-11 BICYCLIST FATALITIES

Goal: Slow the increase of bicyclist fatalities from 3 (2016-2020 rolling average) to 6 (2019-2023 rolling average) by 2023.

Results: The five-year average for 2022 (2018-2022) is 4 Bicyclist fatalities according to the Fatality Analysis Reporting System (FARS) and 2022 preliminary state data.

Based on the known data and using the five-year average dataset, we believe we will not meet our 2023 performance target.

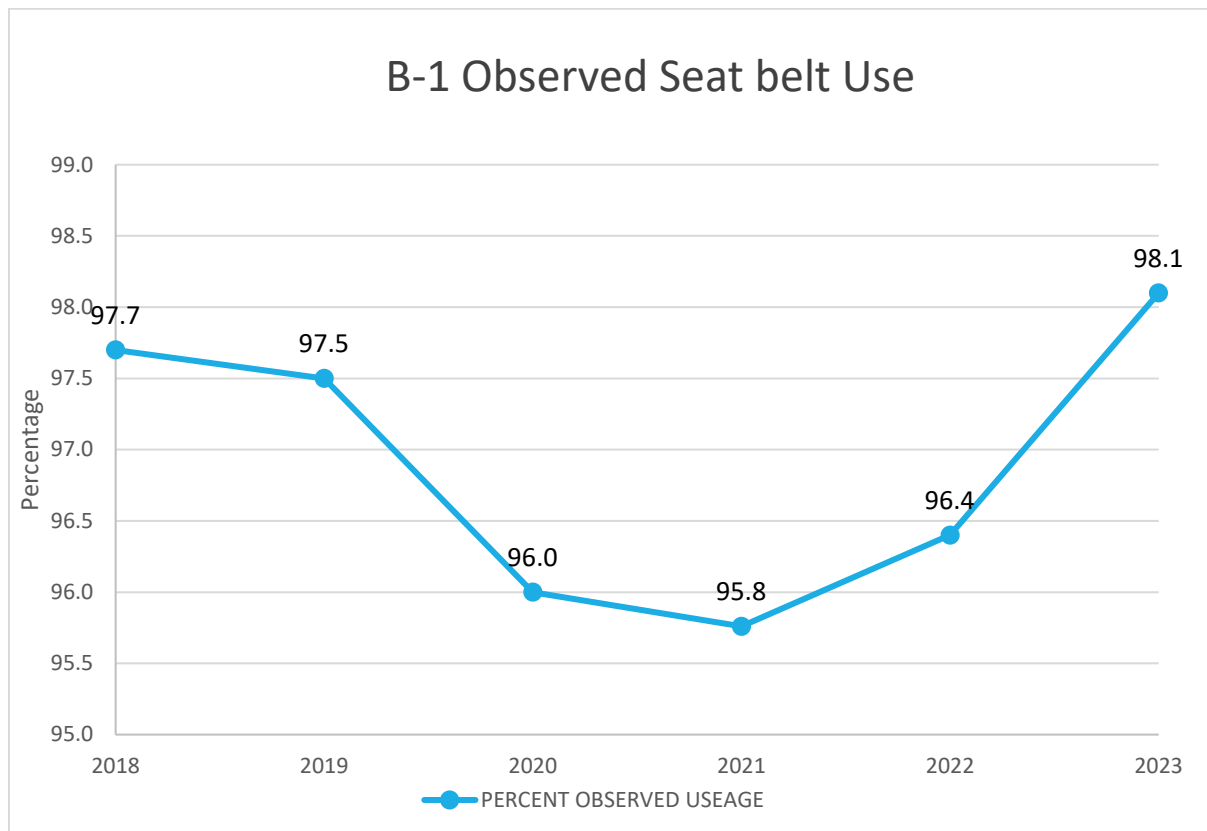
Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce bicycle crashes and that result in serious injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



HAWAII PERFORMANCE MEASURE: B-1 OBSERVED SEATBELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

Goal: Increase observed seat belt use for passenger vehicles, front seat outboard occupants from 97.1 percent in 2021 to 97.6 percent by 2023.

Results: Based on the observed statewide seat belt use rate of 98.10 percent according to the annual summer observational study, we believe we met our 2023 performance target.

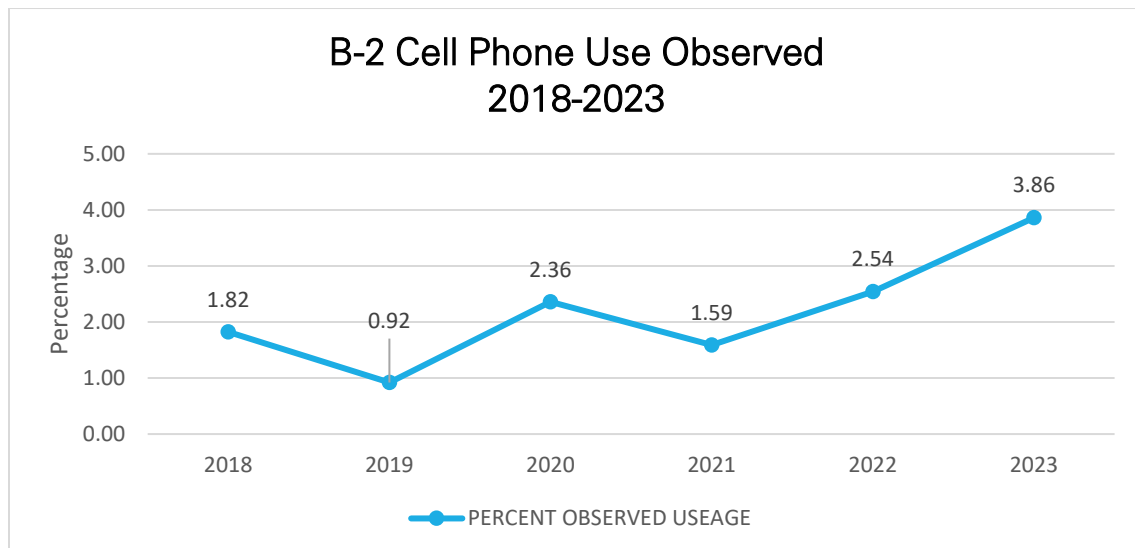


HAWAII PERFORMANCE MEASURE: B-1 DISTRACTED DRIVING: OBSERVED CELLULAR PHONE USE WHILE DRIVING

Goal: Decrease observed cell phone use while driving from 3.55 percent in 2019 to 2.05 percent by 2023.

Results: Based on the observed cell phone use rate of 3.86 according to the annual summer observational study, we believe we will not meet our 2023 performance target.

Countermeasure: HDOT will continue to support proven countermeasures outlined in the FFY 2024-2026 3HSP to reduce crashes among inattentive drivers and that result in serious injuries and fatalities. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from SHSP and the HSIP.



HAWAII PERFORMANCE MEASURE: D-1 TRAFFIC RECORDS

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

Results: Based on best available data from SHACA the average number of days from crash to database during the performance target period is currently at 10, except for Maui county traffic records.

Countermeasure: HDOT and Maui County will continue to work together to resolve staffing capacity to ensure speedy data transfer of crash records to the SHACA system.

HAWAII PERFORMANCE MEASURE: D-2 EMS

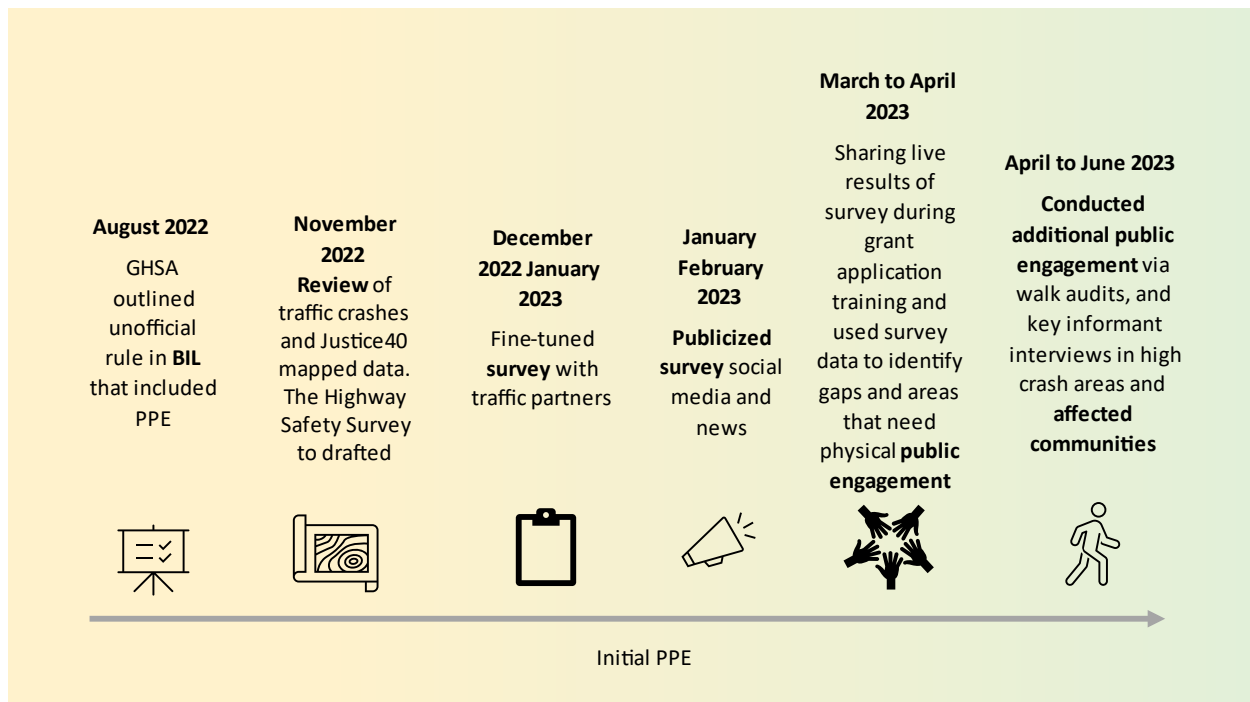
Goal: Reduce the average extrication time, from the time of arrival at the crash site to transport by 1 minute by 2023. Napili Response time: 8:20

Results: The Napili District Fire Station had a goal of reducing response times of 1 minute from of Napili Response 8:20. They reported an average time of 6:23 minutes for vehicle crashes, which is more than a minute reduction.

2023 TRIENNIAL HIGHWAY SAFETY PLAN EFFORTS

Under the Bipartisan Infrastructure Law (BIL), Highway Safety Offices or those in authority over the Highway Safety Plan oversaw submitting a new Triennial Highway Safety Plan (3HSP) covering federal fiscal years 2024 through 2026. The 3HSP provided an outlook for the next three years, but it also required an intensive effort placed on public participation and engagement (PPE), addressing affected communities, data driven efforts, and aligning best-practices or countermeasures to the planned projects.

Timeline of Hawaii's Public Participation and Engagement efforts dating from August 2022 through June 2023. Core steps include unofficial outline of BIL, review of Justice 40 and drafting Highway Safety Survey, adjusting the Highway Safety Survey, publicizing the survey, reviewing results of survey and available data to identify areas that need physical public engagement, and conducting key informant interviews.



Pictured above: timeline of PPE activities, BIL final rule, survey development, public engagement, and addressing affected communities

HOW PPE EFFORTS HELP INFORM 3HSP

- ★ Initial results from the survey were shared with potential grant applicants at a grant application training.
- ★ It was explained during the training and to any grant applicant that the survey results could allow programs to identify enforcement and communications strengths and weaknesses.
- ★ It was explained that survey data provided zip code information that would allow grant applicants to identify areas that were traditionally underserved or are affected communities.
- ★ Grant applicants applied data found in the community survey to their grant applications.

Out of the Public Participation and Engagement Efforts, new projects were identified and will be deployed during the 3HSP timeframe.

1. University of Hawaii at Manoa Qualitative Research Project in Ka'u and Kalihi
2. Hawaii Bicycling League's e-bike Etiquette Research and Safety Video Series
3. Public Participation and Engagement Coordinator

2023 PROGRAM AND PROJECT HIGHLIGHTS

ACT 100 HDOT APPLYING VISION ZERO

Hawaii Legislature passed Act 100 in 2021, which is Hawaii's version of a Vision Zero/ Safe Systems Implementation and Transparency Act. Leadership at the Hawaii Department of Transportation has made a valiant effort to implement Act 100 by establishing and implementing vision zero working groups to set agency performance measures and implement behavioral and infrastructure countermeasures. Hawaii Department of Transportation was deploying this before BIL, and before the NRSS.

HDOT's implementation of Act 100 includes core components and overlapping concepts of the Safe Systems Approach (SSA) which includes:

- ★ **Safe Speeds** through deploying traffic calming measures such as raised crosswalks, context appropriate speed limits, speed bumps, and roundabouts
- ★ **Safer Road Users** through managing the ignition interlock program, drivers' education program, Red Light Running Program, and safety countermeasures
- ★ **Safer Vehicles** through managing safety standards for all vehicles bought sold and operated in Hawaii
- ★ **Post-Crash Care** through partnering with EMS and Trauma to share data and advance training and equipment to improve response times to crashes
- ★ **Equitable** approach to transportation through elevating community input from those that are impacted by traffic violence and deploying a dedicated Homeless Outreach Coordinator

Hawaii Safety Office participates in weekly communications and cross sector safety meetings to ensure HDOT is taking a multi-faceted approach to addressing safety concerns. Hawaii Safety Office also hosts the quarterly Statewide Traffic Commanders Meeting which includes an engineering combined with a law enforcement perspective. In addition, our PPE coordinator assists with conducting walk audits and safety assessments at key areas known for crashes or have received safety concerns from the community. The assessments collect picture, video, and narrative information to inform adjusting education, engineering, or enforcement approaches.

REVAMPED TRAFFIC COMMANDERS' MEETINGS

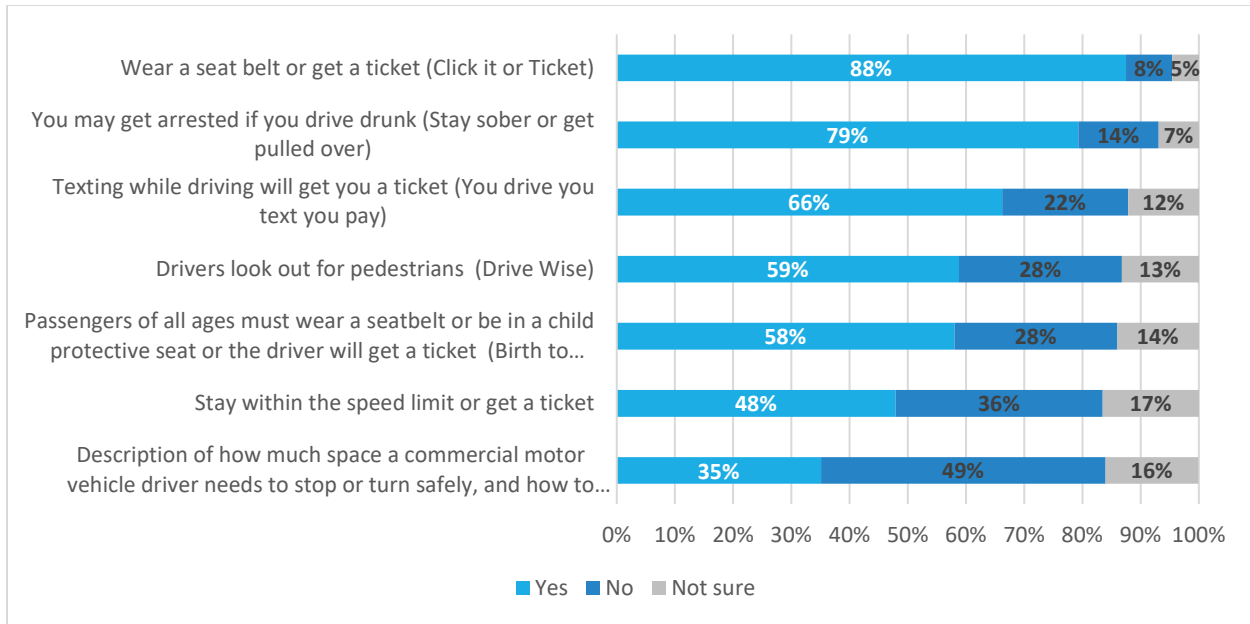
Hawaii Safety Office (HSO) also hosts quarterly Statewide Traffic Commanders Meetings geared towards advancing and troubleshooting Hawaii's traffic safety issues. The meetings often cater towards law enforcement and NHTSA grant recipients, but also include a vast representation of traffic safety stakeholders, which includes, city and state engineers, federal partners, military partners, Judiciary, prosecutors, planners, community partners, non-motorized representatives, and communications departments.

The Highway Safety office transitioned from agency reports to a workshop format where county teams can examine real traffic issues and situations in their county and draft up workable solutions to implement. We have incorporated walk audits, speed management workshops, data analysis trainings, and highlighted new and achieving programs. We plan to continue to incorporate elements that help law enforcement address one of the newer elements under BIL, which is law enforcement trainings and community engagement. In addition, continue to strengthen our partnerships with key agencies with the same vision to reduce traffic deaths and serious injuries.

INCREASED INVESTMENT IN MEDIA MESSAGING

The HSO invested time in understanding State Appropriations, Budget, and Finance rules to help leverage and invest adequate federal funds towards traffic safety messaging, which resulted in an approximate 50 percent increase in the amount of funds invested towards our traffic safety messaging compared to FFY 2022.

2023 attitudinal survey demonstrated a breakdown of which messages the community is listening to.



The increased investment demonstrated and improvement in the awareness of the following messages across the board, when comparing with 2022.

- ★ “Drivers look out for pedestrians” **increased** (+8%)
- ★ “Passengers, including children must wear seatbelt/ use car seat” **increased** (+7%)
- ★ “Stay within speed limit” **increased** (+8%)
- ★ “Wear a seatbelt CIOT” **increased** (+3%)
- ★ “You may get arrested if you drive drunk” **increased** (+3%)
- ★ “Texting while driving will get you a ticket” **increased** (+3%)

The highway safety office also knowingly invested energy in communicating through television, radio, social media, message boards, community events, earned media and theaters. Increases of seen or heard traffic messages were noted on social media, radio, message boards, community events and movie theaters.

EXPENDING LAPSED FUNDING

HSO staff dedicated time into selecting successful promised projects, which will put the HSO at a more balanced level of funding matched with planned expenditures.

HOMELESS AND AFFECTED COMMUNITIES OUTREACH AND PEDESTRIAN SAFETY SUPPLIES

The HSO partnered with Hawaii Department of Transportation's Homeless Outreach Coordinator, a VISTA volunteer, and Oahu Metropolitan Planning Organization to better understand the impacts of traffic safety issues facing our homeless population. As highlighted in our 3HSP, we conducted additional PPE in affected communities identified by ALICE and SocioNeeds Index data. We are currently partnering to leverage different funding to help procure pedestrian safety supplies that are not considered allowable expenses under NHTSA funds, and yet serve a valuable purpose in improving pedestrian and bike safety among our most vulnerable.

MAUI SPOTLIGHT

On August 8, 2023, the town of Lahaina and Kula was forever scared by the Maui fires. The Maui fires pivoted emotions and attention from around the world to address the immediate needs of the island of Maui. The Highway Safety Section continues to work with our Maui partners to serve as a support and continue to address needs.

FIRST RESPONDERS/ EMS



Pictured above: HFD practice in using new cribbing equipment

HIGHLIGHTS

County fire departments continue to deploy post-crash care countermeasures that reduce the burden of injury by decreasing response times through improved equipment and training.

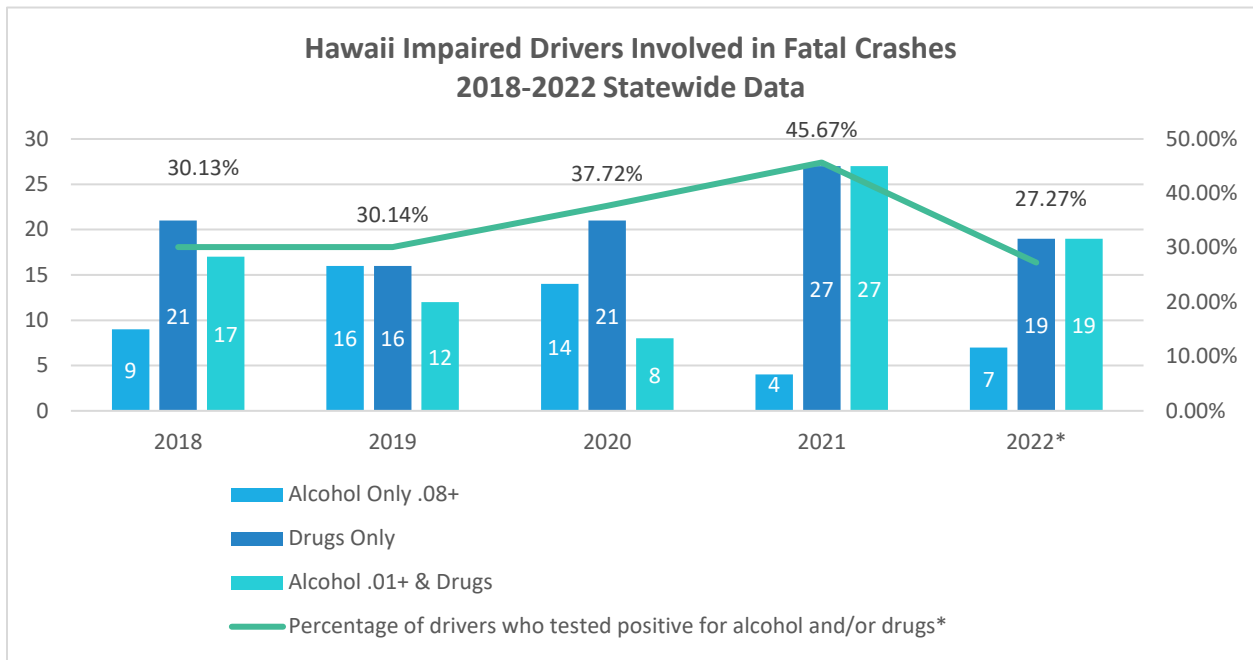
The Napili District Fire Station had a goal of reducing response times of 1 minute from of Napili Response 8:20. They reported an average time of 6:23 minutes for vehicle crashes, which is more than a minute reduction.

Honolulu Fire Department purchased their new cribbing equipment towards the end of the federal fiscal year, so they were not able to demonstrate recorded time savings. However, they were able to begin training their units on the newly purchased equipment (see picture above).

PROJECTS

Grant No	Description	Complete
EM23-O-01	Honolulu Fire Department purchased 35 pairs of steel collapsible step cribbing that works with extrication kits	Yes
EM23-M-02	Maui Fire Department purchased extrication equipment for the Napili Fire Station. The equipment purchase included the cutter, spreader, telescopic ram, combi tool, and accessories.	Yes
EM23-S-PM	Staff salaries and related program costs	Yes

IMPAIRED DRIVING



HIGHLIGHTS

High Visibility Enforcement

The four county police departments conducted impaired driving operations that included sobriety checkpoints and saturation patrols, especially during holidays and time periods known for drinking (e.g., St. Patrick's Day, Super Bowl, etc.). Agencies also participated in the national mobilizations, as well as supported partners in their efforts, such as MADD's Saturation Saturday and legacy checkpoints to remember victims of impaired driving.

Aligning with the high visibility enforcement, law enforcement agencies also disseminated press releases each quarter; conducted media interviews during the holiday season; and assisted HDOT with social media segments.

Trainings and Conferences

Pictured above: two officers practicing DRE evaluations

Law enforcement, county prosecutors, judges and HDOT personnel sent representatives to the following trainings and conferences:

- ★ Borkenstein Drug Course (virtual);
- ★ Lifesavers Conference;
- ★ Intoxilyzer Users Group Conference;
- ★ International Association of Chiefs of Police (IACP) Impaired Driving and Traffic Safety Conference;
- ★ Intoxilyzer Supervisors Training, hosted by the Hawaii State Department of Health;
- ★ DRE Schools and Certification Nights, hosted by Honolulu Police Department and Hawaii County Police Department;
- ★ National Judicial College trainings;
- ★ Advanced Roadside Impaired Driving Enforcement;
- ★ Traffic Safety Resource Prosecutor Conference;
- ★ DRE in-service training, hosted by HDOT;
- ★ Intoxilyzer 9000 Supervisor and Technician Training;
- ★ Impaired Driving Summit, hosted by HDOT;
- ★ Quarterly Traffic Commanders Meetings; and the
- ★ National Association of Drug Court Professionals RISE23 Training Conference

Using grant funds, the following trainings were hosted during FFY 2023, with partners often assisting with coordinating, instructing, and presenting:

- ★ HPD DRE School and Certification Nights;
- ★ HCPD DRE School and Certification Nights;
- ★ HDOT DRE in-service training;
- ★ HDOT Impaired Driving Summits;
- ★ HDOT Traffic Commanders meetings;
- ★ Community presentations;
- ★ DOH Intoxilyzer Supervisor trainings;
- ★ Impaired driving trainings to new recruits; and
- ★ Judiciary statewide District Court Impaired Driving Training

Court Monitoring

Court monitors monitored impaired driving court proceedings virtually and in person. They also reviewed and documented cases using Judiciary's online database; assisted in data entry of drug toxicology results into HDOT's tracking spreadsheet; and attended Traffic Commanders meetings, Impaired Driving Summits, and the DRE in-service training.

Impaired Driving Media Efforts

HDOT enhanced enforcement operations with additional media buys, which included traditional paid media spots, social media interviews, paid television content and radio broadcasting. Messaging applied the Positive Message Framework to newly developed spots that used positive action terms that encouraged drivers to plan for a sober ride. A segment that aired on Pacific Radio Group's social media platforms asked people on Hawaii's streets about common impaired driving beliefs and dispelled those misconceptions with answers from a DRE instructor.

DWI Court

During FFY 2023, the DWI Court team contracted with NPC Research and began an evaluation of its program. The evaluation included virtual meetings and an in-person visit by NPC Research personnel to interview participants, DWI Court personnel and other stakeholders, which resulted in a process evaluation report. NPC Research will also be assessing outcomes, cost benefits, etc. in upcoming FFYs.

DWI Court's grant activities also included:

- ★ Completion of data dashboard created by NPC Research;
- ★ Training on new data dashboard;
- ★ Teaming up with HPD to invite participants' arresting officers to graduations;
- ★ Connecting with all Circuit Court Drug Courts across the state;
- ★ Site visits to treatment facilities to better coordinate treatment plans; and
- ★ Discussions with a program alumnus to start an alumni and mentorship program.

TSRP Activities

In addition to attending, coordinating, and presenting at trainings and conferences, the TSRPs from Kauai and Hawaii counties disseminated information (notable court rulings

and impacts; training opportunities) to prosecutors, Traffic Commanders, HDOT and other partners. In addition, they provided technical advice and worked with other stakeholders on legislative bills (inquiries, bill language, assessing potential impacts, etc.).

HDOT DRE In-Service Training

This year's statewide DRE in-service is the first since the start of the COVID-19 pandemic in 2020; the last one was held in 2019. HDOT contracted with Jermaine Galloway, also known as Tall Cop Says Stop, to conduct community scans in each of the four counties and present on his findings at the DRE in-service training on Oahu. The information he presented was eye opening and alarming to attendees.

Other presentations:

- ★ Hawaii and US Supreme Court cases, legal updates, court preparations and commercial drivers license masking, presented by Kauai TSRP Ramsey Ross and Hawaii County TSRP Herbert Mukai;
- ★ Verbal judo, presented by DRE instructors Thomas Billins and Jason Foxworthy; and
- ★ DRE updates provided by HDOT.

DREs also conducted mock evaluations, while prosecutors and other attendees observed and asked questions.

Other Notable Activities

Other notable impaired driving activities during the FFY included:

- ★ Continuation of the electronic search warrant program by HCPD, MPD and KPD;
- ★ Increase in number of DRE evaluations conducted in certain counties;
- ★ Participation in NHTSA's DRE demonstration project, with HCPD and HPD issued tablets to be used for DRE call outs, enforcement, documentation, etc. and documenting the feedback and process along the way;
- ★ Two behavioral surveys;
- ★ City and County of Honolulu Emergency Services contracted personnel to assist with blood alcohol testing for all counties;
- ★ Coordination and painting of impaired driving-related community murals in Waimalu; and

- ★ Coordination of statewide Impaired Driving Summits that brought together stakeholders from all law enforcement agencies in the state to discuss/resolve impaired driving issues, build partnerships, and make connections.

ENFORCEMENT STATS

STATEWIDE					
For FFY 2023	1st	2nd	3rd	4th	
(October 1, 2023-September 30, 2024)	Quarter	Quarter	Quarter	Quarter	TOTAL
ENFORCEMENT					
# of sobriety checkpoints	152	223	290	162	827
# of vehicles stopped at checkpoint	20,132	27,727	43,164	18,745	109,768
# of OVUII-alcohol arrests	113	140	170	88	511
# of OVUII-drug arrests	98	139	119	93	449
# of other arrests	167	134	140	137	578
# of citations	1,865	3,072	3,083	2,140	10,160
# of saturation patrols	402	351	350	283	1386
# of OVUII-alcohol arrests	26	34	28	22	110
# of OVUII-drug arrests	235	362	224	167	988
# of other arrests	49	33	26	20	128
DRE					
# of callouts	23	27	36	25	111
# of DRE enforcement evaluations (with and without tox)	24	32	44	32	132
# of refusals to do evaluation	77	108	79	75	339
TRAININGS					
# of DRE Schools	0	1	0	1	2
# of students	0	0	16	7	23
# of DRE Instructor Schools	0	0	1	0	1
# of students	0	0	5	0	5
# of ARIDE trainings	1	1	4	0	6
# of students	13	18	25	0	56
# of SFST trainings	3	2	5	2	12
# of students	46	16	53	26	141
# of SFST Instructor trainings	1	0	0	1	2
# of students	2	0	0	4	6
# of SFST Refresher trainings	0	0.141	0.137	0.141	0.419
# of students	0	15	2	0	17
# of DITEP trainings	0	0	0	0	0
# of students	0	0	0	0	0
COMMUNITY OUTREACH/EDUCATION					
# of traffic safety presentations conducted	4	3	3	5	15

PROJECTS

Grant No	Description	Complete
AL23-O-01	HPD will conduct overtime enforcement of OVUII laws, conduct DRE-related activities, conduct electronic search warrant program cases, purchase supplies for trainings, enforcement operations around national mobilizations, education activities, and send representatives to national meetings, trainings, and conferences.	Yes
AL23-H-02	HCPD will conduct overtime enforcement of OVUII laws, conduct DRE-related activities, conduct electronic search warrant program cases, purchase supplies for trainings, enforcement operations around national mobilizations, education activities, and send representatives to national meetings, trainings, and conferences.	Yes
AL23-K-03	KPD will conduct overtime enforcement of OVUII laws, conduct DRE-related activities, conduct electronic search warrant program cases, purchase supplies for trainings, enforcement operations around national mobilizations, education activities, and send representatives to national meetings, trainings, and conferences.	Yes
AL23-M-04	MPD will conduct overtime enforcement of OVUII laws, conduct DRE-related activities, conduct electronic search warrant program cases, purchase supplies for trainings, enforcement operations around national mobilizations, education activities, and send representatives to national meetings, trainings, and conferences.	Yes
AL23-S-05	DOH will use grant funds to establish Hawaii's first forensic toxicology state laboratory to test OVUII-alcohol blood samples for Maui, Kauai, and Hawaii counties, and OVUII-drug urine and blood samples for all counties. Funds will also be used to conduct statewide Intoxilyzer trainings for law enforcement agencies and county prosecutors, as well as to send representatives to local and national meetings.	Partial C&C of Honolulu is conducting laboratory services
AL23-O-06	Honolulu's Department of the Prosecuting Attorney will use grant funds to send 3 representatives to the annual DRE conference	No

Grant No	Description	Complete
AL23-S-07	Hawaii County's Office of the Prosecuting Attorney will use grant funds for the annual statewide training for prosecutors and police, and to send deputy prosecutors to local and national meetings, trainings, and conferences.	Yes
AL23-S-08	Kauai County's Office of the Prosecuting Attorney will use grant funds for their TSRP to conduct trainings; act as a resource for all counties' prosecutors, law enforcement and other traffic safety partners; update partner agencies on important impaired driving cases; and other TSRP-related activities. Funds will also be used to send the TSRP and the county prosecutor to relevant local and national meetings, trainings, and conferences.	Yes
AL23-M-09	Maui County's Department of the Prosecuting Attorney will use grant funds to send deputy prosecutors to attend local and national meetings, trainings, and conferences.	Yes
AL23-S-10	The Judiciary will use grant funds to host a statewide judicial training for District Court judges on Oahu and send judges to national trainings and conferences focused on impaired driving and highway safety issues.	Yes
AL23-O-11	The Judiciary will use grant funds to towards DWI Court costs, including monitoring DWI Court participants and purchasing drug/alcohol testing kits. Funds will also be used to develop a data dashboard and to conduct an evaluation of Hawaii's DWI Court, as well as to send representatives to the NADCP Annual Training Conference.	Yes
AL23-S-12	The Hawaii Department of Transportation (HDOT) will use grant funds to hire a media consultant to coordinate impaired driving media and educational campaigns.	Yes
AL23-S-13	HDOT will use grant funds to contract with a consultant to conduct statewide traffic safety attitudinal/behavioral surveys to provide the Highway Safety Section with guidance in reaching our target audience for program areas such as alcohol- and drug-impaired driving.	Yes
AL23-S-14	HDOT will use grant funds to conduct court monitoring, collect data and make recommendations for improvement, if needed. Activities will include court monitoring on Oahu and may expand to the neighbor islands.	Yes

Grant No	Description	Complete
AL23-S-15	HDOT will use grant funds to implement an alcohol- and/or drug-impaired driving paid media campaign to support local and national mobilizations. Funds may be used towards development and production of public service announcements and related campaign materials.	Yes
AL23-S-16	HDOT will use grant funds to host a statewide in-service training for certified DREs, prosecutors and other traffic safety partners.	Yes
AL23-S-17	Honolulu EMS will use grant funds to contract lab personnel to assist with blood alcohol testing for OVUII cases.	Yes
AL23-S-PM	HDOT will use grant funds for staff salaries and program-related costs.	Yes

PLANNED ACTIVITIES/PROJECTS NOT IMPLEMENTED

Honolulu Prosecutors Impaired Driving

The City and County of Honolulu Department of the Prosecuting Attorney decided not to submit a grant application for funding to send deputy prosecutors to the IACP Impaired Driving and Traffic Safety Conference.

Miscellaneous

Although all other projects were implemented, some grant activities were not completed due to the Lahaina wildfires, staffing shortages, procurement issues, scheduling conflicts and family emergencies.

MOTORCYCLE SAFETY

HIGHLIGHTS

Due to the surge in motorcycle related crashes, HDOT encouraged extended coverage of motorcycle safety, which resulted in updating the Hawaii Administrative Rules to expand basic rider course opportunities and incorporate updated curriculum.

Alcohol funds also help provide additional airtime addressing impaired motorcycle operators.

PROJECTS

Grant No	Description	Complete
MC23-S-01	HDOT will use grant funds to purchase radio, movie theater and/or television airtime for public service announcements.	Yes
MC23-S-PM	Staff salaries and related program area costs.	Yes

OCCUPANT PROTECTION



Pictured above: two children in a car with proper occupant restraints featured on Island Life at news program.

HIGHLIGHTS

Record Seat Belt Use Rate

The Winter 2023 Seat Belt study reported a record 98.65 percent seat belt usage rate for daytime front seat belt use and a 98.32 percent seat belt use rate for nighttime observations. The statewide Winter 2023 daytime back-seat seat belt use was 93.44 percent, which is 5.21 percent lower than the daytime front-seat compliance rate. Back-seat seat belt compliance is consistently lower than front-seat in these studies. The Winter 2023 overall seat belt compliance rate (98.10 percent) represents a 1.70 percent increase over the compliance rate of previous Winter observation period (96.40 percent).

Child Restraint Use Rate

The 2023 Child Restraint Use Survey showed a decrease in restraint use among infants (<1 year) and toddlers (1-3 years) compared to the previous year (2022). The overall restraint rate among infants and toddlers decreased from 68.11 percent in 2022 to 59.46 percent in 2023. The overall restraint rate among infants and toddlers is lower in Hawaii compared to the National Child Restraint Use Special Study (NCRUSS) in 2011 (but released by NHTSA in May 2015), which found that 98 percent of infants and 96 percent of toddlers were restrained. 2023 infant restraint rate was 12.86 percent lower

than the national average of 98 percent (NHTSA, 2011). The toddler restraint use rate decreased from 63.64 percent in 2022 to 52.12 percent in 2023, which is lower than the national average rate of 96 percent (NHTSA, 2011). Overall child restraint use rate in Hawaii is 59.46 percent. However, small samples sizes from infants and toddlers have contributed to higher year-to-year variability. Additional new sites can be included in future studies to balance the numbers among groups (infants, toddlers, and youth). Potential locations could be elementary schools and pre-schools.

Community and Law Enforcement efforts



- ★ HPD CPS effort in Kalihi public housing
- ★ MPD reboot of child passenger safety training for law enforcement officers (see pictured, left) resulting in 21 CPS techs trained garnering media on KHON2.
- ★ HCPD and East Kiwanis partnership to train law enforcement and jointly participated in National Car Seat Check Day over the span of a couple days.

★ TLCPR assisted in harnessing earned media for Click It or Ticket, and Child Passenger safety week.

★ KPD participated in the national mobilization and trained 9 new officers to be CPS tech certified.

★ Updated CPS brochure to match updated law, available for free download and print



Special thanks to Maui Police Department for continuing to conduct Child Passenger Safety events despite the Lahaina and Kula fire tragedy on Maui.

405 (B) REPORTING

Click It or Ticket Mobilization and Enforcement Activities

All four county law enforcement agencies participated in the Click It or Ticket Mobilization effort. In addition, HDOT also included CIOT as a part of their *100 Safe Days of Summer* campaign using earned media to emphasize the importance of buckling up, driving a safe speed, and driving sober.

TOTAL FFY 2023 Occupant Protection Enforcement Report (October 1, 2022 - September 30, 2023)					
ACTIVITIES BREAKDOWN					
GROUP EVENTS					
	QTR1	QTR2	QTR3	QTR 4	TOTAL
Events Total	28	68	72	18	186
nighttime seat belt enforcement events	8	21	19	5	53
child seat events	15	6	18	7	46
sign waving	3	4	5	3	15
other public outreach events	4	3	5	3	15
Results					
contacts	1,646	1,719	1,177	320	4,862
seat belt citations	1,227	965	787	164	3,143
child safety seat violations	17	87	83	30	217

INDIVIDUAL EFFORTS					
	QTR1	QTR2	QTR3	QTR 4	TOTAL
Individual Efforts					
nighttime seat belt focus	7	2	5	7	21
child seat focus	29	15	31	8	83
General enforcement	138	133	288	0	559
Results:					
contacts	269	229	251	222	971
seat belt citations	198	250	394	98	940
child safety seat violations	19	15	33	7	74

GRANT FUNDED VS COUNTY FUNDED					
	QTR1	QTR2	QTR3	QTR 4	TOTAL
Total Seat Belt (SB) Contacts	1,020	922	903	787	3,632
SB citations only (Grant funded)	278	1,131	1,257	169	2,835
SB citations only (County funded)	1,016	1,089	1,115	794	4,014
Total Child Restraint (CR) Contacts	51	59	56	49	215
CR citations only (Grant funded)	33	98	96	58	285
CR citations only (County funded)	65	129	101	65	360
TOTAL CONTACTS					3,847
TOTAL CITATIONS					7,494

Child Passenger Safety

FFY2023 Child Seat Distribution					
Agency	GA objectives	Actual number purchased	Number of seats provided	Number of seats provided to underserved community	Further information; amendments
HPD	20 boosters; 25 child seats; 15 higher weight child seats	0	4	4 (West Oahu)	HPD purchased seats with county funds
HCPD	10 child seats; 9 high back boosters	10 child seats; 9 high back boosters	6	N/A	N/A
MPD	30 Forward Facing seats; 20 boosters; 5 training seats	3 convertible seats	1	N/A	N/A
KPD	30 seats	0	0	0	Of the \$4350 in fund allocated to purchase 30 seats, \$913.90 had to be shifted to the car seat tech training
KIPC	15 seats	1	143	143	N/A
East Kiwanis	20 car seats; 5 for training	16	9	9	N/A

* Note that number of seats provided to the community may exceed actual number purchased due to having existing inventory

PROJECTS

Grant No	Description	Complete
OP23-O-01	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws, CPS tech training	Yes
OP23-O-02	The KIPC CPS Education Program to parents and caregivers. Training new car seat technicians, providing opportunities for currently certified technicians to update their knowledge, conducting community checkup events, and providing car seat checks and education at our Inspection Stations. KIPC maintains a website that provides information and education on car seat safety and provides a phone number and email address for inquiries.	Yes
OP23-H-03	HCPD to conduct (150) seatbelt operations and (16) nighttime seat belt operations and (16) child restraint focused operations. Distribute 10 child safety seats and 10 high back booster seats to persons in need. Participate in (4) community events and provide educational materials.	Yes
OP22-H-04	Conducting community car seat checks, maintaining child restraint inspection stations and educational presentations. Update - bring in expert to train new techs for HPD and HCFD	Yes
OP23-M-05	Reduce vehicle fatalities and injuries by conducting overtime enforcement of Hawaii's seat belt and child restraint laws. No equipment. CPS tech training.	Yes
OP23-K-06	KPD will purchase child restraints and booster seats for events, set up checkpoints and checkup sites for child restraints.	Yes
OP23-S-07	The University of Hawaii will conduct a statewide seatbelt, helmet, child safety and truck bed use study. It will also conduct observational studies of cellular phone use by drivers. The cellular phone use observations will be conducted concurrently with the seatbelt use survey. Preparation for the surveys will begin during the Fall of 2022. Six reports will be prepared for the observational component of the proposed research.	Yes

Grant No	Description	Complete
OP23-S-08	HDOT will use grant funds to conduct a statewide media campaign to support all occupant protection initiatives such Click It or Ticket, Child Passenger Safety week and support for the change in the CPS law. Funds will also be used to the hiring of a contractor to update all images, print and digital media to include messaging on the new Hawaii child restraint laws. This will include the printing of new brochures and posters in other languages. The goal is to reduce motor vehicle fatalities and injuries by educating the public about the benefits of using seat belts and child restraints.	Yes
OP23-S-PM	Staff salaries and related program area costs.	Yes

PROJECTS OR ACTIVITIES NOT IMPLEMENTED

- ★ HDOT did not purchase paid media for Click It or Ticket. However, earned media was performed through our Occupant Protection contractor during the national campaign to promote high visibility enforcement.
- ★ HPD did not do enforcement during Child Passenger Safety week, instead, they chose to participate in a seat check event as technicians. They also were able to only train two technicians instead of their objective of 10 technicians due to staffing issues.
- ★ The Kauai Police Department was unable to reach our goal due to manpower shortages, thus conducting only 2 child passenger seat events.
- ★ KIPC conducted one certification training on Oahu during this grant year, with the next one scheduled for October 2023. They also did not conduct a certification renewal class on Oahu because of lack of demand from expired technicians.

NON-MOTORIZED/ PEDESTRIAN AND BICYCLE SAFETY



HIGHLIGHTS

Honolulu Police Department partnered with schools across Oahu to take a more community engagement approach to pedestrian safety. Officers listened to concerns about dangerous driving around schools especially around the time leading up to the start of school and when school lets out. Schools expressed appreciation of this type of approach, which has helped HPD reshape their approach to pedestrian safety around schools.

DTS produced two videos meant to educate the public, especially drivers, about pedestrian safety. The videos were posted on our social media pages (Facebook and Instagram). Video topics included speed management while driving and explaining unmarked crosswalks to both pedestrian and drivers. Social media posts have over 15,000 views. The DTS also printed and distributed 50,000 Halloween activity books to be handed out during the next grant year for Keiki Pedestrian Safety Week. In total, including in-person events and social media outreach, 19,360 people were reached.

PROJECTS

Grant No	Description	Complete
PS23-O-01	Reduce pedestrian and bicycle fatalities and injuries by conducting overtime outreach, community efforts and enforcement.	Yes
PS23-O-02	The Honolulu Department of Transportation Services (DTS) will continue to implement safe routes to school to educate children about safe walking practices to keep pediatric deaths at zero. This includes distributing the Safe Walking Pledge flyer to the Department of Education (DOE) to distribute to students and giving Halloween activity books to public elementary schools on Oahu. DTS will attend public events to educate the public about pedestrian safety by distributing safety items and brochures. DTS will also present walking safety tips to senior citizen groups and elementary school children.	Yes
PS23-S-03	HDOT will hire a media contractor to conduct educational presentations and a media campaign and use grant funds to purchase radio, movie theater and/or television airtime for public service announcements.	Yes
PS23-S-PM	Staff salaries and related program area costs.	Yes

STEP (SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS): SPEED, DISTRACTED DRIVING AND POLICE TRAFFIC SERVICES

HIGHLIGHTS



In 2022, 53 percent (45 of 85) of the fatal crashes were speeding related and 31 percent (27 of 85) of the fatal crashes involved a distracted driver. Speeding and distracted driving are a primary focus of Selective Traffic Enforcement Programs (STEP) along with enhancing training for law enforcement.

During Distracted Driving Awareness Month, Hawaii Department of transportation debuted the “Safety Chick-en” at some key locations across the state, known for heavy pedestrian traffic or high visibility to motorists. Safety Chick even reported the morning news on KHON2 at one of the key locations selected. The purpose was to draw attention to drivers with the catchy phrase we all know: *Why did the chicken cross the road?*

During FFY 2023, STEP meetings and Traffic Commanders Meetings were improved to be more engaging for both law enforcement, engineers, and planners. Meetings included a time where county traffic safety stakeholders would review updated crash data and

strategize on engineering, enforcement, and educational countermeasures. STEP meetings often resulted in collaborative recommendations towards engineering improvements to mitigate speed and to evaluate additional speed or hard braking data. HDOT carried over their raised crosswalk program paired with red light running evaluation and intersection strategies.

STEP efforts also afforded HDOT to partner with Vision Zero Honolulu to debut new speed radio ads. Speed ads were created based on the Vision Zero messaging survey. To build off National efforts, localized radio ads were aired statewide following NHTSA’s July Speeding campaign.

- ★ MPD deployed a series of speed evaluation measures at 8 locations across the county, which comprised of capturing average travel speed data and determining risk level to warrant additional patrol presence. Patrol presence resulted in a drop to within 50 percentile of the speed limit in most locations.

STEP Activity	Hawaii County	Maui County	Honolulu County	Kauai County	Total
Distracted Driving Community Events	5	2	2	Did Not Report	9
Distracted Driving Enforcement Operations	88	Did not Report	133	221	442
Distracted Driving Contacts	410	Did not Report	3756	4166	8332
Distracted Driving Citations	105	105	2349	2454	5013
Speed Operations	292	8	106	300	706
Speed Contacts	931	343	3706	4980	9960
Speed Citations	776	918	2189	3883	7766
Trained Laser Instructors	2	Did not Attend	25	Did not Attend	27
IPTM Trained	5	3	Did not Attend	Did not Attend	8

PROJECTS

Grant No	Description	Complete
PT23-O-01	HPD will use funds to conduct Special Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings.	Partial
PT23-H-02	HCPD will use funds to conduct Special Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings.	Yes
PT23-M-03	MPD will use funds to conduct Special Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings.	Yes
PT23-K-04	KPD will use funds to conduct Special Traffic Enforcement Programs (STEP) distracted driving and speed operations. Funds will also be used for STEP program-related purchases and to host and/or attend Police Traffic Services-related trainings.	Yes
PT23-S-05	Law Enforcement Liaison	No
PT23-S-06	HDOT Highway Division's Traffic Branch will use funds to host traffic safety meetings and send representatives to attend the annual Lifesavers Conference.	Yes
PT23-S-07	HDOT will use funds to conduct media campaigns for distracted driving and speeding. Funds may also be used to contract a media contractor, and the production of public service announcements, as needed.	Yes
PT23-S-PM	HDOT will use grant funds for staff salaries and program area-related costs.	Yes

ACTIVITIES NOT COMPLETED

- ★ HCPD- Stalker Radar Instructor Training, but rescheduled for 2024
- ★ HPD did not use funds to provide IPTM trainings. They do plan to coordinate better processes with their fiscal department to ensure adequate expenditures for the future.
- ★ HDOT did not hire a law enforcement liaison. HDOT did survey stakeholders and held discussions with staff to identify qualities desired in a Law Enforcement Liaison. While the position was not filled, the Highway Safety Manager and Highway Safety Specialists in partnership with NHTSA were still able to conduct in-person Traffic Commanders, update the Ignition Interlock contract, gather, and share relevant traffic data, and host informative working groups. HDOT will continue to re-assess the applicability of hiring a Law Enforcement Liaison.

TRAFFIC RECORDS

PROJECTS

Grant No	Description	Complete
TR23-S-01	HDOT's Traffic Safety Section will use funds to continue development and upgrade of its SHACA database; meet with county police departments to develop and implement the Hawaii Incident Geo-Locating System (HIGLS) and send three representatives to the Traffic Records Forum.	Yes
TR23-O-02	HPD will continue the eCitation pilot project; build an interface with HDOT's SHACA system and HIGLS; and send one representative to the International Forum on Traffic Records.	Yes
TR23-H-03	HCPD will build an interface with HDOT's HIGLS; participate in Hawaii TRCC meetings; continue building the interface with HDOT's SHACA database; purchase an upgrade to the Easy Street Draw program; purchase a laptop and printer for data collection and entry into their RMS; and send three representatives to the International Forum on Traffic Records.	Yes
TR23-M-04	MPD will continue the eCitation pilot program, including the data analysis component; participate in Hawaii TRCC and eCitation Subcommittee meetings; continue building the interface with HDOT's SHACA database; build an interface with HDOT's HIGLS; and send two representatives to the International Forum on Traffic Records.	Yes
TR23-K-05	KPD will continue building the interface with HDOT's SHACA database; build an interface with HDOT's HIGLS; participate in Hawaii TRCC meetings; and send one representative to the International Forum on Traffic Records.	Yes
TR23-S-06	The Hawaii State Judiciary will continue to support the eCitation pilot project with purchase of eCitation user licenses, issue tracking software and Kofax services, as well as contracting engineering hours to make improvements to the system processes and participating in Hawaii TRCC and eCitation Subcommittee meetings.	Yes

Grant No	Description	Complete
TR23-M-07	Maui's Department of the Prosecuting Attorney will continue to participate in the eCitation pilot project with purchase of user licenses, as well as attend eCitation Subcommittee meetings and send one representative to the International Forum on Traffic Records.	Yes
TR23-O-08	The City and County of Honolulu's Department of the Prosecuting Attorney will continue to participate in the eCitation pilot project with purchase of user licenses and attend eCitation Subcommittee meetings.	Yes
TR23-S-09	Grant funds will be used to supplement FARS funding of the FARS Analyst position.	Yes
TR-S-PM	Staff salaries and related program area costs.	Yes

ACTIVITIES NOT COMPLETED

- ★ HPD completed activities, but is not claiming expenditures

PLANNING AND ADMINISTRATION

HIGHLIGHTS

The Highway Safety Office and Manager invested time into applying BIL final rule to the new Triennial Highway Safety Plan. Program Administrative activities included:

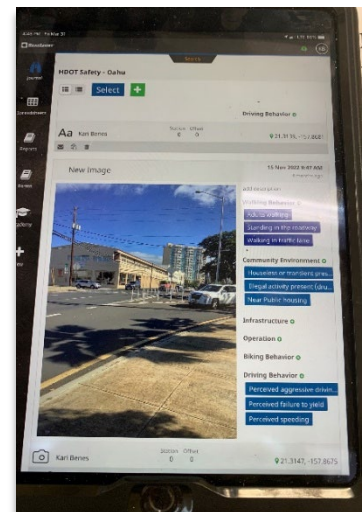
★ Developing PPE plan



Above is the QR code that was distributed in media releases for the community PPE survey

- ★ Deploying PPE activities
- ★ Reviewing crash and equity data
- ★ Promoting PPE survey
- ★ Promoting PPE survey results to be incorporated or influential of FFY 2024 planned activities and 3HSP
- ★ Revamping media messaging to be framed with positive informative content using local talent
- ★ Hosting grant workshops
- ★ Prioritizing activities in affected communities
- ★ Restructuring MVSO budget and finance processes to leverage appropriated funds and balance expending NHTSA funds.

- ★ Hired part-time PPE coordinator
- ★ Solicited for fiscal coordinator
- ★ Advocated for HSO staff to continue hybrid telework
- ★ Coordinated improved contract processes for media and statewide meetings
- ★ Coordinated and submitted the Triennial Highway Safety Plan.
- ★ Initiated partnership with Homeless Coordinator and initiated walk audits and key informant interviews in areas known for crashes involving homeless pedestrians or bicyclists.



Above is a photo of the Headlight application in use depicting Nimitz Blvd an area known for deadly crashes.

PROJECTS

Grant No	Description	Complete
PA23-S-01	HDOT will use grant funds for staff salaries, travel, and general expenses.	Yes
PA23-S-02	HDOT will used grant funds to contract a Fiscal Coordinator to provide accounting technical support to handle all aspects of the Federal grant programs within the Highway Safety Section.	No

ACTIVITIES NOT COMPLETED

HDOT posted a solicitation for a fiscal coordinator but did not receive any applicants. Fortunately, Department of Labor and Industrial Relations provided the Highway Safety Office with a fiscal assistant intern in FFY 2024.

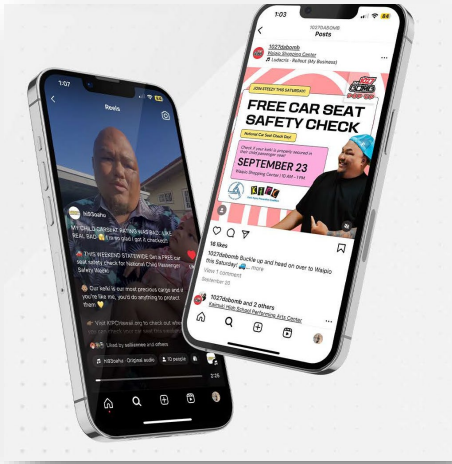
MEDIA EFFORTS

SUMMARY OF PROGRAM CAMPAIGNS

The Highway Safety office recognized the uptick and fatalities and ramped up of media efforts. Listed is an overview of media efforts by program or campaign. We are pleased to announce we had 1,052 stories generated and approximately 39,310,555 impressions made to audiences identified in our communications plan.

Program or Campaign	Earned Media Stories	Paid Media	Audience	Impressions
Click It or Ticket <i>National Mobilization</i>	62 stories statewide News, Radio, Online	Not Purchased	Drivers	1,393,114
Child Passenger Safety Week	36 stories statewide News, Radio, Online, Social Media	Radio	Drivers	8,533,718
Pedestrian Safety	141 stories statewide News, Radio, Online, Social Media	Radio Promoted Event, Social Media	Drivers and Pedestrians	2,497,742
Distracted Driving Awareness and Speed	5 stories, News, Radio, Online, Social Media	Radio	Drivers	21,762,400
Motorcycle Safety Month	No earned media	Movie and Radio	Motorcycle Operators and Vehicle Drivers	4,455,085
Drug and Alcohol Impaired Driving & <i>National Mobilizations</i>	808 stories, News, Radio, Online, Social Media	Radio, Mural, News, TV, Social Media	Drivers	668,496
Total	1,052 stories			39,310,555

HIGHLIGHTED MEDIA EFFORTS



Pictured above: PMG radio personality promoting and attending CPS event

Child passenger safety week purchased radio spots through one of our local radio groups, and they participated in the safety check and their radio personality posted to social media. The results were immediate in attendance to the event.

ON-AIR

6,300 Total Spots
646,448 Net Reach
12.0 Frequency
7,744,900 Gross Impressions

Scan the QR code for the Child Passenger Safety Campaign Radio Spots

Scan to check out child passenger safety campaign spots

Under the Impaired Driving Program, a big effort was to create a community mural with positive messaging and culturally appealing artwork. The one mural project harnessed news spots on all our TV news outlets, in addition articles were written in several of our local papers. Keep It Flowing Hawaii has dedicated their webpage to keeping us up to date on mural activities, promotions, partners, and completed artwork. The work can be seen on their website at <https://keepitflowingmedia.com/>.



Pictured above: Keep It Flowing muralist paints Hawaii landscape representative of the community along with a Drive With Aloha message.

EVIDENCE-BASED ENFORCEMENT

IMPAIRED DRIVING

Impaired driving grant funded enforcement activities summary provides an overview of sobriety checkpoints, OVUII arrests, saturation patrols and arrests arising from saturation patrols. This summary demonstrates the value in both sobriety checkpoints and saturation patrols. The two primary impaired driving national mobilizations occurred statewide during the 1st Quarter and 4th Quarter of the federal fiscal year.

Statewide Impaired Driving Grant Funded Enforcement Activities					
	QTR1	QTR2	QTR3	QTR 4	TOTAL
sobriety checkpoints	152	223	290	162	827
vehicles stopped at checkpoint	20,132	27,727	43,164	18,745	109,768
OVUII-alcohol arrests	113	140	170	88	511
OVUII-drug arrests	98	139	119	93	449
saturation patrols	402	351	350	283	1386
OVUII-alcohol arrests	26	34	28	22	110
OVUII-drug arrests	235	362	224	167	988
other arrests	49	33	26	20	128

OCCUPANT PROTECTION

Occupant protection grant funded enforcement activities summary provides an overview of seat belt enforcement, and child passenger safety seat enforcement. This summary demonstrates the value in enforcement for both our youngest occupants as well as our adult occupants. The national mobilization, *Click It or Ticket* occurred statewide during the 3rd Quarter of the federal fiscal year.

GRANT FUNDED VS COUNTY FUNDED					
	QTR1	QTR2	QTR3	QTR 4	TOTAL
Total Seat Belt (SB) Contacts	1,020	922	903	787	3,632
SB citations only (Grant funded)	278	1,131	1,257	169	2,835
SB citations only (County funded)	1,016	1,089	1,115	794	4,014
Total Child Restraint (CR) Contacts	51	59	56	49	215
CR citations only (Grant funded)	33	98	96	58	285
CR citations only (County funded)	65	129	101	65	360
TOTAL CONTACTS					3,847
TOTAL CITATIONS					7,494

STEP (DISTRACTED DRIVING, SPEED)

STEP enforcement activities are represented in county totals rather than quarterly breakdown due most currently available data.

STEP Activity	Hawaii County	Maui County	Honolulu County	Kauai County	Total
Distracted Driving Community Events	5	2	2	Did Not Report	9
Distracted Driving Enforcement Operations	88	Did not Report	133	221	442
Distracted Driving Contacts	410	Did not Report	3756	4166	8332
Distracted Driving Citations	105	105	2349	2454	5013
Speed Operations	292	8	106	300	706
Speed Contacts	931	343	3706	4980	9960
Speed Citations	776	918	2189	3883	7766
Trained Laser Instructors	2	Did not Attend	25	Did not Attend	27
IPTM Trained	5	3	Did not Attend	Did not Attend	8

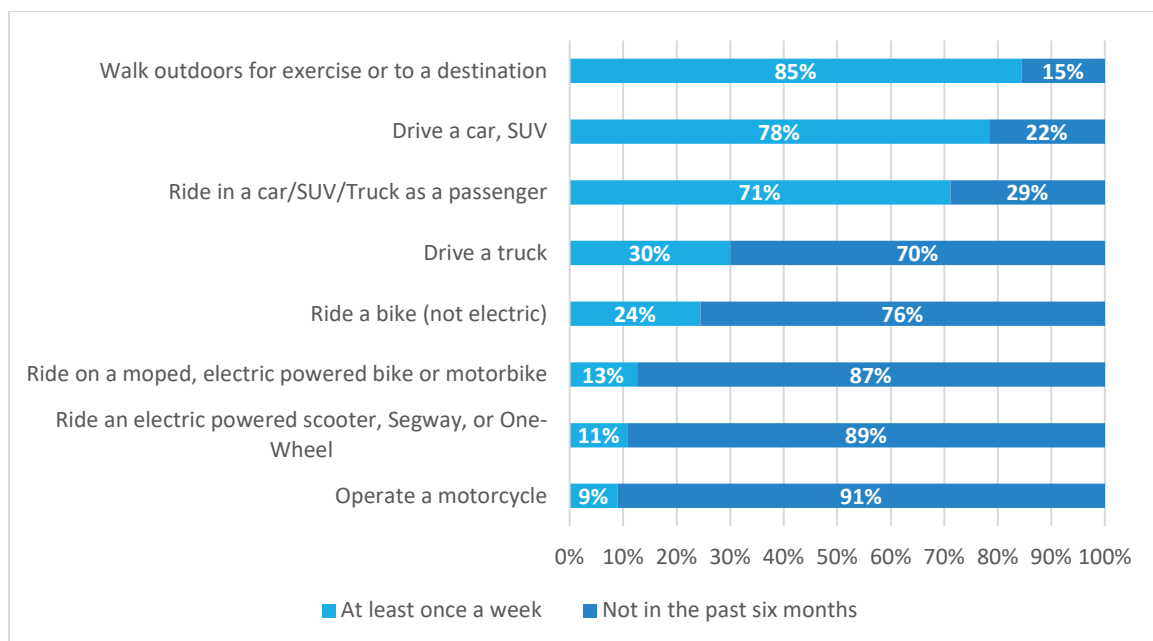
BEHAVIORAL AND ATTITUDINAL SURVEY

In 2022, the Highway Safety Manager applied principles from the Positive Culture Framework taught by Montana’s Center for Health and Safety Culture to Hawaii’s Behavioral and Attitudinal survey. The changes were intended to serve as a proxy to whether Hawaii’s communication efforts to support safety initiatives were reaching the public and effecting positive outcomes. This year gave us the opportunity to compare 2022 to 2023 survey results.

In 2023, SMS collected 523 surveys from Hawaii residents (18 or older). Respondents represented all counties within the state of Hawaii. The margin of error of the survey results is +/- 4.3 percentage points at the 95 percent confidence interval.

Transportation patterns

- ★ Majority of the respondents frequently either walk, drive, or are a passenger of a vehicle (85 percent, 78 percent, and 71 percent).
- ★ Minority of the respondents frequently drove a truck, rode a bike, e-powered scooter, operated a motorcycle or a moped (30 percent, 24 percent, 13 percent, 11 percent, and 9 percent).



Unsafe behaviors

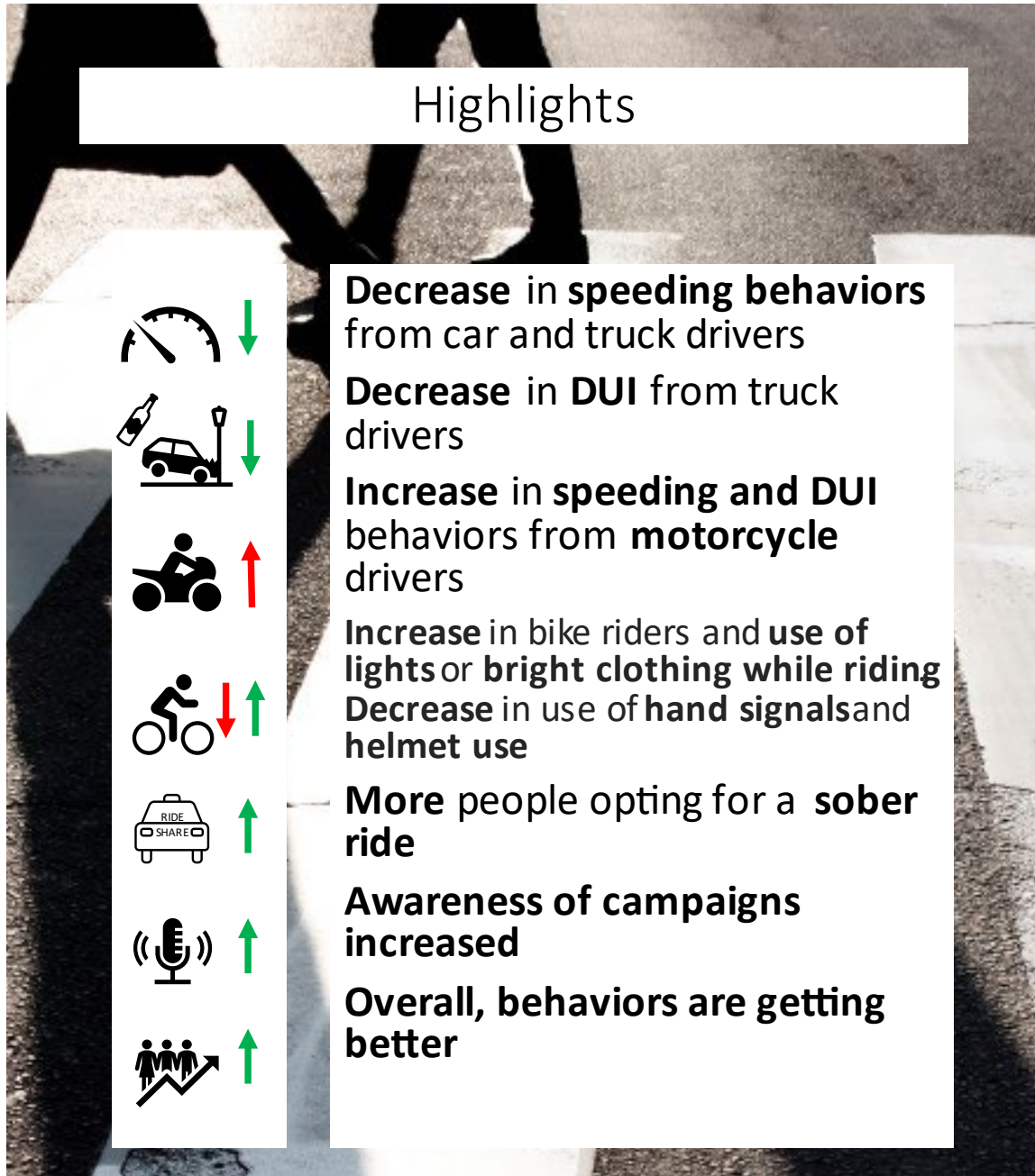
- ★ Majority of drivers (cars, trucks, motorcycle operators) admit to driving 5-10 miles an hour above the speed limit (82%, 73%, and 70%)
- ★ A minority of drivers (cars, trucks, motorcycle operators) admit while feeling buzzed in the past six months (14%, 20%, and 44%), however almost half (44%) of motorcycle operators admit to driving while buzzed.
- ★ Some drivers (cars, trucks, motorcycle operators) do admit to driving within four hours of using cannabis (17%, 22%, and 46%), however almost half (46%) of motorcycle operators admit to driving within 4 hours after using cannabis.
- ★ A slight minority of drivers (cars, trucks, motorcycle operators) suggest they never drive while texting or looking at their phone (44%, 43%, and 46%).
- ★ Majority of those who walk, bike, drive, or operate a motorcycle observe other drivers running through red lights, yet majority of those surveyed suggest they never run through a red light (92%, 84%, and 72%).
- ★ Those who walk, bike, or use a motorcycle are more likely to use rideshare, call a friend, or use public transportation because they or the driver had too much to drink vs. car or truck drivers (50%, 59%, 55% vs. 45%, 40%)
- ★ Majority of motorcyclists (54%) admit they drive without a helmet, 40% admit they drive without a motorcycle operator's license, and 38% admit they ride with a passenger under 7 years old.

Positive behaviors

- ★ Majority of drivers (cars, trucks, motorcycle operators) do not drive through a crosswalk without looking for a pedestrian crossing (80%, 74%, and 50%).
- ★ Majority of drivers (cars and trucks) move over to the side of the road and stop upon seeing or hearing first responders (80%, 74%, and 50%).
- ★ Most drivers (cars, trucks, and motorcycle operators) give bicyclists a minimum of 3 feet (70%, 76% and 80%).
- ★ Majority of drivers (cars, trucks) confirm they and their passengers are wearing a seat belt or children are using a proper seat before they drive (71%, and 66%).

- ★ Most truck drivers do not allow passengers in the cargo space of their truck if they are either too young or there is sufficient room in the cab (70% and 83%)

Highlights from 2022 to 2023 survey comparison



HIGHWAY SAFETY PLAN MODIFICATIONS

★ AL23-O-01 - HPD Impaired Driving

Grant amended on 7/9/23 to transfer \$13,380 from Borkenstein Alcohol Course and \$13,380 Borkenstein Drug Course to IACP DRE Conference

Grant amended on 9/25/23 to transfer \$16,234.16 from Travel Cost Category, \$26,890.05 from Contractual/Consultant Services Cost Category and \$43,385.00 from Other Direct Costs Category (total of \$86,509.21) to the Personnel Cost Category. Original budget estimate did not include correct fringe benefit amount.

★ AL23-H-02 - HCPD Impaired Driving

Grant amended on 6/7/23 to transfer \$5,395 from Travel Cost Category to Other Direct Costs Category to purchase a DAX eye data recorder. The recorder will be used in DRE, ARIDE, SFST and other impaired driving trainings. Funds were also transferred within the Travel Cost Category to send an additional attendee to the DRE Conference; send one representative to the Intoxilyzer 9000 Technician and Supervisory Course; and send two officers to the Honolulu Police Department's DRE School and Certification Nights.

★ AL23-O-11 - Judiciary DWI Court

Grant amended on 6/7/23 to transfer \$6,000 from Travel Cost Category to Contractual/Consultant Services Cost Category and \$5,150 from Travel Cost Category to Other Direct Costs Category. Funds were used to cover an increase in costs for the data dashboard creation and customization.

★ AL23-S-14 - HDOT Court Monitoring

Grant amended on 5/11/23 to transfer \$25,000 from Court Monitoring Database and \$24,000 from purchase of laptops to Court Monitors in Contractual/Consultant Services Cost Category.

FEDERAL AID FUNDS EXPENDED FFY 2023

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
154 Alcohol	\$643,630.38	\$532,381.85	\$643,630.38	\$643,630.38	\$643,630.38
154 Transfer Funds Total	\$643,630.38	\$532,381.85	\$643,630.38	\$643,630.38	\$643,630.38
164 Alcohol	\$883,063.58	\$710,542.13	\$883,063.58	\$883,063.58	\$883,063.58
164 Paid Media	\$268,333.48	\$0.00	\$268,333.48	\$268,333.48	\$268,333.48
164 Transfer Funds Total	\$1,151,397.06	\$710,542.13	\$1,151,397.06	\$1,151,397.06	\$1,151,397.06

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
Planning and Administration	\$39,518.10	\$0.00	\$79,036.20	\$39,518.10	\$39,518.10
Emergency Medical Services	\$101,249.51	\$98,652.03	\$126,561.89	\$101,249.51	\$101,249.51
Occupant Protection	\$461,345.88	\$225,505.49	\$576,682.37	\$461,345.88	\$461,345.88
Pedestrian/ Bicycle Safety	\$92,909.84	\$2,995.60	\$116,137.31	\$92,909.84	\$92,909.84
Police Traffic Services	\$19,671.92	\$6,228.87	\$24,589.90	\$19,671.92	\$19,671.92
Traffic Records	\$232,801.85	\$228,884.64	\$291,002.32	\$232,801.85	\$232,801.85
Speed Management	\$201,414.14	\$189,861.16	\$251,767.69	\$201,414.14	\$201,414.14
Distracted Driving	\$71,769.19	\$57,751.31	\$89,711.49	\$71,769.19	\$71,769.19
FAST Act NHTSA 402 Total	\$1,220,680.43	\$809,879.10	\$1,555,489.17	\$1,220,680.43	\$1,220,680.43

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
405d Mid HVE	\$282,353.61	\$0.00	\$352,942.02	\$282,353.61	\$282,353.61
405d Mid Paid/Earned Media	\$391,388.84	\$0.00	\$489,236.06	\$391,388.84	\$391,388.84
405d Mid Training	\$66,537.16	\$0.00	\$83,171.45	\$66,537.16	\$66,537.16
405d Mid Other Based on Problem ID	\$3,000.00	\$0.00	\$3,750.00	\$3,000.00	\$3,000.00
405d Impaired Driving Mid	\$396,181.47	\$0.00	\$495,226.86	\$396,181.47	\$396,181.47
FAST Act 405d Impaired Driving Mid Total	\$1,139,461.08	\$0.00	\$1,424,326.39	\$1,139,461.08	\$1,139,461.08

405f Motorcyclist Safety Awareness	\$65,076.14	\$0.00	\$81,345.17	\$65,076.14	\$65,076.14
405f Motorcycle Safety Programs	\$1,500.60	\$0.00	\$1,875.75	\$1,500.60	\$1,500.60
FAST Act 405f Motorcycle Safety Programs Total	\$66,576.74	\$0.00	\$83,220.92	\$66,576.74	\$66,576.74

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
Planning and Administration	\$49,902.61	\$0.00	\$99,805.22	\$49,902.61	\$49,902.61
Emergency Medical Services	\$1,521.57	\$0.00	\$1,901.96	\$1,521.57	\$1,521.57
Safety Belts	\$32,063.88	\$620.00	\$40,079.85	\$32,063.88	\$32,063.88
Pedestrian/ Bicycle Safety	\$25,973.08	\$0.00	\$32,466.35	\$25,973.08	\$25,973.08
Traffic Enforcement Services	\$349,562.71	\$314,013.94	\$436,953.39	\$349,562.71	\$349,562.71
Speed Management	\$243,839.82	\$211,748.56	\$304,799.77	\$243,839.82	\$243,839.82
Distracted Driving	\$382,021.24	\$210,734.19	\$477,526.56	\$382,021.24	\$382,021.24
BIL NHTSA 402 Total	\$1,084,884.91	\$737,116.69	\$1,393,533.10	\$1,084,884.91	\$1,084,884.91

405b High HVE	\$113,462.48	\$0.00	\$141,828.10	\$113,462.48	\$113,462.48
405b High Community CPS Services	\$65,599.60	\$0.00	\$81,999.50	\$65,599.60	\$65,599.60
BIL 405b OP High Total	\$179,062.08	\$0.00	\$223,827.60	\$179,062.08	\$179,062.08

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
BIL 405c Data Program Total	\$243,284.44	\$0.00	\$304,105.55	\$243,284.44	\$243,284.44
405f Motorcyclist Awareness	\$5,122.27	\$0.00	\$6,402.84	\$5,122.27	\$5,122.27
405f Motorcycle Uncommitted	\$8,496.79	\$0.00	\$10,620.99	\$8,496.79	\$8,496.79
BIL 405f Motorcycle Programs Total	\$13,619.06	\$0.00	\$17,023.83	\$13,619.06	\$13,619.06

405h Law Enforcement	\$120,041.92	\$0.00	\$150,052.40	\$120,041.92	\$120,041.92
405h Public Education	\$9,383.90	\$0.00	\$11,729.88	\$9,383.90	\$9,383.90
BIL 405h Nonmotorized Safety Total	\$129,425.82	\$0.00	\$161,782.28	\$129,425.82	\$129,425.82

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
Safety Belts	\$249,159.34	\$13,875.06	\$311,449.18	\$249,159.34	\$249,159.34
Traffic Enforcement Services	\$26,658.68	\$26,658.68	\$33,323.35	\$26,658.68	\$26,658.68
Speed Management	\$1,069.74	\$1,069.74	\$1,337.18	\$1,069.74	\$1,069.74
Distracted Driving	\$2,646.70	\$2,646.70	\$3,308.38	\$2,646.70	\$2,646.70
Supplemental BIL NHTSA 402 Total	\$279,534.46	\$44,250.18	\$349,418.09	\$279,534.46	\$279,534.46

405b High Community CPS Services	\$11,059.04	\$0.00	\$13,823.80	\$11,059.04	\$11,059.04
Supplemental BIL 405b OP High Total	\$11,059.04	\$0.00	\$13,823.80	\$11,059.04	\$11,059.04

Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed
405f Motorcycle Awareness	\$2,743.14	\$0.00	\$3,428.93	\$2,743.14	\$2,743.14
Supplemental BIL 405f Motorcycle Programs Total	\$2,743.14	\$0.00	\$3,428.93	\$2,743.14	\$2,743.14

405h Law Enforcement	\$12,662.87	\$0.00	\$15,828.59	\$12,662.87	\$12,662.87
Supplemental BIL 405h Nonmotorized Safety Total	\$12,662.87	\$0.00	\$15,828.59	\$12,662.87	\$12,662.87

NHTSA Total	\$6,178,021.51	\$2,834,169.95	\$7,340,835.69	\$6,178,021.51	\$6,178,021.51
TOTAL	\$6,178,021.51	\$2,834,169.95	\$7,340,835.69	\$6,178,021.51	\$6,178,021.51