

HAWAII STATE DEPARTMENT
OF TRANSPORTATION

HIGHWAY SAFETY
Annual Report



2019



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Message from the Governor's Highway Safety Representative



Aloha!

Throughout Federal Fiscal Year (FFY) 2019, one of my administration's top priorities has been traffic safety and ensuring that all roadway users arrive alive. This annual report is a summary of the many traffic safety programs, activities and initiatives undertaken within our state to achieve that goal. These activities were assisted through funding, collaborated efforts and leadership from the Hawaii Department of Transportation (HDOT).

Aligning with the strategies within the Hawaii Strategic Highway Safety Plan (SHSP), HDOT's FFY 2019 Highway Safety Plan (HSP) addressed critical traffic safety issues facing the state through non-infrastructure projects and collaborative partnerships with different federal, state, county and private agencies.

Our goal year after year is to eliminate serious injuries and fatalities on Hawaii's roadways and to provide a safer environment for pedestrians, bicyclists, motorcyclists, motorists and those who use public transit. As such, our main focus areas continue to be impaired driving, speeding, occupant protection, pedestrian safety and motorcycle safety.



Although we saw a 11 percent decrease in motor vehicle fatalities in calendar years 2016 and 2017, from 120 to 107, the number rose to 117 in 2018. Vulnerable users were particularly affected. Pedestrian deaths increased significantly from 15 in 2017 to 44 in 2018, and motorcyclist fatalities increased by 36 percent, from 25 to 34. However, motor vehicle occupant fatalities experienced a 38 percent decrease, from 60 to 37.

Throughout 2019, HDOT worked to reverse the trends in pedestrian and motorcyclist fatalities, promoting safe driving and pedestrian behaviors.

This last legislative session in Hawaii proved to be very successful and promising, with several key traffic safety bills enacted into law. These bills align with the strategies in the Hawaii SHSP and will help in furthering Hawaii's goal toward zero deaths on our roadways.

■ The Vision Zero Act (Act 134) requires HDOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities. Vision Zero is a worldwide traffic safety program that seeks to eliminate fatal traffic collisions by reorganizing and re-imagining traffic management systems.

■ Among other amendments to the Operating a Vehicle Under the Influence of an Intoxicant (OVUII) statute, Act 169's significant changes included amendments to sentencing requirements, lowering the threshold for habitual offenses and increasing penalties for all offenders.

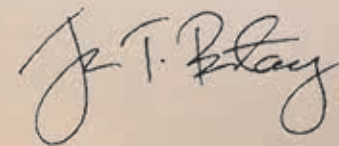
■ The Red Light Running Task Force was created under Act 131 to develop policies for red light running pilot programs in all counties.

■ Act 117 authorizes the use of telephonic and/or electronic search warrants.

Today, with more users on Hawaii's roadways, the five Es (enforcement, education, engineering, emergency medical services and everyone else) must work together continuously and collaboratively to keep traffic safety top of mind and approach issues with a comprehensive mindset.

We believe that we are moving in the right direction, and we are proud to be part of the network of traffic safety professionals working tirelessly to keep all of our families, friends and community members safe on our roadways.

With warmest aloha,



JADE T. BUTAY
Director of Transportation

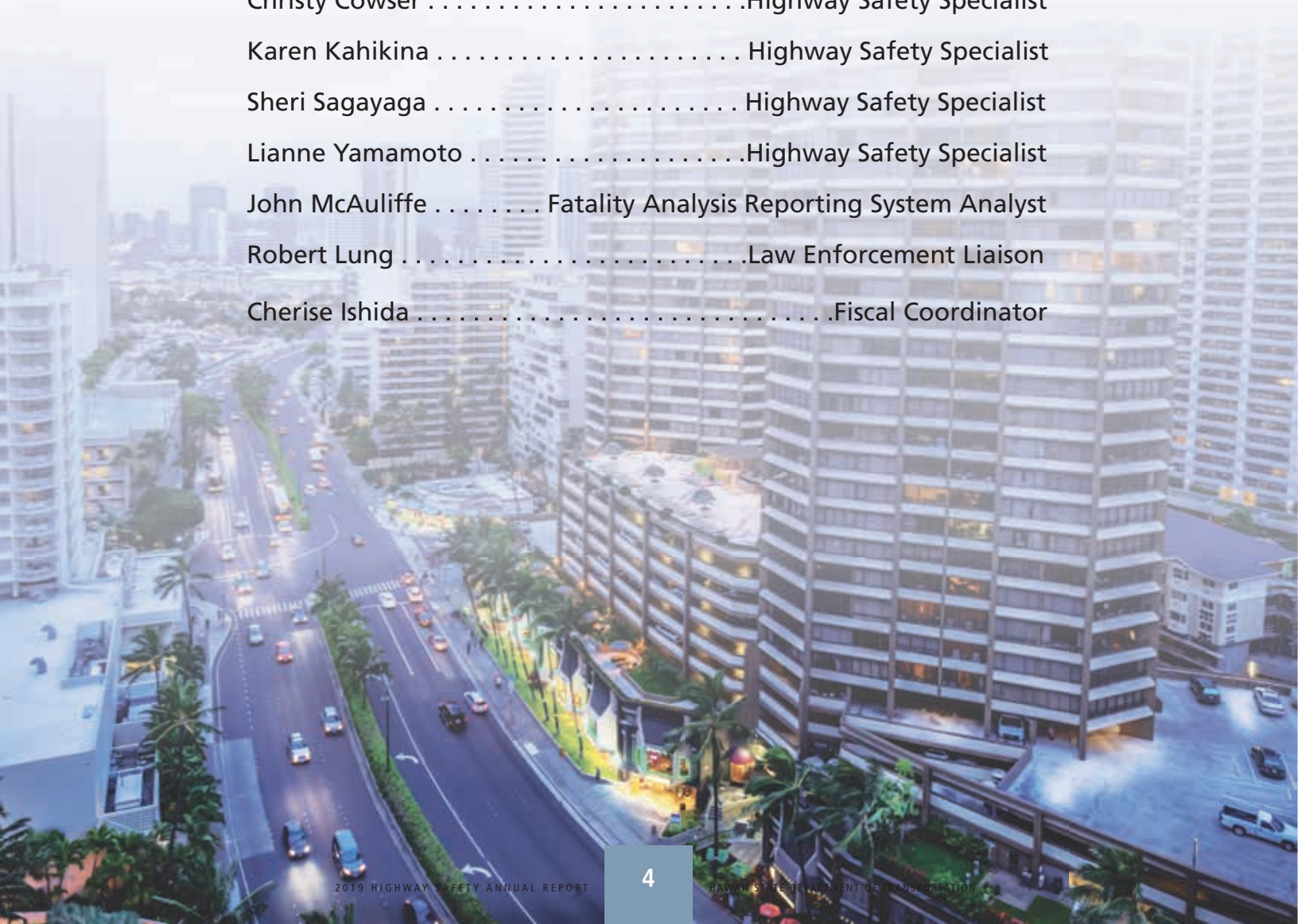


Federal Fiscal Year 2019 Annual Report

P R E P A R E D B Y

The Hawaii Department of Transportation's Highway Safety Section

Jade T. Butay Director of Transportation
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List of Acronyms

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

ADAD	Alcohol and Drug Abuse Division	HPPUD	Hawaii Partnership to Prevent Underage Drinking
ARIDE	Advanced Roadside Impaired Driving Enforcement	HSP	Highway Safety Plan
ARF	Annual Report File	IACP	International Association of Chiefs of Police
C&C	City & County of Honolulu	IPTM	Institute of Police Technology and Management
CPS	Child Passenger Safety	JOL	Judicial Outreach Liaison
CSAC	Certified Substance Abuse Counselor	KPD	Kauai Police Department
DOH	Hawaii State Department of Health	LCC	Leeward Community College
DPS	Department of Public Safety	LEL	Law Enforcement Liaison
DRE	Drug Recognition Expert	MADD	Mothers Against Drunk Driving
DTS	Department of Transportation Services	MED	Mobile Electronic Device
DUI	Driving Under the Influence	MPD	Maui Police Department
DUID	Driving Under the Influence of Drugs	MVC	Motor Vehicle Collision
DWI Court	Driving While Impaired Court	NHTSA	National Highway Traffic Safety Administration
EDR	Event Data Recorder	OVUII	Operating a Vehicle Under the Influence of an Intoxicant
EMS	Emergency Medical Services	PSA	Public Service Announcement
FARS	Fatality Analysis Reporting System	RMS	Records Management System
FFY	Federal Fiscal Year	SHACA	State of Hawaii Advanced Crash Analysis
GHSA	Governors Highway Safety Association	SHSP	Strategic Highway Safety Plan
HCFD	Hawaii County Fire Department	TRCC	Traffic Records Coordinating Committee
HCPD	Hawaii County Police Department	TSRP	Traffic Safety Resource Prosecutor
HDOT	Hawaii Department of Transportation	UH	University of Hawaii
HFD	Honolulu Fire Department	VMT	Vehicle Miles Traveled
HPD	Honolulu Police Department	WWH	Walk Wise Hawaii



Traffic Safety Core Performance Measures

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs.

An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures.

States are required to set goals for and report progress on each of the core outcome and behavior measures annually. NHTSA then uses the core measures as an integral part of its reporting to the Congress, the public and others.

Like NHTSA and GHSA, HDOT believes that the core outcome and behavior measures are vital in identifying problems, tracking progress and assessing countermeasure effectiveness. In particular, these performance measures are used to:

- Set goals;
- Connect goals to actions;
- Allocate resources;
- Monitor and evaluate progress; and
- Communicate the priorities, results and value to our communities of various traffic safety program areas and activities.

Throughout FFY 2019, as the Highway Safety Section worked with its traffic safety partners in updating the Hawaii SHSP, we looked to align goals, strategies and efforts statewide, not only within the HSP, the SHSP and the Highway Safety Improvement Program, but also with other groups' plans and initiatives [Vision Zero, Hawaii State Opioid Initiative, Hawaii Partnership to Prevent Underage Drinking (HPPUD), Complete Streets, etc.]. In doing this, groups across the state were able to maximize resources and ensure that traffic safety efforts were working cohesively and collaboratively. We have a long way to go to enhance and continue this process, but we believe that we are on the right path.

The projects funded during FFY 2019 contributed to meeting some of our state's targets. As the Project Distribution Chart on page 24 shows, many of the projects funded during this past FFY focused on protecting motor vehicle occupants and our keiki (children). High visibility

enforcement in the area of occupant protection, especially the Click It or Ticket campaign, may also have impacted those types of serious injuries and fatalities, and contributed to a high percentage of seat belt usage in the state.

Although total traffic fatalities increased, unrestrained passenger vehicle occupant fatalities and motorcyclist fatalities decreased. More needs to be done to protect the most vulnerable roadway users, pedestrians and bicyclists. Our FFY 2021 HSP will use the results from the following performance measures to determine how to redistribute funds so that targets that were not met will be adequately addressed. We must also maintain certain existing efforts so that we don't fall behind on other targets.

Traffic Safety Core Performance Measures

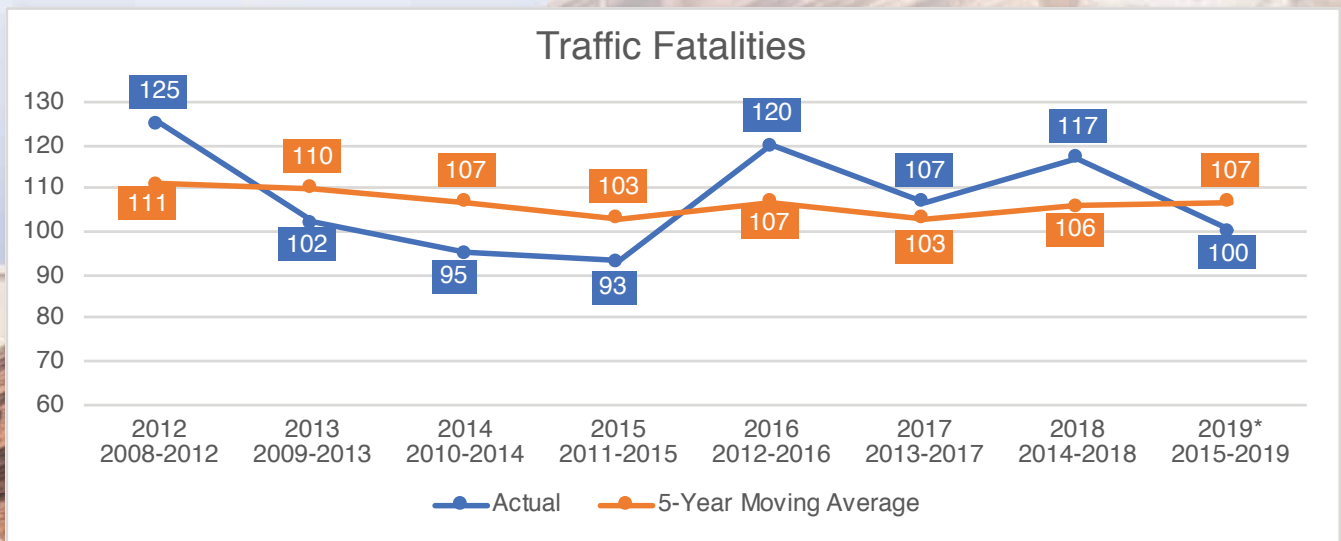
C-1 Traffic Fatalities

Goal: Our goal is to not exceed a five-year average of 96 fatalities by the end of 2019.

Result: During calendar year 2018, there were 117 traffic fatalities, according to the Fatality Analysis Reporting System (FARS) 2018 Annual Report File (ARF) -- 21.9 percent over the five-year average target of 96 fatalities.

Based on preliminary state data (as of November 26, 2019), there are 100 traffic fatalities, which already surpasses the target by 4.2 percent.

Countermeasure: To reduce fatalities, HDOT's FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii's recently updated SHSP and newly created Vision Zero strategies.



Traffic Safety Core Performance Measures

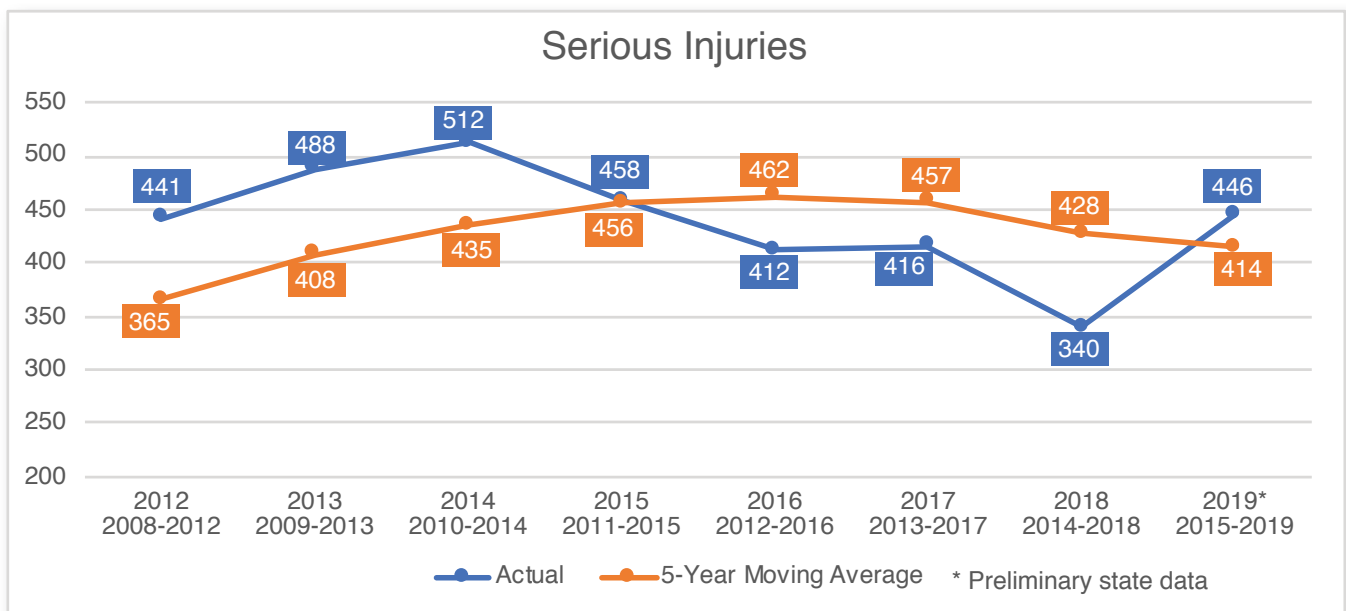
C-2 Total Serious Injuries

Goal: Our goal is to not exceed the five-year average of 413 serious injuries by the end of 2019.

Result: During calendar year 2018, there were 340 serious injuries, according to the State of Hawaii Advanced Crash Analysis (SHACA) system – 17.7 percent under the target of 413 serious injuries.

Based on preliminary state data (as of November 25, 2019), there are 446 serious injuries, which already surpasses the target by 8.0 percent.

Countermeasure: To reduce serious injuries on our roadways, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.



Traffic Safety Core Performance Measures

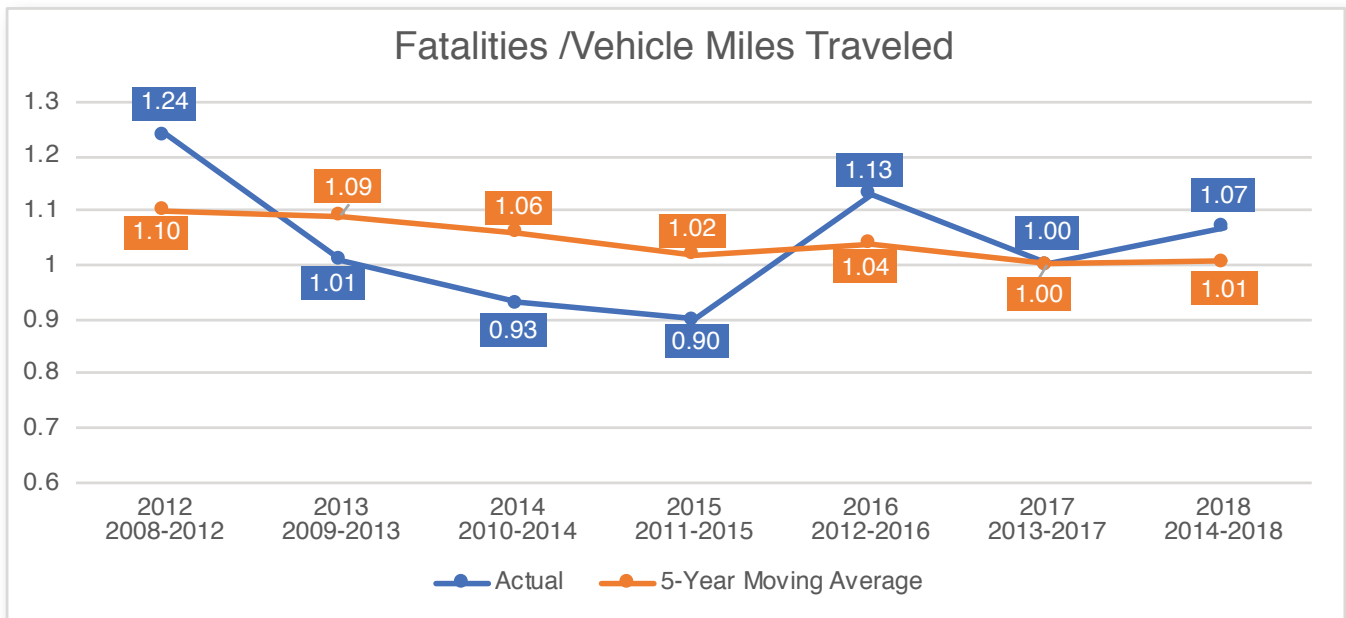
C-3 Total Fatalities/VMT

Goal: Our goal is to not exceed the five-year average Fatalities/VMT rate of 0.916 by the end of 2019.

Result: During calendar year 2018, the Fatalities/VMT rate was 1.07, which exceeded the target rate of 0.916.

2019 State VMT data is not yet available.

Countermeasure: To reduce the Fatalities/VMT rate, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.



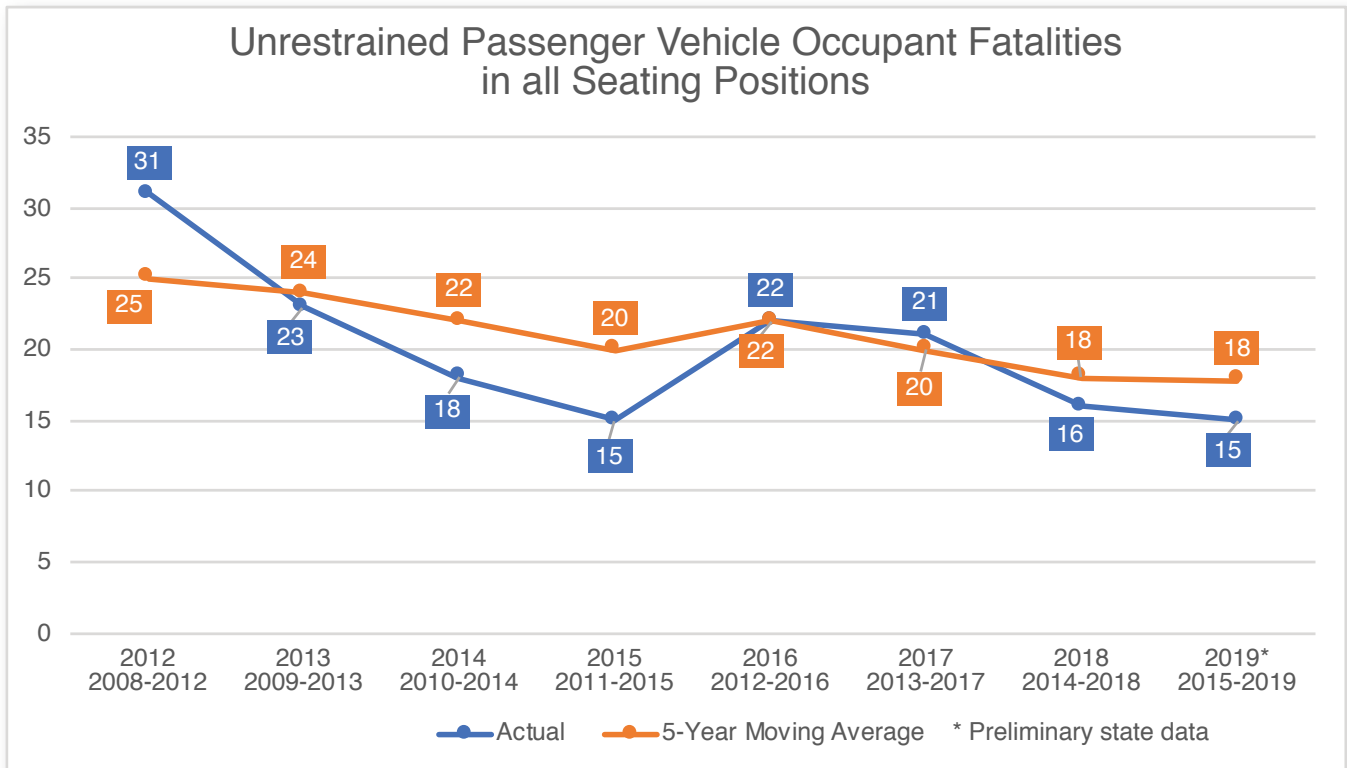
Traffic Safety Core Performance Measures

C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions

Goal: Our goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 9.1 percent from 22 (2012-2016 average) to 20 by the end of 2019.

Result: During calendar year 2018, there were 16 unrestrained passenger vehicle occupant fatalities for all seat positions, according to the FARS 2018 ARF – 20 percent below the target of 20.

Based on preliminary state data (as of November 26, 2019), there are 15 unrestrained passenger vehicle occupant fatalities for all seat positions. We believe we will achieve our 2019 performance target.



Traffic Safety Core Performance Measures

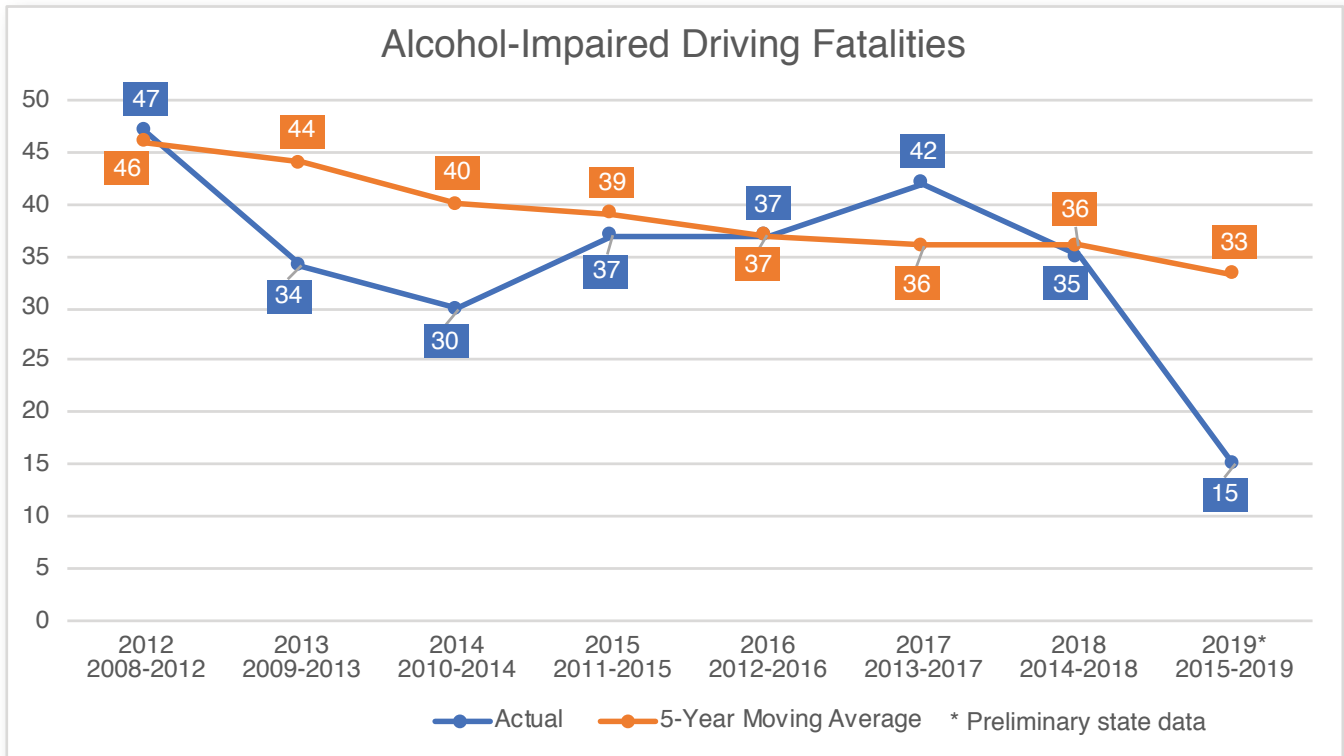
C-5 Alcohol-Impaired Driving Fatalities

Goal: Our goal is to not exceed 32 alcohol-impaired driving fatalities by the end of 2019.

Result: During calendar year 2018, there were 35 alcohol-impaired driving fatalities, according to the FARS 2018 ARF – 9.4 percent over the target of 32 alcohol-impaired driving fatalities.

Based on preliminary state data (as of November 26, 2019), there are 15 alcohol-impaired driving fatalities. This number may not be a true indication of the number of alcohol-impaired driving fatalities as all of the toxicology results have not been submitted. We believe we will miss our 2019 performance target.

Countermeasure: To reduce alcohol-impaired driving fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies, and the Highway Safety Section will work closely with traffic safety partners such as law enforcement agencies, county prosecutors, Mothers Against Drunk Driving (MADD) Hawaii, the Hawaii State Department of Health DOH) and HPPUD to implement the strategies.



Traffic Safety Core Performance Measures

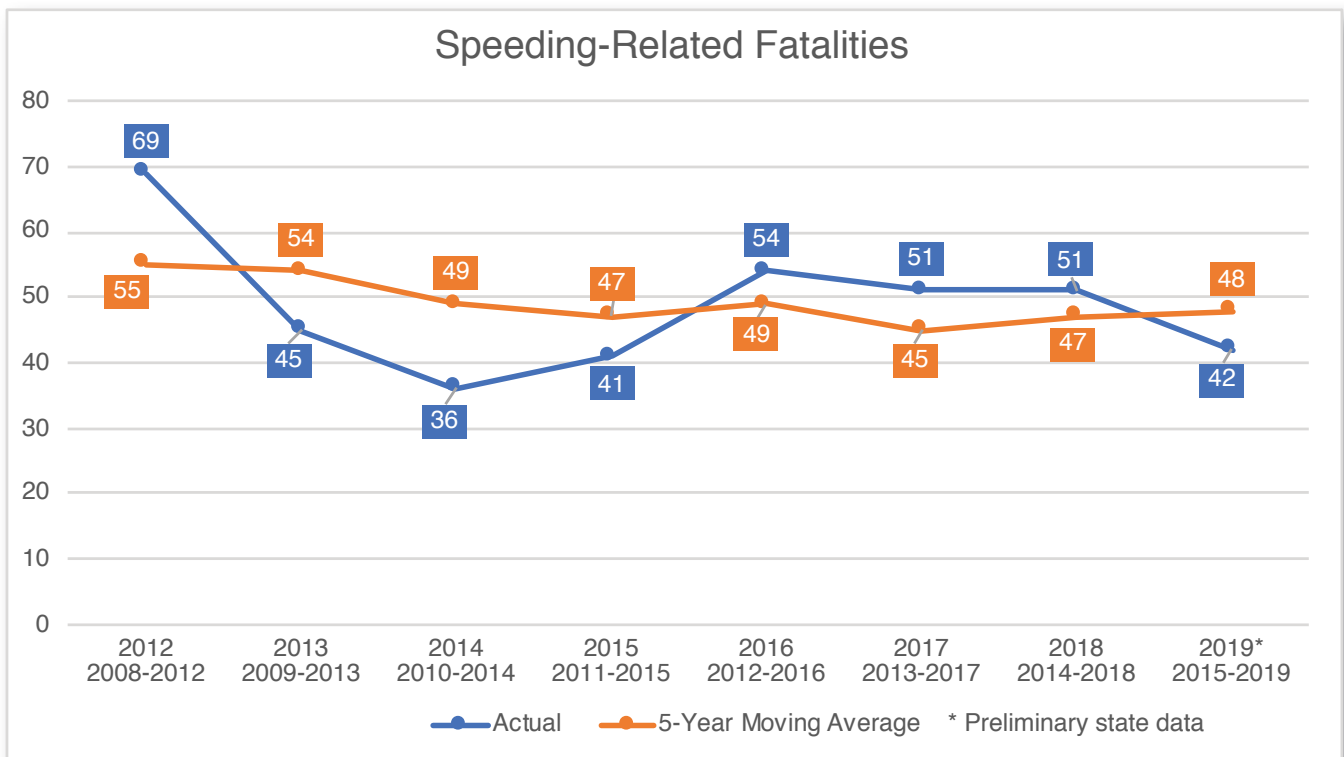
C-6 Speeding-Related Fatalities

Goal: Our goal is to reduce speeding-related fatalities by 6.1 percent from 49 (2012-2016 average) to 46 by the end of 2019.

Result: During calendar year 2018, there were 51 speeding-related fatalities, according to the FARS 2018 ARF – 10.9 percent over the target of 46 speeding-related fatalities.

Based on preliminary state data (as of November 26, 2019), there are 42 speeding-related fatalities. We believe we will miss our 2019 performance target.

Countermeasure: To reduce speeding-related fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, HDOT will work closely with the law enforcement agencies to ensure that enforcement is conducted in areas shown to have speeding issues. HDOT will also work with its traffic safety partners to develop a statewide speed communications campaign and mobilization.



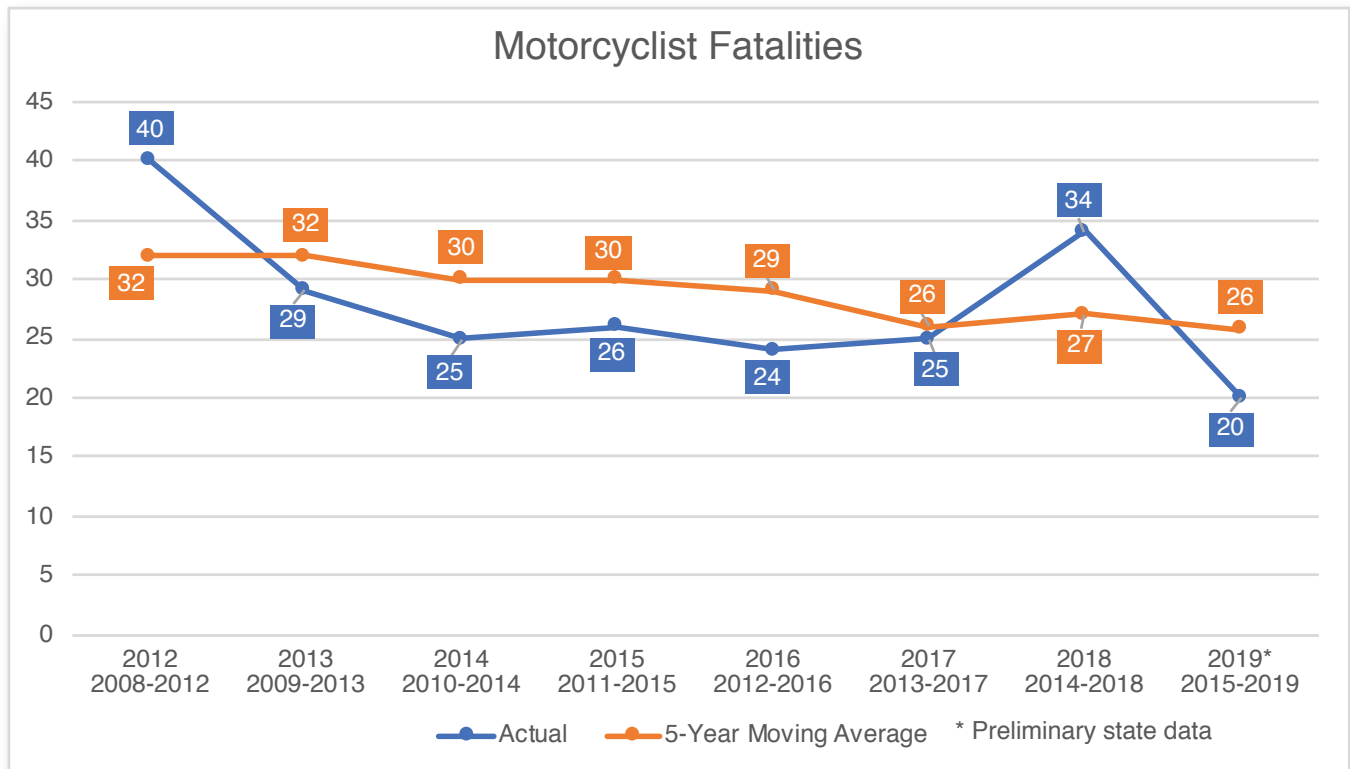
Traffic Safety Core Performance Measures

C-7 Motorcyclist Fatalities

Goal: Our goal is to reduce motorcyclist fatalities by 6.9 percent from 29 (2012-2016 average) to 27 by the end of 2019.

Result: During calendar year 2018, there were 34 motorcyclist fatalities, according to the FARS 2018 ARF – 25.9 percent over the target of 27 motorcyclist fatalities.

Based on preliminary state data (as of November 26, 2019), there are 20 motorcyclist fatalities. We believe we will achieve our 2019 performance target.



Traffic Safety Core Performance Measures

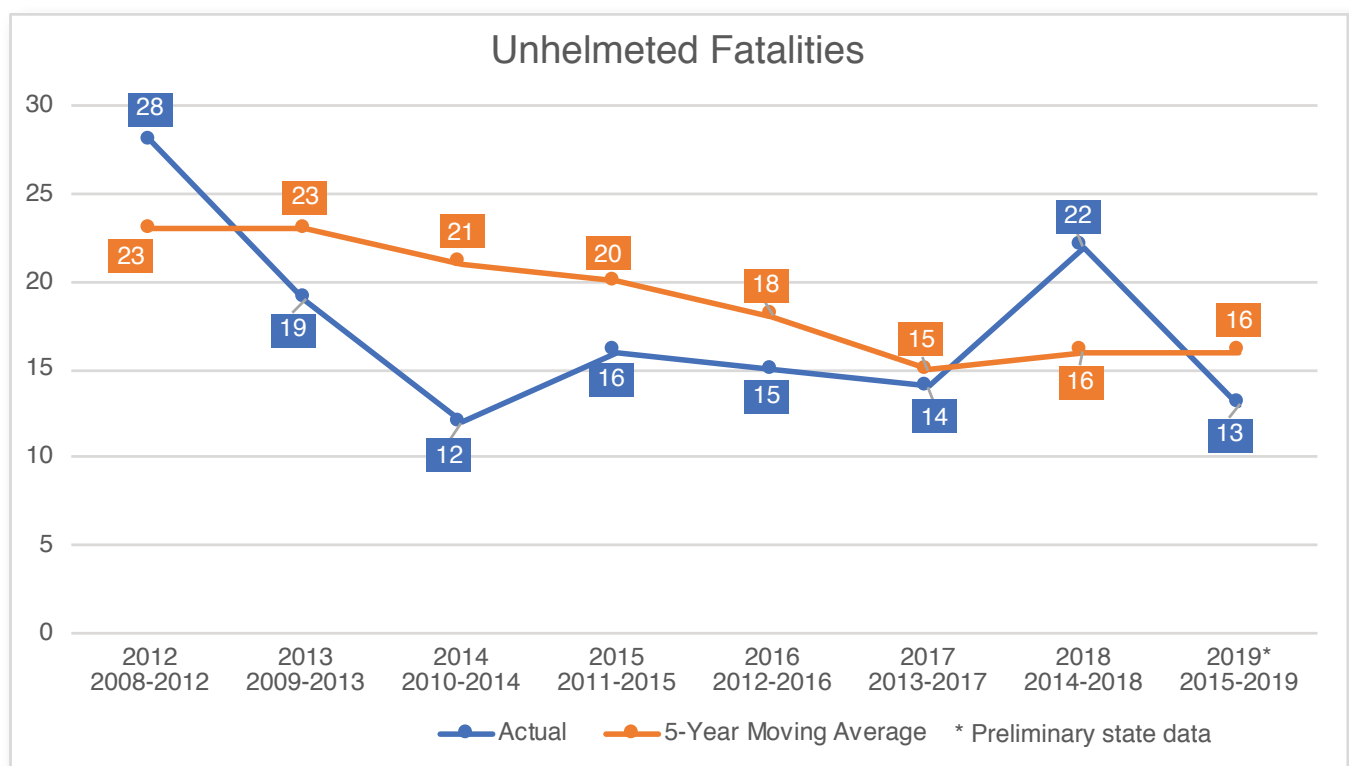
C-8 Unhelmeted Motorcyclist Fatalities

Goal: Our goal is to reduce unhelmeted motorcyclist fatalities by 16.7 percent from 18 (2012-2016 average) to 15 by the end of 2019.

Result: During calendar year 2018, there were 22 unhelmeted motorcyclist fatalities, according to the FARS 2018 ARF – 46.7 percent over the target of 15 unhelmeted motorcyclist fatalities.

Based on preliminary state data, there are 13 unhelmeted motorcyclist fatalities (as of November 26, 2019). We believe we will miss our 2019 performance target.

Countermeasure: To reduce unhelmeted motorcyclist fatalities, HDOT's FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, HDOT will continue to review current training needs and possible compulsory basic rider training for new and existing motorcycle operators. In addition, the HSP will align with Hawaii's recently updated SHSP and newly created Vision Zero strategies.



Traffic Safety Core Performance Measures

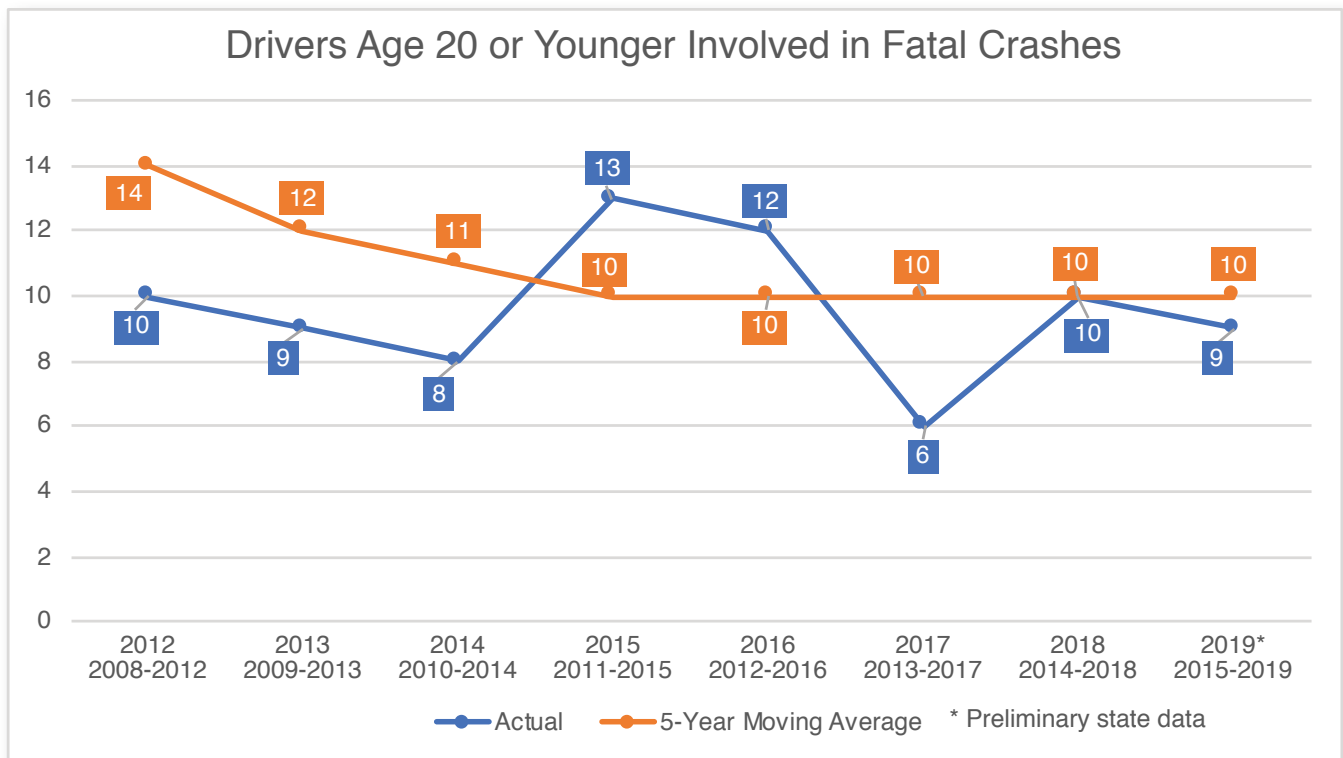
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

Goal: Our goal is to reduce the number of drivers age 20 and younger involved in fatal crashes by 20 percent from 10 (2012-2016 average) to 8 by the end of 2019.

Result: During calendar year 2018, there were 10 drivers age 20 and younger involved in fatal crashes, according to the FARS 2018 ARF – 25 percent over the target of 8 underage drivers.

Based on preliminary state data (as of November 26, 2019), there are 9 drivers age 20 and younger involved in fatal crashes, which already surpasses the target by 12.5 percent.

Countermeasure: To reduce the number of fatal crashes involving drivers age 20 and younger, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In addition, driver’s education instructors will be implementing a new curriculum that was developed by the American Driver and Traffic Safety Education Association, AAA and the State of Hawaii. Hawaii will also develop a train-the-trainer program for driver’s education instructors that will align with national standards and requirements.



Traffic Safety Core Performance Measures

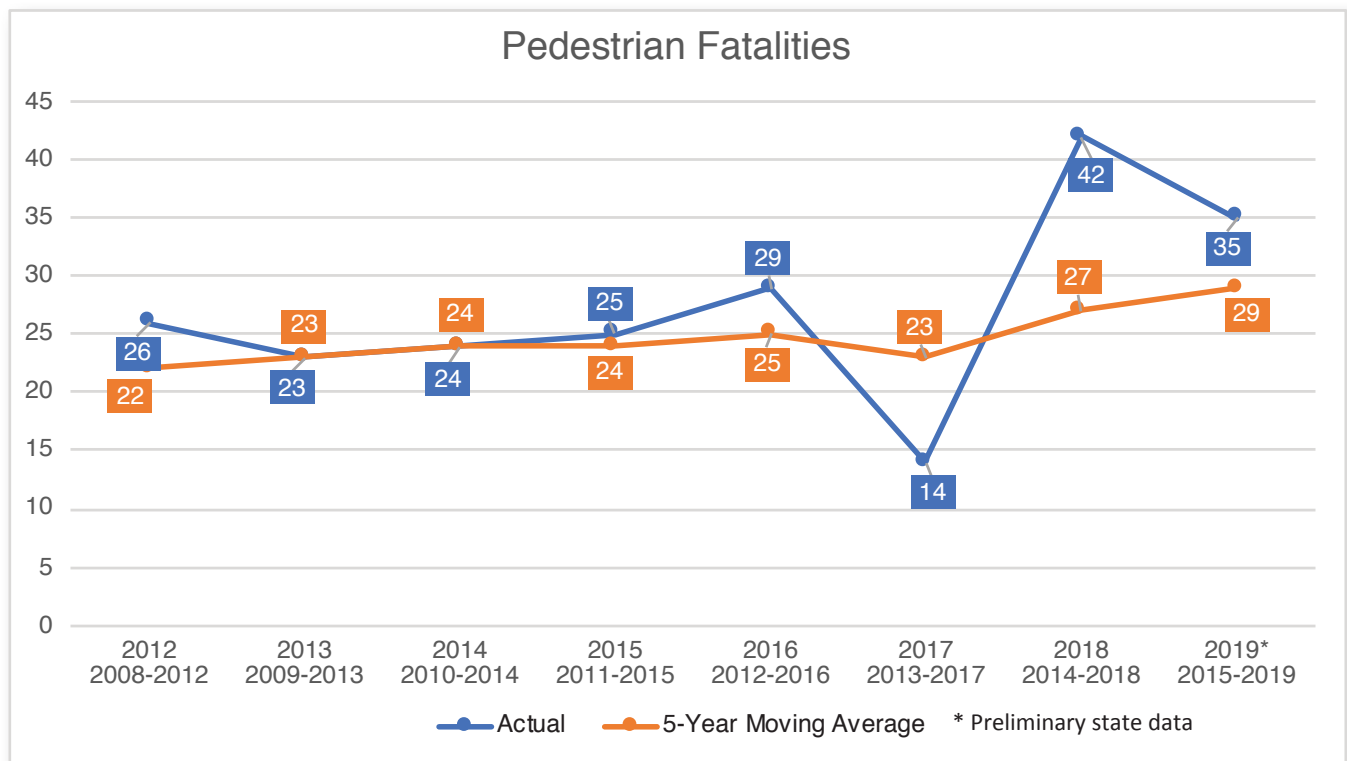
C-10 Pedestrian Fatalities

Goal: Our goal is to reduce pedestrian fatalities by 4 percent from 25 (2012-2016 average) to 24 by the end of 2019.

Result: During calendar year 2018, there were 42 pedestrian fatalities, according to the FARS 2018 ARF – 75 percent over the target of 24 pedestrian fatalities.

Based on preliminary state data (as of November 26, 2019), there are 35 pedestrian fatalities, which already surpasses the target by 45.8 percent.

Countermeasure: To reduce pedestrian fatalities, HDOT’s FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, the Highway Safety Section will consult with and collaborate with HDOT’s newly hired State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii’s recently updated SHSP and newly created Vision Zero strategies.



Traffic Safety Core Performance Measures

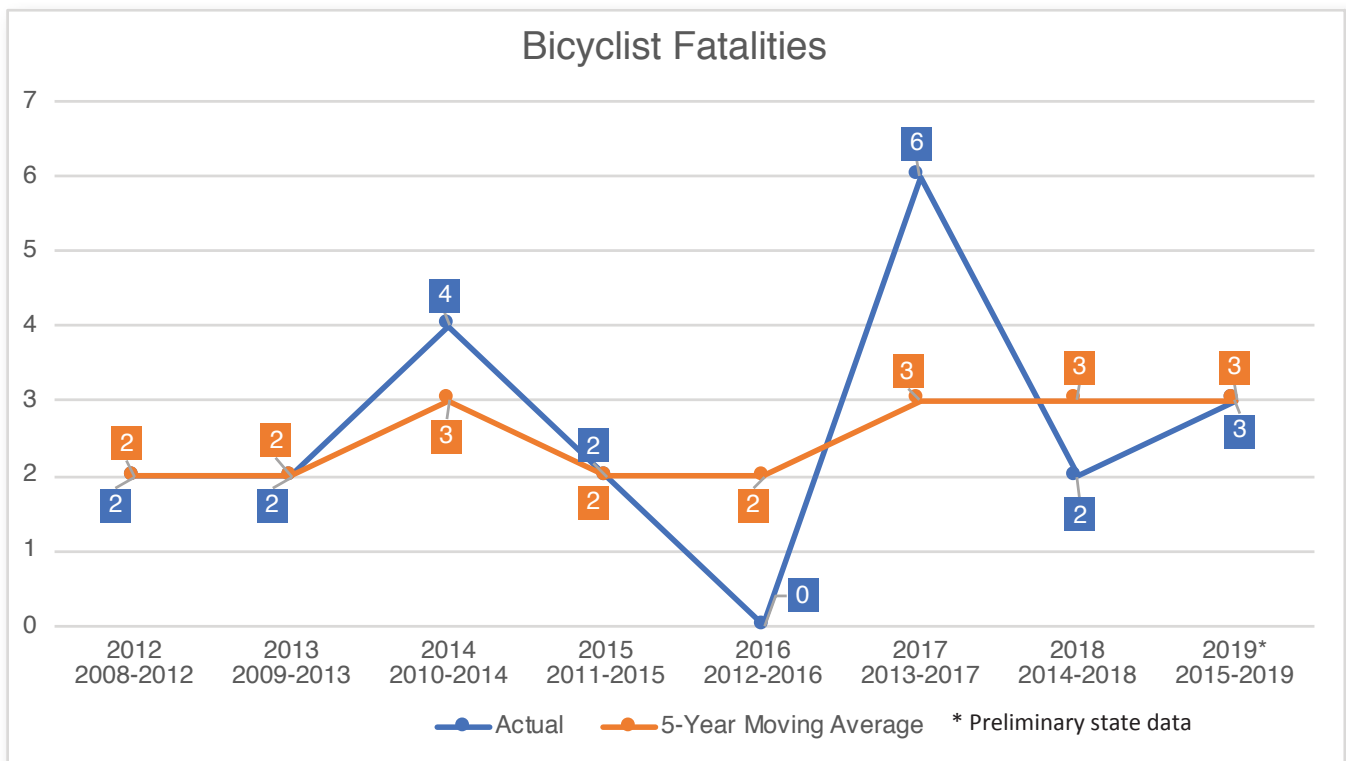
C-11 Bicyclist Fatalities

Goal: Our goal is to reduce bicyclist fatalities by 50 percent from 2 (2012-2016 average) to 1 by the end of 2019.

Result: During calendar year 2018, there were 2 bicyclist fatalities, according to the FARS 2018 ARF – 100 percent over the target of 1 bicyclist fatality.

Based on preliminary state data (as of November 26, 2019), there are 3 bicyclist fatalities, which already surpasses the target by 200 percent.

Countermeasure: To reduce bicyclist fatalities, HDOT's FFY 2021 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, the Highway Safety Section will consult with and collaborate with HDOT's newly hired State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii's recently updated SHSP and newly created Vision Zero strategies.



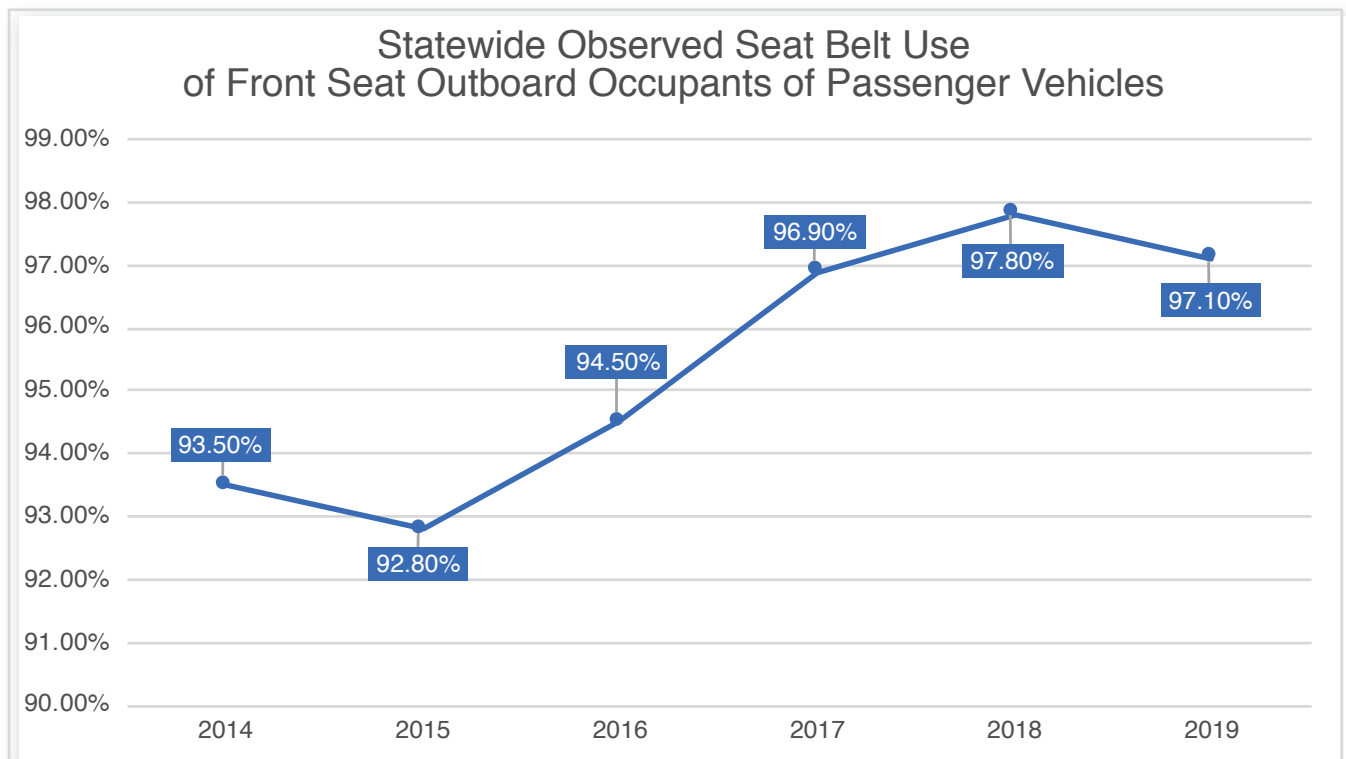
Traffic Safety Core Performance Measures

B-1 Observed Seat Belt Use

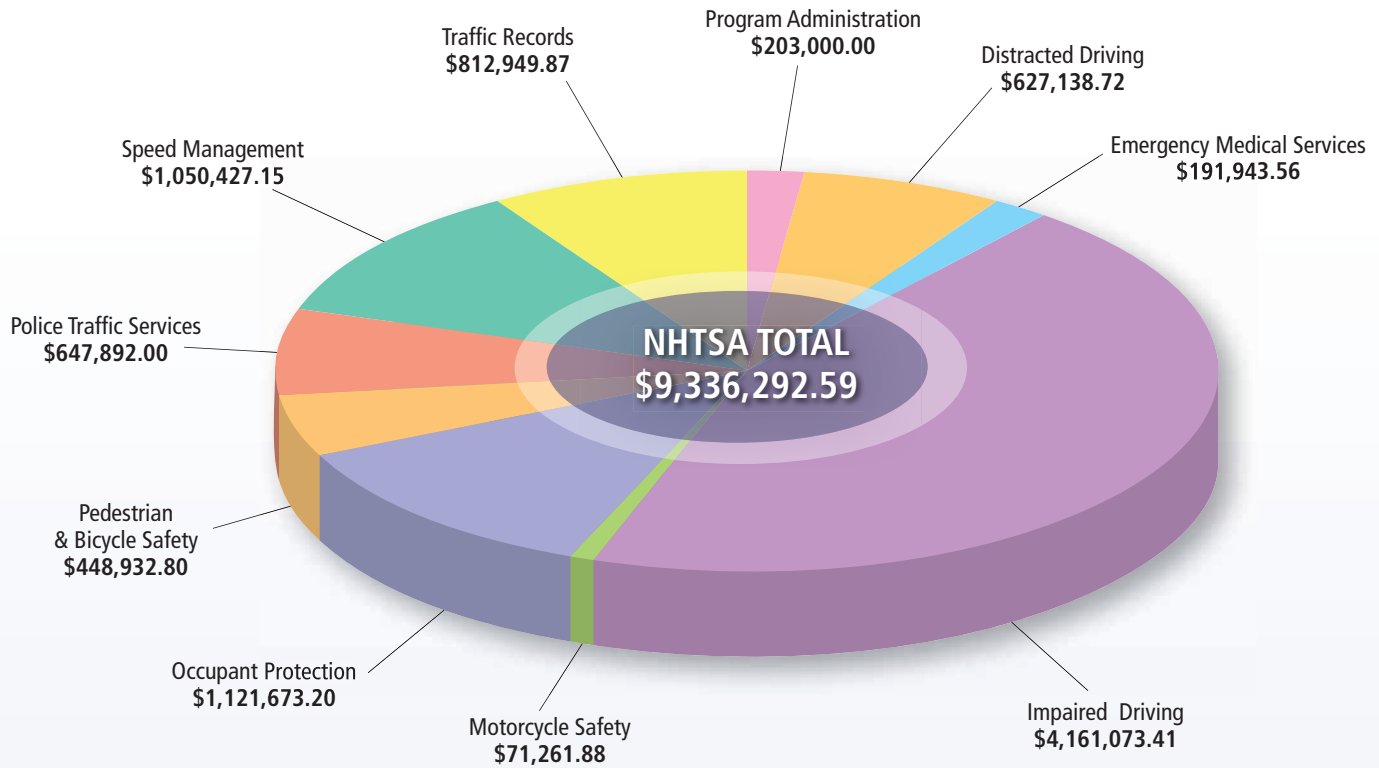
Goal: Our goal is to increase our observed seat belt usage for passenger vehicles, front seat outboard occupants, by 0.10 percentage points, from 96.9 percent in 2017 to 97 percent by the end of 2019.

Result: During calendar year 2018, Hawaii's observed seat belt usage for passenger vehicles, front seat outboard occupants, was 97.8 percent, exceeding the target of 97 percent.

According to Hawaii's Summer 2019 Seat Belt Use Survey, the statewide seat belt usage rate is 97.1 percent, exceeding the target by 0.10 percentage point. We have achieved our 2019 performance measure.



Federal Fiscal Year 2019 Funding



Program Administration

The primary function of HDOT’s Highway Safety Section is to oversee the NHTSA grant program and other related traffic safety initiatives in Hawaii. Grant funds were used to pay the salary of the Highway Safety Manager, the Fiscal Coordinator and operating costs of the Highway Safety Section, including staff salaries, travel and training expenses.

The Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. The Fiscal Coordinator continued to provide much needed budgetary support for the Highway Safety Section staff. In addition to overseeing the NHTSA sub-recipient reimbursement process, the coordinator assisted with other administrative duties such as general correspondence, maintaining the database and files of sub-recipient, and ensuring compliance with Hawaii State procedures.



2019 STATEWIDE TRAFFIC SAFETY Behavioral Survey

HDOT continued its bi-annual, statewide traffic safety behavioral survey to gauge the communities' perception of traffic safety and reactions to communications campaigns.

From October 19, 2018 through November 4, 2018, a research team conducted a quantitative study using a mixed-mode Internet/telephone (landline and mobile phones)/intercept survey with a statewide sample of 474 residents. Each respondent was screened to ensure they were at least 18 years of age and resided on the island they were being contacted for.

The following are highlights from the 36-question survey:

What are the biggest safety problems on Hawaii's roadways?

Speeding/aggressing driving	59%
Texting while driving	58%
Driving under the influence	40%
Disregard of traffic signals by drivers, pedestrians, and/or bicyclists	39%
Talking on cell phones	31%

■ Driving under the influence is more of a concern on the neighbor islands while speeding and a disregard of traffic signals were more likely to be mentioned by Oahu residents.

How often do you use seat belts when you drive or ride in a vehicle?

Always	95%
Most of the time	3%
Half of the time	1%
Rarely	1%
Never	1%

■ Young adults were less likely to be consistent seat belt wearers. For example, just 89 percent of those under the age of 35 indicate they always wear a seat belt when in a motor vehicle. As a point of comparison, this number rises to at least 94 percent among those older than 35 years of age.

■ Respondents who live with a child under the age of 18 were actually less likely to be consistent seat belt users. For example, 90 percent of those who live with at least one child in their household always wears a seat belt. As a point of comparison, this proportion increases to 98 percent among those who live in households without a child under 18.

Behavioral Survey

Within the past 60 days, how many times, if any, have you driven a motor vehicle within two hours after drinking an alcoholic beverage?

- 15 percent of the drivers polled indicate they have driven at least once in the last two months within two hours after consuming alcohol.
- Among these individuals who have admitted to this behavior, the average number of times they have done this in the last 60 days is 4.28 times.

What do you think are the chances of someone getting arrested if they drive under the influence of alcohol or drugs?

Always	23%
Most of the time	25%
Half of the time	30%
Rarely	20%
Never	3%

Those who were exposed to the “Drive Sober or Get Pulled Over” campaign were more likely to believe they would get caught if they drove under the influence than were those who were not exposed to the campaign.

Neighbor island residents (30 percent always caught) were more likely to feel as though they would always be caught if they drove under the influence than were their Oahu counterparts (19 percent always caught).

More affluent segments of the community were less likely to feel as though they would be caught for driving under the influence. For example, 34 percent of those in the bottom income tier (<\$50K/year) believe they would always be caught if they drove under the influence. This proportion steadily declines until it bottoms out at 12 percent (always caught) among those who reside in households earning in excess of \$100K.

The feeling of the likelihood of being caught for driving under the influence is higher among young people. Thirty-eight percent of those under the age of 35 believe they will always get caught if they drove under the influence. This proportion steadily declines until it eventually bottoms out at 9 percent (always caught) among seniors.

How serious of a problem is driving under the influence of drugs, including marijuana, prescription drugs and illegal drugs?

Very big problem	48%
Somewhat of a problem	39%
A small problem	11%
Not a problem at all	3%

Neighbor island residents (53 percent very big problem) were more likely to view this as a major concern than were their Oahu counterparts (46 percent very big problem).

More affluent members of the community are the least likely to show great concern over this particular issue.

Which is more dangerous – driving while under the influence of alcohol or marijuana?

Both are equally dangerous	77%
Driving while under the influence of alcohol	18%
Driving while under the influence of marijuana	1%
Don't know	3%
Both are safe	1%

Hawaii residents under the age of 50 were more likely to view alcohol as being more dangerous than marijuana.

Behavioral Survey

Think of the times you have been a pedestrian in the last six months. What, if any, major safety problems did you experience?

Cars not stopping	45%
Cars going too fast	45%
Distracted drivers	40%
Drivers turning without looking	26%
Lack of sidewalks/clear crosswalks	19%
Driver's behavior	19%
Bicyclists not yielding	17%
Experienced no safety issues	16%
Almost getting hit by a car	11%

What are the biggest safety problems related to pedestrians?

Walking distracted	64%
Jaywalking	52%
Crossing against the light	47%
Crossing at inappropriate locations	46%
Walking on the roadway	23%

Do you think it is safe to drive ...

- 5 mph over the speed limit on residential streets?
 - Forty-four percent feel it is safe to drive 5 mph over the posted speed limit.
- 10 mph over the speed limit on a freeway?
 - Fifty-one percent believe it is safe to drive up to 10 mph over the posted speed limit.
- 20 mph over the speed limit on a freeway?
 - Nine percent of residents feel this is a safe practice.

■ Less affluent segments of the community were generally less likely to agree that driving 5 to 10 mph over the speed limit was a safe practice. More affluent segments of the community were more inclined to agree with this sentiment. For example, 35 percent of those in the bottom income tier believe it is safe to drive 5 mph over the posted speed limit. By comparison, this proportion rises to 51 percent among respondents living in households with combined incomes in excess of \$100K.

What are the biggest safety problems related to bicyclists?

Disregarding traffic signs/signals	68%
Not following laws	60%
Riding on sidewalks where it is illegal	57%
Not using hand signals to indicate turns	34%

Were you aware that the minimum safe distance that you should give a bicyclist when passing them is 3 feet?

- Sixty-one percent of those polled were aware of this distance recommendation.

Behavioral Survey

How often do you see traffic safety messages on the dynamic message signs while driving?

(Dynamic message signs are the large, electronic signs that overhang or appear along major highways on Oahu. The signs are designed to provide drivers with travel information on incidents and construction closures at key decision points and are also used to widely distribute highway safety messages.)

	Overall	Oahu	Neighbor Islands
Always	18%	20%	14%
Often	30%	35%	18%
Sometimes	29%	31%	24%
Rarely	13%	11%	21%
Never	10%	4%	24%

■ Aided awareness of traffic messages through this information channel is significantly higher on Oahu.

■ Younger segments of the sample were more likely to notice these traffic safety messages on a more regular basis than older individuals. For example, among young adults under the age of 35, 65 percent always or oftentimes notice these messages. This proportion slowly declines with age until it bottoms out at 41 percent among seniors.

How useful is it to have these traffic safety messages on dynamic message signs for drivers?

	Overall	Oahu	Neighbor Islands
Very useful	46%	44%	53%
Somewhat useful	33%	36%	27%
Neutral	15%	14%	17%
Not very useful	3%	3%	2%
Not useful at all	3%	3%	1%

■ Hawaii residents find dynamic message signs to be a useful endeavor on the part of local state government.

How much influence would you say the dynamic message signs have had on your driving?

	Overall	Oahu	Neighbor Islands
A lot of influence	24%	23%	28%
Some influence	44%	44%	42%
A little influence	20%	21%	16%
No influence at all	13%	12%	15%

■ Among the major ethnic groups in the state, Native Hawaiians (37 percent a lot of influence) and Filipinos (37 percent a lot of influence) tend to be the most impacted by the messaging from dynamic message signs, more so than Caucasians (18 percent a lot of influence) and Japanese (17 percent a lot of influence) residents.

What do you think are the chances of a driver getting a ticket if they drive over the posted speed limit?

Always	12%
Most of the time	24%
Half of the time	35%
Rarely	27%
Never	1%

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

■ The feeling that one would get caught speeding declines as respondents become more affluent. For example, among those in the bottom income tier (<\$50K), 47 percent (always/most of the time) feel there is a relatively high probability of being caught speeding. As a point of comparison, this proportion slowly declines until it bottoms out at 27 percent (always/most of the time) among those residing in households earning in excess of \$100K.

Federal Fiscal Year 2019 Project Distribution

The following is a summary of the number of grants and types of grants that were funded under each program area during FFY 2019.

Distracted Driving

- 4 Enforcement
- 1 Education and public awareness

Emergency Medical Services

- 2 First responder equipment

Impaired Driving

- 4 Enforcement
- 5 Training
- 4 Prosecution
- 3 Youth deterrence/compliance checks
- 1 ADLRO system upgrade
- 1 DWI Court
- 1 DUI data analysis system
- 1 Behavioral survey
- 3 Education and public awareness
- 1 Impaired Driving Task Force
- 1 Court monitoring

Motorcycle Safety

- 1 Training
- 1 Education and public awareness

Occupant Protection

- 4 Enforcement
- 4 Child passenger safety
- 1 Observational survey
- 3 Education and public awareness

Pedestrian & Bicycle Safety

- 2 Enforcement
- 5 Education and public awareness

Police Traffic Services

- 6 Training
- 1 Law Enforcement Liaison
- 1 Traffic Safety Liaison
- 1 Strategic Highway Safety Planning

Traffic Records

- 8 E-citations/traffic records system
- 1 Traffic Records Forum
- 1 Fatality Analysis Reporting System

Speed Management

- 4 Enforcement
- 1 Education and public awareness



Program Areas



Distracted Driving

As it is nationally, distracted driving is a serious traffic safety concern for Hawaii's roadway users. In 2017, 17 of our 107 traffic fatalities (15.9 percent) involved distracted drivers, higher than the national average (8.6 percent). In addition to FARS data, a recent observational survey finding reveals that the overall daytime cell phone usage rate increased from 0.92 percent (January 2019) to 3.55 percent (June 2019).

Throughout FFY 2019, the four county police departments conducted statewide high visibility enforcement of Hawaii's mobile electronic device (MED) law to address distracted driving. As a result of year-round enforcement, increased efforts during April's National Distracted Driving Awareness Month, and participation in NHTSA's Connect to Disconnect initiative, police issued 1,831 (grant-funded) MED citations.

Additionally, the departments incorporated the following grant activities into their respective distracted driving enforcement operations:

- To supplement its 51 distracted driving enforcement operations, the Honolulu Police Department's (HPD) Traffic Division conducted 69 traffic safety talks and presentations at community and school events. In addition to distributing distracted driving flyers at these events, HPD educated the public about the dangers, consequences and penalties of distracted driving, as well as tips on avoiding driving distracted. Through its community outreach efforts, HPD reached approximately 13,905 people.

- The Hawaii County Police Department (HCPD) supported its 119 distracted driver checkpoints with an earned media component. They worked with a local radio station to air a public service announcement about not texting and driving.

- To enhance its enforcement efforts, the Maui Police Department (MPD) rented elevated vehicles (i.e., Jeeps, SUVs), which enabled a spotter to see into vehicles and inform solo bike (motorcycle) officers if a violation may have occurred. MPD also utilized solo bike officers to educate the public at community and school events about traffic safety, including information about the dangers of driving distracted, and the need to use a seat belt.

As part of its distracted driving awareness initiative, HDOT included earned media to support the statewide high visibility enforcement efforts. To implement the earned media component, HDOT appointed TLC PR as the Distracted Driving Media Contractor to conduct a statewide educational awareness campaign, which included community and social media outreach.





Planned Activities Not Implemented

Media Campaign

HDOT did not implement a distracted driving paid media campaign as we were re-evaluating our communications strategies, including a new concept for public service announcements. Instead, Hawaii focused on earned media efforts to support the high visibility distracting driving enforcement.

Additionally, although all four police departments conducted high visibility enforcement, they experienced some unexpected challenges that affected their enforcement efforts:

- Due to an internal review of current policies and procedures, as well as staff shortages, the Kauai Police Department (KPD) was unable to expend grant funds for most of the year;
- HPD implemented new policies and procedures related to overtime enforcement;
- HCPD personnel were assigned additional responsibilities related to a large-scale protest; and
- Personnel from the other county police departments were sent to Hawaii County to assist with the protest and public safety.

During FFY 2019, TLC PR utilized the Drive Square Simulation System, a lightweight and portable virtual reality video system that attaches to any motor vehicle, to conduct 37 simulator presentations statewide. The following is a breakdown of the simulator presentations by island:

- Oahu hosted 21 events (11 community/shopping mall events, 10 high school/university events);
- Hawaii hosted four community events;
- Maui hosted seven events (one community event, six high school/university events); and
- Kauai hosted four events (two community/shopping mall event, two high school/university events).

As a result of the community outreach efforts, approximately 4,853 people were educated on the three types of distracted driving (visual, manual and cognitive), and Hawaii’s MED law. Additionally, 608 simulation “drivers” experienced the dangers and adverse effects of distracted driving, in Drive Square’s safe environment.

Overall, TLC secured 56 distracted driving-related stories (37 on TV, two on radio, 17 online) worth an estimated value of \$92,140.00 in publicity, and reached 1,980,292 viewers, listeners and readers through earned media efforts.

FFY 2019 Distracted Driving Enforcement					
	Honolulu	Hawaii	Maui	Kauai	Total
# of grant-funded distracted driving citations	831	528	467	5	1,831
# of county-funded distracted driving citations	2,795	49	1,599	199	4,642
# of citations for other violations	62	676	288	N/A	1,026



Emergency Medical Services

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 victims if they receive care within the “golden hour,” the time when prompt medical attention is most likely to prevent death.

Recognizing this, HDOT issued grants to Hawaii County and the City & County (C&C) of Honolulu for self-contained, lithium ion battery-powered rescue tools. Whereas the standard Jaws of Life and RAM Spreaders powered by an auxiliary power units are very heavy, bulky and take precious time to move, set up and start, the new tools are ready for action and can swiftly extricate passengers

from a crushed vehicle. The cordless system makes it possible to retrieve victims in places where corded kits were useless.

Honolulu Fire Department (HFD) eDraulic Cordless Extrication System

For FFY 2019, HFD was able to purchase one cordless vehicle extrication kit to aid personnel responding to a motor vehicle collision (MVC) to quickly gain access to the victim and begin life safety measures. This kit went to the Waianae Fire Station where the mountainous terrain and proximity to the ocean’s edge can make extricating crash victims more challenging.



Hawaii County Fire Department (HCFD) eDraulic Extrication Tools

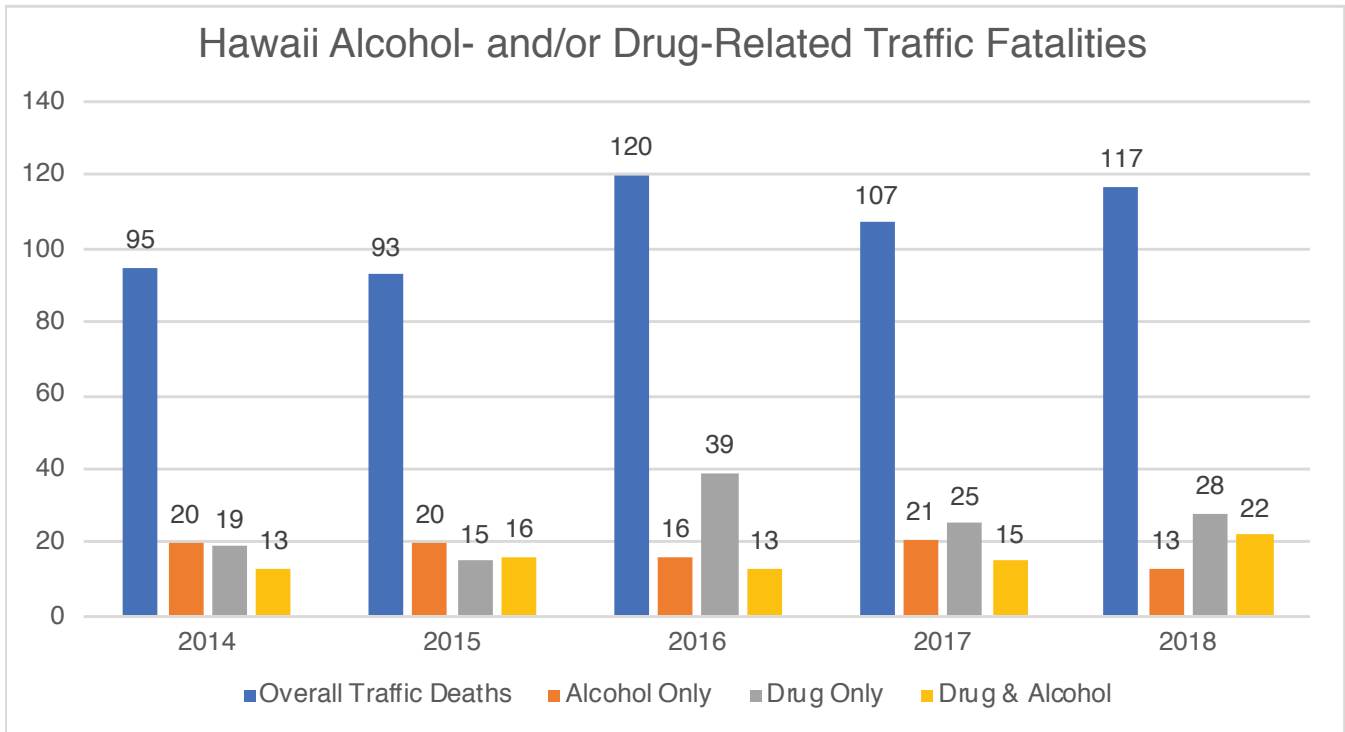
HCFD purchased three sets of eDraulic extrication tools for the engine companies in Honokaa, Kau and Hawaiian Ocean View Estates. These districts are among

the most geographically remote on Hawaii Island, where some of the state’s most catastrophic MVCs have occurred. MVCs in these districts often take place far off the roadway, in ditches, ravines and lava fields, requiring technical expertise in victim extrication.



Impaired Driving

According to FARS, an average of 55.4 percent of Hawaii’s traffic fatalities from 2014 to 2018 involved alcohol and/or drugs. In recent years, drug-only traffic fatalities outpaced alcohol-only traffic fatalities, as detailed in the chart below.



Because of these numbers, the Highway Safety Section has deemed impaired driving to be a priority program area, with a significant portion of grant funding and resources dedicated to projects and initiatives aimed at curbing these tragic and preventable crashes.

Throughout FFY 2019, HDOT applied a multidisciplinary approach to Hawaii’s impaired

driving issue, funding high visibility enforcement, youth deterrence projects, trainings, communications campaigns, Traffic Safety Resource Prosecutor (TSRP) activities, Driving While Impaired (DWI) Court, equipment purchases, court monitoring, etc.

The following are highlights of these efforts:

High Visibility Enforcement

The four county police departments – HPD, HCPD, MPD and KPD – received funding to conduct high visibility enforcement throughout the year, on holidays and during national mobilizations. In addition to saturation patrols and HDOT’s 52/12 enforcement campaign, in which sobriety checkpoints

are set up every weekend, police stepped up their efforts during state and national holidays such as the Fourth of July and Thanksgiving, and around popular drinking events like Super Bowl Sunday, St. Patrick's Day and Cinco de Mayo. Law enforcement also addressed increased social acceptance of marijuana use and drug-impaired driving by conducting sobriety checkpoints on unofficial holidays such as "420 Day" (April 20) and "Dab Day" (July 10).

In addition, all four county police departments participated in the NHTSA "Drive Sober or Get Pulled Over" national mobilizations in December/January and August/September with sobriety checkpoints and earned media. To supplement the enforcement efforts, HDOT aired public service announcements (PSA) on television and in movie theaters.



Youth Deterrence

HPD and the University of Hawaii (UH) at Manoa worked to combat underage drinking and illegal alcohol sales to minors. HPD coordinated 12 enforcement operations at C&C of Honolulu beaches and parks, which resulted in 17 citations to adults for prohibitions.

Both HPD and UH conducted compliance checks using underage decoy volunteers at retail liquor establishments, including grocery stores, convenience stores, liquor stores, drug stores, department stores and gas stations. UH worked with the Kauai Liquor Control in executing the compliance checks and found that this was a much-needed project since checks were last done in 2014 with a non-compliance rate of 19 percent. During this FFY, the first round of compliance checks showed non-compliance in 11.4 percent of all purchase attempts, and by the second round three months later, all retail outlets were compliant



Prosecution

Prosecution is a vital component of impaired driving adjudication, deterrence and prevention. HDOT provided funding to the four county prosecutors' offices for training; travel to statewide meetings and national conferences; and one of two TSRP positions.

Hawaii's two TSRPs (one in Kauai County and the other in Hawaii County) participated in numerous impaired driving-related meetings; provided guidance during the legislative session;



and responded to legal inquiries from deputy prosecutors, law enforcement officers, HDOT and other traffic safety partners. In addition, the Hawaii County Office of the Prosecuting Attorney coordinated a statewide impaired driving training conference on the Big Island of Hawaii. This year's conference focused on impaired driving crash reconstruction

DWI Court

Although DWI Court in Honolulu continues to make an impact on impaired driving on Oahu, the DWI Court team looked to expand its reach and enhance existing practices. The team created new partnerships with local and national partners that have proven to be extremely

beneficial. In particular, the Hawaii State Judiciary now has a Memorandum of Agreement with the DOH's Alcohol and Drug Abuse Division (ADAD) that stems from a mutual goal to reduce substance use disorders in our community and promote public safety. Beginning October 1, 2019, ADAD will provide partial financial support to DWI Court

Impaired Driving Enforcement Activities					
	Honolulu	Hawaii	Maui	Kauai	Total
ENFORCEMENT (grant-funded)					
# of sobriety checkpoints	143	104	135	5	283
# of vehicles checked	30,096	8,170	13,355	1,293	52,914
# of OVUII alcohol arrests	135	1,089	105	2	1,091
# of OVUII drug arrests	39	72	39	0	78
# of other arrests	69	42	67	2	71
# of citations	2,162	161	383	106	2,268
# of saturation patrols	2	conducted daily	13	4	4
Average blood/breath alcohol concentration levels (calendar year 2019 up to November 30, 2019)	0.140	0.142	0.166	0.202	0.163
# of DRE enforcement evaluations (calendar year 2019 up to December 12, 2019)	29	72	2	3	106
NATIONAL MOBILIZATIONS					
# of sobriety checkpoints	73	39	24	3	42
# of saturation patrols	0	conducted daily	3	1	1
# of cars checked	14,559	2,131	2,286	728	19,704
# of OVUII alcohol arrests	66	134	21	1	135
# of OVUII drug arrests	0	11	0	0	11
# of other arrests	43	13	13	2	15
# of citations	508	208	66	58	774
# of earned media	1	6	9	0	6
DRE/SFST Trainings (Calendar Year 2019)					
# of DRE Schools	1	0	0	0	1
# of newly certified DREs	3	4	2	2	8
# of DRE Instructor Schools	1	0	0	0	1
# of newly certified DRE instructors	3	2	0	0	5
# of ARIDE trainings	5	2	1	0	8
# of students	54	10	5	0	69
# of SFST trainings	3	2	9	2	16
# of SFST students	89	23	125	13	250
# of SFST Instructor trainings	0	0	1	0	1
# of SFST Instructor students	0	0	10	0	10

for three years. This support will allow them to screen and accept more impaired driving offenders into the program without fear of prematurely ending their participation due to the ending of the FFY. NHTSA grant funding will supplement the ADAD funding beginning next FFY.

In addition to the partnership with ADAD, the DWI Court team has made connections on the national level with the National Center for DWI Courts and NHTSA Region 9's new Judicial Outreach Liaison (JOL) Judge Richard Vlavianos. The judge has been instrumental in providing the team with recommendations and guidance for improving the Honolulu DWI Court.

At the local level, the DWI Court team participated in community events to increase program awareness and maintain relationships with community partners.

Trainings and Conferences

The impaired driving world is a dynamic one, with drug trends, court rulings, roadside screening technology, research, impaired driving detection and adjudication constantly evolving. In order to keep up with the latest information, remain proficient and learn from other states, Hawaii's law enforcement officers, drug recognition experts (DRE), prosecutors, adjudicators and other traffic safety partners attended local and national trainings and conferences throughout the year, including:

- Advanced Roadside Impaired Driving Enforcement (ARIDE);
- DRE School and Certification Nights;
- DRE Instructor School;
- DRE In-Service Training;
- Hawaii TSRP Statewide Impaired Driving Training;

- DOH Intoxilyzer 8000 and 9000 Supervisors Training;
- CMI Intoxilyzer Users Group Meeting;
- Lifesavers Conference;
- International Association of Chiefs of Police (IACP) Training Conference on Drugs, Alcohol and Impaired Driving;
- American Bar Association Judicial Division 2019 Traffic Court Seminar;
- National Association of Drug Court Professionals Annual Training Conference;
- DWI/Driving Under the Influence of a Drug (DUID) Supervision training;
- National Judicial College; and
- Borkenstein Drug Course.

Grant-funded, locally hosted trainings were especially beneficial for attendees to not only learn from local and national experts, but also network with each other and build greater partnerships.



Hawaii DRE In-Service Training

This year's Hawaii DRE In-Service Training addressed many subjects. Participants were challenged to break out of their silos and maximize their resources. The following locally and nationally recognized experts made presentations on vaping, drug trends, medical cannabis in Hawaii, HPD's Law Enforcement Assisted Diversion (otherwise known as LEAD) and HPD's Health, Efficiency, Long-Term Partnerships (or H.E.L.P.) Honolulu programs, courtroom preparations, toxicology and DRE updates:

- Kristen Burke, California Department of Justice;
- John Callery, Drug Enforcement Administration;
- Stephen Frye, County of Hawaii's Office of the Prosecuting Attorney and Hawaii TSRP;
- Glen Glaser, California Highway Patrol;
- Scott MacGregor, NHTSA Region 9's Regional Law Enforcement Liaison (LEL);
- Karen Kahikina, HDOT;
- Keith Kamita, Cure Oahu;
- Mike Lambert, HPD;
- JP McAuliffe, HDOT;
- Ben Moszkowicz, HPD;
- Kevin Ramirez, Hawaii Public Health Institute;
- Ramsey Ross, County of Kauai's Office of the Prosecuting Attorney and Hawaii TSRP;
- Judge Richard Vlavianos, NHTSA Region 9's Regional JOL; and
- Clifford Wong, Clinical Labs of Hawaii.

Hawaii TSRP Statewide Impaired Driving Training

The County of Hawaii's Office of the Prosecuting Attorney hosted a three-day training on impaired driving crash reconstruction. Deputy prosecutors and law enforcement officers from around the state learned from the following national experts so that they can better investigate and adjudicate these types of crashes:

- Jim Camp, retired TSRP with

the Tennessee Assistant District Attorney General; and

- John Kwasnoski, national crash reconstruction expert.

Statewide Judges Training

The Judiciary used grant funding to host a statewide training on Oahu for 14 District Court judges. Because NHTSA Region 9 did not have a JOL at the time, HDOT requested to "borrow" NHTSA Region 10's JOL, Judge Mary

Impaired Driving Public Relations, Media and Community Outreach

COMMUNITY EDUCATION

# of sporting events	11
# of attendees at sporting events	300,000+
# of visitors to booth at sporting events	1,160
# of mocktail booklets distributed	6,428

# of Impaired Driving Awareness events (including sporting events)	37
# of collateral pieces distributed	10,670
# of mocktail booklets distributed	6,428
# of obstacle course participants	2,275+
Community Education Reach	82,000 impacts

# of medical facilities/pharmacies displaying medicated driving awareness collateral displays	2
Audience reach	6,000

# of law enforcement traffic safety talks/presentations	69
Audience reach	13,905

SOCIAL MEDIA (Facebook, Twitter, Instagram and YouTube)

# of followers	200
# of impressions	400 weekly impressions

PAID MEDIA

February 10-September 29, 2019	
# of TV spots	166

June 28-August 8, 2019	
# of theaters	19
# of movie theater screens statewide	195

NATIONAL MOBILIZATIONS

# of radio spots	2,006
# of TV spots	231
Total # of spots	2,237

Jane Knisely. During the one-day training, Judge Knisely presented on topics such as DRE testimony and body cameras; marijuana and opiates; telephonic search warrants; and individualized sentencing.

OVUII and Traffic Safety Data

Pertinent data is needed to properly address the different facets of impaired driving. During FFY 2019, HDOT funded three projects to assist data-collection:

UH Driving Under the Influence (DUI) Tracking System

A team from the UH College of Engineering developed a DUI tracking system to extract impaired driving patterns in Hawaii based on integrated, multi-source data. Primarily using impaired driving crash data from

HDOT's SHACA system (1,385 OVUII/DUI crash reports), this tracking system can implement statistical and spatial analysis on DUI crashes and identify the effects of significant variables on DUI-related crash injury severity outcomes. The system also includes a geo-coded map visualization platform.

HDOT sees great potential in this system, which is still in its infancy and will be more robust once UH integrates more data from multiple sources.

Court Monitoring

Throughout FFY 2019, volunteers trained by HDOT staff monitored Honolulu's OVUII court proceedings in District Court and Circuit Court; and took notes on a standardized form created by HDOT. The data collected was then entered into a database

housed in HDOT's system, which will assist in providing further analysis for problem identification and evaluation. As of July 23, 2018, 1,300 OVUII cases have been entered into the system.

Behavioral Survey

HDOT contracted Anthology Marketing Group to conduct a behavioral survey. Highlights of the survey are included in the beginning of this annual report

Partnerships

Throughout FFY 2019, HDOT maintained existing relationships with traffic safety partners who recognized the need to address Hawaii's impaired driving issue and met regularly during the Impaired Driving Task Force; Hawaii Drug and Alcohol Intoxicated Driving working group; and Traffic Commanders





meetings. These strong partnerships, which include the four county police departments, the Hawaii Sheriff Division, county prosecutors, DOH, MADD Hawaii, Clinical Labs of Hawaii's forensic toxicologist, the Judiciary, UH and community coalitions, have yielded incredible results and much progress.

In addition, HDOT strived to develop new partnerships. Successful collaborations this FFY included:

- Providing presentations as part of the Judiciary Driver Education and DOH's ADAD's efforts to educate, reinvigorate and get buy-in from Certified Substance Abuse Counselors (CSAC) who work with drivers convicted of impaired driving;
- Participating as an advisory board member of the HPPUD, providing input and receiving feedback from community coalitions regarding impaired driving;
- Discussions with Erin Holmes, Vice President of Criminal

Justice for the Foundation for Advancing Alcohol Responsibility and Responsibility.org, on improving Hawaii's processes and procedures as they relate to impaired driving (detection, adjudication, ignition interlock, etc.);

- Bringing NHTSA Region 9's JOL and LEL to meet with Hawaii's stakeholders and initiate discussions on best practices and

recommendations; and

- Bringing Kristen Burke, Toxicology Laboratory Director at the California Department of Justice Bureau of Forensic Services, to meet with Hawaii's stakeholders and provide guidance on establishing an in-state forensic toxicology laboratory.

Another new partnership endeavor combined the impaired



driving and child passenger safety program areas. While coordinating their “420 Day” sobriety checkpoint, HPD invited child passenger safety (CPS) technicians to assist with CPS violations and ensure that children are properly buckled or secured in car seats before leaving the checkpoint. HDOT and other traffic safety partners were also invited to conduct sign-waving at the checkpoint. The

CPS/sobriety checkpoint proved to be so successful that HPD plans to continue this initiative.

Public Relations, Media and Community Education

TLC PR

HDOT contracted public relations firm TLC PR to educate the public on the dangers of impaired driving, and to

remind them that impairment includes alcohol, prescription drugs and illicit drugs. Their impaired driving campaign incorporated messaging and informational booths at UH Athletics sporting events and community events, particularly around major holidays. Visitors to the informational booths received collateral pieces, such as mocktail booklets, and participated in an impaired driving obstacle course and Challenge Activity Mat while wearing alcohol and/or marijuana impairment goggles.

Law Enforcement

As part of their high visibility enforcement efforts, law enforcement conducted the following earned media activities:

- Every two months, HPD distributed news releases announcing their sobriety checkpoints and reminding drivers to refrain from driving impaired;
- HCPD produced and aired PSAs every quarter; and
- MPD distributed news releases and worked with the media on story placements.

HDOT

During FFY 2019, HDOT’s Highway Safety Section staff provided training on impaired driving detection and drug trends during various local conferences and trainings for judges, CSACs, court monitors, liquor commission personnel and HDOT supervisors.

Impaired Driving Adjudication & Youth Deterrence Activities	
DWI COURT	
# of participants	17
# of new participants	13
# of graduates	4
# of participants terminated from program	2
Graduation rate	1
Reduction in recidivism of subsequent OVUII arrests after 2 years	25%
Reduction in recidivism of subsequent OVUII arrests after 5 years	19%
Reduction in recidivism of subsequent HRS 291E-62 (driving while license suspended or revoked for OVUII) arrests	25%
TSRP	
# of technical assistance request responses	21
# of legislative assistance request responses	6
# of community outreach meetings attended	9
# of state & local task force meetings attended	20
# of appearances in traffic safety cases	77
Social media counts	47 tweets/retweets
HONOLULU YOUTH DETERRENCE	
# of compliance checks (retail outlets)	596
# of citations	54
# of Alcohol Park Operations	12
# of citations	17 adults
KAUAI YOUTH DETERRENCE	
# of compliance checks (retail outlets)	87
# of underage alcohol purchase attempts	79
# of outlets that sold alcohol to a minor	9

Equipment Purchases

Grant funding was used towards the purchase of the following equipment this FFY:

- 1 diesel light tower; and
- 25 Intoxilyzer 9000 instruments.

Planned Activities Not Implemented

Electronic Search Warrants

Funds were budgeted for the police departments to implement an electronic search warrant system, but Hawaii's newly passed law authorizing the use of electronic search warrants does not go into effect until January 1, 2020. In the meantime, the police departments, prosecutors and the Judiciary are working together on developing the system.

In addition, although high visibility enforcement was conducted in all four counties, the departments experienced some unforeseen challenges that impacted their enforcement efforts:

- KPD was unable to expend grant funds for most of the year due to an internal review of current policies and procedures, as well as staff shortages;
- HPD implemented new policies and procedures for overtime enforcement;
- Personnel from HCPD were tasked with responsibilities related to a large-scale protest; and
- Personnel from the other county police departments were sent to Hawaii County to assist with the protest and public safety.





Motorcycle Safety

In 2018, The State of Hawaii had experienced a spike in motorcycle, scooter and moped fatalities for the first time in the past four years. There were nine more fatalities in 2018 than in 2017, a 36 percent increase.

Although wearing helmets does not guarantee survivability, data repeatedly supports helmet use as an effective way to prevent head injuries and increase a rider's chance of surviving a crash. According to NHTSA, the lives of at least 42 percent of helmeted riders would have been saved between 2014 and 2017.

Licensing shows that potential riders have sufficient rider skills to pass a test but that doesn't make all riders good riders. Training makes it more likely riders will operate vehicles safely and use protective gear.

Hawaii Motorcyclist Fatalities by Helmet Use and Lives Saved Estimates						
Year	Fatalities			Lives Saved Estimates **		
	Total	Helmeted	Unhelmeted	Unknown helmet use	Lives saved at current helmet use	Additional lives saved at 100% helmet use
2014	25	12	12	1	7	5
2015	26	10	16	0	6	6
2016	24	9	15	0	5	6
2017	25	11	14	0	6	5
2018	34	12	22	0		

** Lives Saved Estimates (sum of columns may not equal other published numbers)
 ** 2018 Lives Saved Data is currently not available

Motorcycle safety training ranges accommodate riders on Oahu, Maui and Hawaii. Trainers from Leeward Community College (LCC) on Oahu fly to Kauai to provide service there, as current

demand is insufficient to maintain an independent training site. In this way, each of the four counties continues to meet the demand for motorcycle safety training.



Motorcycle Training Per County: 2014-2018														
Year	State total		Honolulu			Hawaii			Kauai			Maui		
	# of classes	# of students	# of classes	# of students	% of students taught	# of classes	# of students	% of students taught	# of classes	# of students	% of students taught	# of classes	# of students	% of students taught
2014	101	1,713	60	1,391	81%	14	112	7%	7	54	3%	20	156	9%
2015	89	1,376	55	1,136	83%	12	79	6%	3	19	1%	19	142	10%
2016	85	1,274	52	1,040	82%	16	117	9%	2	14	1%	15	103	8%
2017	90	1,247	51	983	79%	15	111	9%	2	13	1%	22	140	11%
2018*	78	892	48	703	79%	13	90	10%	0	0	0%	17	99	11%
Total	443	6,502	266	5,253	81%	70	509	8%	14	100	2%	93	640	10%

*Kauai closed its facilities due to lack of interest

Since January 1, 2017, moped owners have been required to register mopeds and obtain safety checks, to curb the spread of illegally modified mopeds. While the number of registrations is small and does not represent overall ownership of mopeds, it is anticipated that compliance will grow as acceptance of moped regulation increases. Knowing how many mopeds are in operation will improve the accuracy of data. Because FARS data counts mopeds with motorcycles and scooters, statistics for moped fatalities per registrations are not currently accurate. Improved accounting of the moped population will eventually allow for better assessment of the riding population and the need for more training.

The main challenge facing Hawaii's motorcycle safety program is that training motorcycles are aging or broken, with no replacements available. Honolulu Community College has limited the number of students because it is short two training motorcycles due to theft and age. Because training ranges are encountering challenges with purchasing motorcycles using NHTSA grants, the state is seeking to restore the required number of newer and safer motorcycles at each range. Despite the challenges, the state will work with its partners to ensure that the motorcycle safety program is available so that novice riders in all counties have access to basic rider courses.

Planned Activities Not Implemented

LCC Motorcycle Training

Funding was not needed to send instructors from LCC on Oahu to Kauai because the demand for training was not sufficient to maintain an independent training site.

HDOT Motorcycle Media / Education Campaign

HDOT did not run a motorcycle safety awareness campaign in 2019 due to the lack of relevant PSAs for Motorcycle Safety Awareness Month in May. A suitable PSA has been found for use in April and May 2020.

Vehicle Registration by Motorcycles and Scooters* by County: 2014-2018									
Year	State total	Honolulu		Hawaii		Kauai		Maui	
		# of classes	% of students	# of classes	% of students	# of classes	% of students	# of classes	% of students
2014	37,771	25,473	67%	5,511	15%	1,955	5%	4,832	13%
2015	32,831	21,870	67%	5,013	15%	1,713	5%	4,235	13%
2016	31,082	20,287	65%	4,902	16%	1,625	5%	4,268	14%
2017	39,312	25,958	66%	5,564	14%	2,336	6%	5,454	14%
2018	39,936	26,927	67%	5,600	14%	1,706	4%	5,703	14%

* Excluding mopeds (1.5 HP or less)



Occupant Protection & Child Passenger Safety

Hawaii continues to have one of the highest seat belt usage rates in the nation. Although our seat belt usage rate is high, 16 of the 37 passenger vehicle occupant fatalities in 2018 were unrestrained.

The results of our Summer 2019 seat belt observational survey show that Hawaii’s seat belt usage rate is 97.12 percent. Although the seat belt use rate for front seat passengers is high, our back seat usage rate is 86.56 percent.

The results of the Winter 2019 survey, done in January 2019, show that Hawaii’s usage rate for infants is 95.28 percent, and the usage rate for toddlers is 92.78 percent.

During the grant period, the four county police departments used high visibility enforcement to increase compliance with Hawaii’s universal seat belt law and child restraint law. Police focused their efforts in areas with low seat

belt and/or child restraint use, as identified in our observational surveys. The police also assisted at community car seat checks statewide.

Training

- CPS Instructor Joe Collela conducted CPS updates on Oahu, Maui and Hawaii Island. Training highlights included restraint trends, new research, recommendations, regulations and changes to CPS curriculum.

- CPS instructors and technicians partnered with HPD to conduct CPS checks and two sobriety checkpoints. At a “420 Day” event on April 20, 2019, CPS technicians inspected 20 infant/child safety

seats and installed seven new seats. At the second checkpoint on September 10, 2019, CPS technicians inspected more than 20 infant/child safety seats and installed 18 new seats.

Planned Activities Not Implemented

Occupant Protection and CPS Media Campaigns

HDOT did not implement a paid Click It or Ticket media campaign. As Hawaii’s seat belt usage rate is high, we decided the funds would be better utilized for enforcement. Nor did Hawaii implement a paid media campaign to support the national Child Passenger Safety Week

FFY 2019 Earned Media Report	
Click It or Ticket Campaign	
# of news releases	9
# of stories generated (TV, radio, print)	61
# of views	1,627,038
Calculated publicity value	\$67,385.00
Child Passenger Safety Week	
# of stories generated (TV, radio, print)	70
# of views	1,681,558
Calculated publicity value	\$130,831.00



campaign. Instead, we opted to hire a media contractor to conduct year-round educational presentations and earned media opportunities.

In addition, although Hawaii's four county police departments conducted high visibility enforcement as part of their grant activities, all four counties were unable to reach their enforcement goals due to unforeseen circumstances such as:

- KPD was unable to expend grant funds for most of the year due to an internal review of current policies and procedures, as well as staff shortages;
- HPD implemented new policies and procedures for overtime enforcement;
- Personnel from HCPD were tasked with responsibilities related to a large-scale protest; and
- Personnel from other county police departments were sent to Hawaii County to assist with the protest and public safety.





FFY 2019 Occupant Protection Enforcement

	Honolulu	Hawaii	Maui	Kauai	Total
# of grant-funded seat belt citations	961	643	424	0	2,028
# of county-funded seat belt citations	1,553	202	1,263	343	3,361
# of grant-funded child restraint citations	20	44	23	8	95
# of county-funded child restraint citations	487	64	156	23	730
TOTAL	3,021	953	1,866	374	

FFY 2019 Child Passenger Safety Activities

	Honolulu	Hawaii	Maui	Kauai	Total
3-Day Classes	2	2	1	1	6
Trained	24	14	7	6	51
Types of Participants (EMS, Police, etc.)	Hospital, Community, Health Center, Military, Judiciary	Hospital, Community, Health Center	Hospital Community, Health Center	Hospital Community, Health Center	
Inspection Stations	8	4	5	1	18
# checked at inspection stations	974	201	14	unknown	1,204
# of community car seat checks	25	23	11	15	74
# of seats checked at community events	473	113	66	56	708
# of seats checked total	1,447	314	80	56	1,897
# of car seats issued	140	12	26	3	181

FFY 2019 Click It or Ticket Mobilization Activities

	Honolulu	Hawaii	Maui	Kauai	Total
# of nighttime seat belt projects	0	0	3	0	3
# of child seat enforcement projects	15	3	1	1	4
# of OVUII arrests	155	48	28	7	76
# of seat belt citations	431	120	199	9	319
# of child safety seat violations	34	7	6	1	13
# of suspended licenses	124	21	15	5	36
# of driving without a license violations	490	86	73	23	159
# of uninsured motorists	613	108	115	38	223
# of speeding citations	1197	205	109	52	314
# of cell phone vioations	105	84	132	9	216
# of reckless driving violations	30	10	1	0	11
# of drug arrests	unknown	5	unknown	unknown	5
# of DRE drug arrests	2	4	unknown	0	4
# of other arrests	1332	1	unknown	unknown	1
# of other citations	10,057	39	1,128	398*	1,167
# of truck bed violations	1	0	8	0	8

*May include those above as there may be multiple violations per citation



Pedestrian & Bicycle Safety

With Hawaii’s beautiful, year-round weather, walking and biking are healthy and attractive modes of transportation, especially on the most populated island of Oahu. HDOT and our partners continue to seek new ways to protect these vulnerable roadway users.

Paid Media

As part of year-round pedestrian safety reminders, HDOT ran a media campaign during the Spectrum cable TV airings of “Walking Dead” from February 10 through March 31, 2019, and “Fear the Walking Dead” from April 21 through September 29,

2019. Three pedestrian safety PSAs – “Dummy”, “Grandpa” and “Dog” – were rotated daily throughout the time period.

Walk Wise Hawaii (WWH)

HDOT contracted the public relations firm TLC PR to continue its WWH initiatives to increase

awareness of pedestrian safety through community events, presentations and media events. This year, they continued outreach to the islands of Hawaii, Maui and Kauai to ensure that growing populations receive pedestrian awareness and safety infrastructure education.





C&C of Honolulu’s Department of Transportation Services (DTS)

C&C of Honolulu’s DTS partnered with HDOT’s WWH program and other local programs to educate the community about pedestrian safety.

The partners were unable to participate in The Good Life Expo, which was cancelled

indefinitely, and this year’s First Hawaiian International Auto Show. In the past, these events reached 3,500 people.

The Walking Field Trip and Walking Tours combine a school’s field trip with pedestrian safety education so that students walk to their destination while practicing the pedestrian safety tips they learned. Seventeen walking events with elementary schools

and Summer Fun programs were conducted.

Four sign-waving events were conducted at four sites: Dole/ Frank Streets, Tamarind Park, Nanakuli and Waikiki.

DTS provided Halloween pedestrian safety activity books to satellite city halls, library patrons, and all Oahu public elementary school children.

Pedestrian Fatalities										
	Fatalities					Fatalities Per 100,000 Population				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Hawaii County	0	0	5	2	7	0.00	0.00	2.52	1.00	3.48
Honolulu County	20	19	18	11	27	2.03	1.92	1.81	1.12	2.75
Kauai County	2	1	1	0	3	2.84	1.41	1.40	0.00	4.16
Maui County	2	5	5	1	5	1.23	3.05	3.02	0.60	2.99



Walk Wise Hawaii Public Relations, Media and Community Outreach	
Total # of safety presentations & events to seniors*	21
Total # of seniors reached*	4,140
Total # of safety presentations & events to children*	24
Total # of children reached*	7,344
Total # of driver-focused safety presentations & events*	36
Total reach of driver-focused safety presentations/events*	19,909
Total # of pedestrian-focused safety presentations & events*	80
Total reach of pedestrian-focused safety presentations/events*	25,070
Total outreach for August Pedestrian Safety Month	9,640 pedestrians & 11,059 drivers
Total Drive Wise Hawaii brochure distribution	16,827 drivers
Total WWH presentations & community direct outreach	30,620 pedestrians
# of earned media stories during August's Pedestrian Safety Month	85
# of tv, radio, print and online stories throughout the rest of the year	13
Media impressions for Pedestrian Safety Month	3,588,311
Media impressions throughout the rest of the year	576,989
Total media impressions for FFY 2019	4,165,300
Calculated publicity value	\$212,797.00

* Some of the figures may have an overlap depending on the event

Enforcement of Pedestrian Safety Laws

HPD's goal is to decrease the number of pedestrian-related traffic fatalities on roadways. HPD has continued aggressive enforcement efforts by increasing the number of officers specifically targeting pedestrian enforcement, using federal grant overtime. Over the past five years (FFYs 2013 – 2017), HPD has issued an average of 3,609 pedestrian-related citations on federal grant overtime and 5,421 citations each year through routine patrol enforcement efforts. Combined, this equates to a five-year average of 9,030 citations per year or about 24.7 pedestrian-related citations per day.

The perception of risk (i.e., whether the pedestrian perceives that he or she will be caught jaywalking, involved in a motor vehicle collision, etc.) is a contributing factor as to how well pedestrian laws are followed. Through aggressive enforcement efforts, it is anticipated that Oahu pedestrians and motorists will do better at obeying pedestrian-related laws.

Kauai Path

In the past six years there has not been a recorded bicyclist fatality on Kauai. However, there have been serious injuries requiring hospitalization.

Because roughly half of all bicycle riders' crashes on Kauai are caused by the bicyclist losing control, the Kauai Path community organization conducted bicycling skills classes using League of American



Bicyclists certified instructors. The following classes were organized to prepare young and adult cyclists to prevent and avoid crashes attributed to loss of control and crashes caused by other road users:

- Two free and open-to-the-public Youth Bicycling Skills training rodeos where instructors supervised seven stations focusing on age-appropriate bicycling and protective skills;

and

- Three free and open-to-the-public Bicycling Skills for Adults trainings in which these full-day courses follow the League of American Bicyclists' Traffic Skills 101 curriculum and thoroughly cover the range of bike-handling skills riders need to ride safely and legally in traffic and on the trail.

Enforcement of Bicycle Safety Laws

Increased bicycle usage, especially in Honolulu's central/urban area, means that bicyclists and motorists need to be aware of each other while sharing roadways. Both bicyclists and motorists must understand the applicable laws and each other's rights. HPD used grant funding to continue its aggressive enforcement efforts by increasing the number of officers specifically targeting bicycle safety.

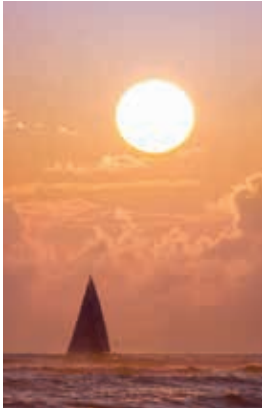


City & County of Honolulu's Department of Transportation Services Traffic Safety Presentations & Events	
Total # of safety presentations & events to seniors*	24
Total # of seniors reached*	3,123
Total # of safety presentations & events to children*	29
Total # of children reached*	3,518
Total # of driver-focused safety presentations & events*	1
Total reach of driver-focused safety presentations/events*	121
Total # of pedestrian-focused safety presentations & events*	53
Total reach of pedestrian-focused safety presentations/events*	6,520

*Some of the figures may have an overlap depending on the event



Honolulu Police Department			
FFY 2019 Pedestrian Citations			
	Pedestrians Cited	Motorists Cited	Total
Grant-funded	490	4	494
County-funded	4,406	694	5,100
Total	4,896	698	5,594
FFY 2019 Top Four Pedestrian Violations			
1. Pedestrian – control signals [HRS291C-33(2)]			
2. Crossing other than crosswalk [HRS291C-73(c)]			
3. Pedestrian yield right-of-way to vehicle [HRS291C-73(a)]			
4. Pedestrian right-of-way – same side [HRS291C-72(a)(1)]			
FFY 2019 Traffic Safety Presentations			
# of traffic safety presentations		69	
Audience size		13,905	
FFY 2019 Bicycle Citations			
		Bicyclists Cited	
Grant-funded		205	
County-funded		1,137	
Total		1,342	
FFY 2019 Top Three Bicycle Violations			
1. Lamps and other equipment on bicycles (HRS291C-147)			
2. Bicycle fees/registration (HRS249-14)			
3. Riding on roadways and bikeways (HRS291C-145)			



Police Traffic Services

Reducing the time it takes to investigate a crash scene while improving investigation techniques is an ongoing priority for Hawaii's four county police departments and HDOT.

Training

Through continual and advanced training, the police departments strive to minimize the amount of time roads are closed, without compromising the integrity of their investigations. Additionally, continual training is necessary due to constant changes in personnel resulting from promotions, transfers and new hires. Grant funds are also used to purchase equipment that increases efficiency in investigating and documenting crash scenes.

Event Data Recorder (EDR) Use in Traffic Crash Reconstruction – Level 1

HPD hosted the EDR Use in Traffic Crash Reconstruction – Level 1 course taught by the Institute of Police Technology and Management (IPTM). A total of 21 students attended and passed, including:

- 13 from HPD
- 4 from HCPD
- 2 from MPD

All 21 students who attended this course successfully completed and passed.

Human Factors in Traffic Crash Reconstruction

HPD hosted the Human Factors in Traffic Crash Reconstruction course taught by IPTM. A total of 19 students attended and passed, including:

- 11 from HPD
- 3 from HFD
- 2 from MPD
- 1 from the Hawaii Department of Public Safety (DPS) Sheriff Division

Pedestrian/Bicycle Crash Investigation – Level 1

HPD hosted the Pedestrian/Bicycle Crash Investigation – Level 1 course taught by IPTM. A total of 14 students attended and passed, including:

- 10 from HPD
- 2 from MPD
- 1 from the Hawaii DPS Sheriff Division

Interviewing Techniques for the Traffic Crash Investigator

HPD hosted the Interviewing Techniques for the Traffic Crash Investigator course taught by the IPTM. A total of 24 students attended and passed, including:

- 11 from HPD
- 3 from HCPD
- 2 from MPD
- 1 from the Hawaii DPS Sheriff Division

Leica Point Cloud and ScanStation Training

HPD conducted two Leica Point Cloud Training and Leica ScanStation Training courses taught by Collision Forensics Solutions, LLC. A total of 24 students attended and passed, including:

- 23 from HPD
- 1 from HCPD

Collision Forensic Solutions-Certified Leica IMS Point Cloud and Certified Leica ScanStation Training

HCPD and MPD conducted Collision Forensic Solutions-Certified Leica IMS Point Cloud and Certified Leica ScanStation training courses. A total of eight MPD Traffic officers and seven HCPD personnel attended and passed the training.

Forensic Mapping and MapScenes Training

KPD conducted a three-week training in Forensic Mapping and MapScenes drawing program. In addition, they updated their MapScenes software.

Travel

HPD and MPD sent officers to the 2019 Symposium of Traffic Safety Conference in Orlando, Florida, where they attended

sessions on advanced traffic crash investigation and reconstruction; impaired traffic enforcement; live instrumented commercial and passenger vehicle crash testing; EDR updates and case studies; post-crash data analysis and review; and emerging new technologies and innovative solutions in crash reconstruction and highway safety.

MPD sent one officer to the 2019 EDR Summit- Crash Data Retrieval Technician Train-the-Trainer course in Houston, Texas.

Two officers from MPD attended the Traffic Enforcement Police Motorcycle Operators course in Jackson, New Jersey.

LEL

HDOT continued to fund Hawaii's LEL position. The LEL's responsibilities included monitoring Hawaii's Ignition Interlock Program; researching traffic laws for the state and for the Traffic Commanders; monitoring traffic-safety legislation; maintaining data and analysis information on OVUII-related fatal crashes and arrests; facilitating and taking minutes for the Ignition Interlock Device committee meetings; processing the lifetime petitioners for re-entry of lifetime revocation drivers into the license system; disseminating information to traffic safety partners; and assisting with the statewide Hawaii Traffic Records Coordinating Committee (TRCC) and the Traffic Commanders meetings. He also attended the Lifesavers Conference, the 45th International Traffic Records Forum, the GHSA annual and quarterly meetings, the NHTSA Leadership Meeting, and the



IACP Drug and Alcohol Impaired Driving Conference to remain up to date on the latest trends and best practices on traffic safety initiatives around the nation.

Traffic Safety Liaison

The Traffic Safety Liaison researched state laws, administrative rules and manuals as they relate to driver education and traffic safety programs; drafted documents for/and regarding Red Light Running Task Force meetings, as well as attended those meetings; researched red light running state laws, documents and articles; and drafted the various versions of the driver education administrative rules and the memo to the Small Business Regulatory Review Board.

HDOT Traffic Safety Meetings

HDOT's Traffic Safety Section used grant funding to coordinate traffic safety meetings that included stakeholders from federal, state, county, private and non-profit advocate agencies.

Judiciary Driver Education

Judiciary Driver Education sent two representatives to the Lifesavers Conference in Louisville, Kentucky, to gather information regarding research, latest trends, programs and best practices in combating impaired driving, excessive speeding and occupant protection.

Planned Activities Not Implemented

KPD Police Traffic Services

Although KPD used grant funding to conduct the Forensic Mapping and MapScenes training, personnel shortages prevented the department from sending officers to other training budgeted in their grant.

HDOT Lifesavers Conference

HDOT's Traffic Safety Section was unable to send any representatives to the annual Lifesavers Conference. Therefore, this planned activity was not implemented during this FFY.



Speed Management

Speeding continues to plague Hawaii’s roadways, with speed-related fatalities consistently ranging between 45 percent and 55 percent of total traffic fatalities (based on a five-year average).

In 2017, 51 out of 107 traffic fatalities (47.7 percent) involved speeding. This is higher than the national average (26 percent) and ranks Hawaii as fourth in the nation for the highest percentage of speeding-related traffic fatalities.

Although that percentage decreased slightly in 2018, from 47.7 percent to 43.6 percent, speeding is still a major problem on our roadways and too often results in tragic consequences.

Data from FARS also revealed that drivers involved in fatal crashes on Oahu, Maui and Kauai are more likely to be speeding in road environments with a posted speed limit of 35 mph or lower.

Throughout FFY 2019, the four county police departments addressed the speeding issue with high visibility enforcement and speed detection equipment purchases. The police departments focused their enforcement efforts in areas known to have speeding problems, utilizing data from surveys and data collectors. Using this data-driven approach, the departments also expanded their enforcement into rural roads and residential areas.



Equipment and Training

To ensure that officers could effectively enforce Hawaii’s speeding laws, HDOT provided funding for the following speed detection devices and related training:

- HCPD purchased 18 Stalker II Moving Radar units;
- Seven officers from HCPD received training from Stalker Radar on the Stalker II Moving Radar units;
- MPD hosted a Stalker radar/lidar training; all of the department’s Traffic Division were recertified by the manufacturer; and

- KPD sent two officers to MPD’s LTI laser instructor training.

Planned Activities Not Implemented

HDOT Speed Media Campaign
HDOT did not implement a speed media campaign as we were unable to find or create materials for an impactful campaign. Instead, Hawaii focused its efforts on high visibility speed enforcement.

In addition, although high visibility enforcement was conducted in all four counties, the departments experienced

some unforeseen challenges that impacted their enforcement efforts:

- KPD was unable to expend grant funds for most of the year due to an internal review of current policies and procedures, as well as staff shortages;
- HPD implemented new policies and procedures for overtime enforcement;
- Personnel from HCPD were tasked with responsibilities related to a large-scale protest; and
- Personnel from the other county police departments were sent to Hawaii County to assist with the protest and public safety.



FFY 2019 Speed Enforcement

	Honolulu	Hawaii	Maui	Kauai	Total
# of speed enforcement operations	141	312	1	0	454
# of speed enforcement operations (county-funded)	N/A	5	1	22	28
Speeding-Related Contacts					
# of vehicle stops or contacts	3,616	2,016	Unknown	78	5,710
# of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	3,572	1,768	2,281	78	7,699
# of speeding citations issued (county-funded)	30,663	7,807	2,149	901	41,520
# of warnings issued	44	0	0	0	44
# of excessive speeding citations issued	67	234	56	0	357
# of speeding in a construction/school zone citations issued	5	4	73	0	82
					0
# of citations for other violations	126	534	212	0	872
# of OVUII arrests	3	4	6	0	13
# of arrests for other violations	2	11	18	0	31
# of traffic safety presentations conducted (grant- and county-funded)	69	8	4	0	81
# of violation letters with educational materials to registered vehicle owners relative to speeding and reckless driving violations		227			227



Traffic Records

In the last few years, there has been a greater push for all aspects of traffic safety to be supported by data, whether it's problem identification, goals, objectives or evaluations.

This need for more robust data has been the driving force behind many of our traffic records initiatives, including the development of a new crash reporting database and analysis system; and implementation of an electronic citation pilot program.

Throughout FFY 2019, Hawaii's TRCC and the E-Citation Subcommittee met regularly and committed time, funding and resources to the following prioritized projects and initiatives

SHACA System

During FFY 2019, HDOT's Traffic Safety Section worked closely with its consultant, vendors and the four county police departments to complete the first two phases in development and build of the SHACA system. This new crash reporting and analysis system, which will replace the existing antiquated and outdated database, is a more comprehensive system that will interface with each of the four county police departments, accept electronic crash data and provide analysis reports.

With the completion of Phases 1 and 2, the vendor has developed the following components for SHACA:

- SHACA repository for crash reports;
- Motor Vehicle Accident Report entry/editor;
- Basic data query, including queries for crashes, units, persons, commercial motor vehicles, intersection summaries and route summaries;
- Geolocation and crash mapping;
- Reports engine, including reports on county crash summary, crash factors, route crash history, route crash summary and segment crash history; and
- Basic analysis, such as alcohol-involved crashes.

In addition, the Linear Reference System and roadway names have been loaded, and the backlog in crash reports has been addressed, with the SHACA database updated up to 2018 reports.

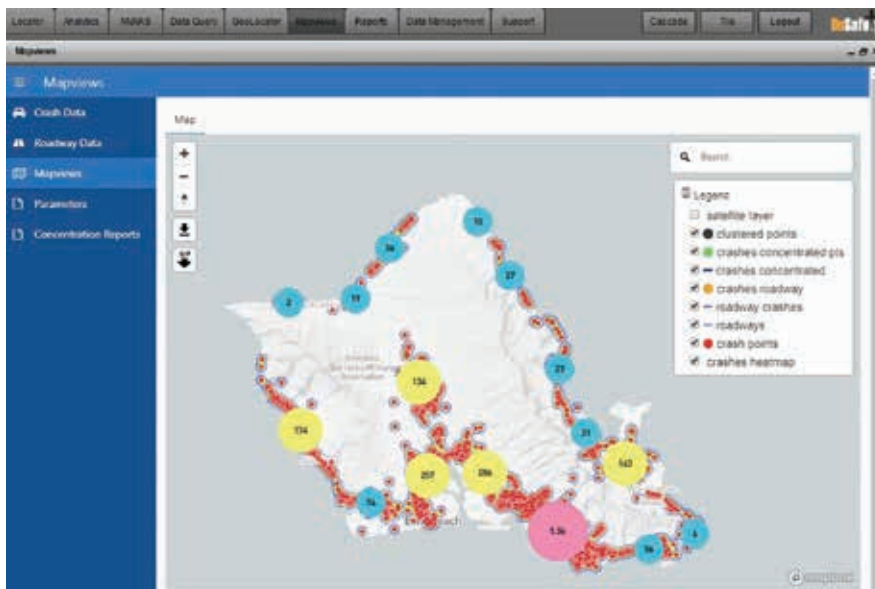
Electronic Citations

Grant funds were used towards equipment, engineering hours and training for the implementation of two electronic citation or e-citation, projects on Maui and Oahu.

The County of Maui moved into Phase 3 of its pilot project, which included:

- Expansion into Hana and the island of Lanai;
- Interface between the e-citation system and MPD's Records Management System (RMS); and
- Development of e-citation analytics system.

The interface between the e-citation system and the RMS improved upon timeliness and efficiency since officers were no longer required to manually input e-citation information into the RMS. The analytics component of the e-citation system has resulted in better data that MPD can use towards problem identification, evaluations and implementation of enforcement efforts.



Traffic Records Forum

Representatives from HPD, MPD, HCPD, HDOT and the County of Maui's Department of the Prosecuting Attorney attended the 45th annual International Traffic Records Forum in Austin, Texas. The conference provided the Hawaii contingent the opportunity to learn best practices from other states and network with counterparts, especially regarding e-citations, crash analysis and new technologies.

HSP Modification

Hawaii's HSP was modified on May 6, 2019, transferring \$30,000 from the KPD's Traffic Records grant to MPD's Traffic Records grant. MPD used the funds to expand the e-citation pilot project to the Hana and Lanai districts, and to incorporate data analysis capabilities into the pilot e-citation system

Planned Activities Not Implemented

The DOH's Data Linkage Project was not implemented because DOH did not purchase emergency department and in-patient data; the company that supplied this data in previous years was dissolved. However, DOH did link EMS and FARS crash data during the FFY, but did not use any NHTSA grant funding for it.

Honolulu completed its first full year of the e-citation pilot project. Phase 2 of the project began on November 7, 2018. Police officers deployed 70 units, primarily in Honolulu.

According to the Hawaii State Judiciary, Honolulu's e-citations are processed 2.9 time faster than paper citations, and the e-citations comprise 14.26 percent of all citations issued (paper and e-citations). In Maui County, e-citations are processed 2.3 times faster than paper citations, and the e-citations comprise 30.49 percent of all citations issued.

The Departments of the Prosecuting Attorney in the C&C of Honolulu and the County of Maui have direct access to the e-citations via customized portals. Both departments, along with all other agencies, have expressed appreciation for the benefits of an e-citation system, including:

- Clear and easy-to-read citations;

- Reduction in the time it takes to issue citations on the roads;

- Improvements in timeliness from citation issuance to entry into the Judiciary's case management system;

- Improvement in deputy prosecutors and staffs' efficiency in intake and screening of cases; and

- The ability to record and access supporting evidence.

Throughout the pilot projects, there has been close collaboration between the stakeholders (HDOT, the Judiciary, the C&C of Honolulu's Department of the Prosecuting Attorney, MPD, County of Maui's Department of the Prosecuting Attorney and Thin Blue Line Reporting) and constant communication to address issues before they escalated.



Other Traffic Safety Initiatives

FFY 2019 was an especially busy and productive year for HDOT and all of our traffic safety partners, with renewed focus on collaborations and saving lives.

Fatality numbers became more than just data, and it translated into loss of family members, friends and community members. HDOT's variable message boards were continuously updated with traffic fatality numbers, which served as a reminder to the public on how many lives were being lost on our roadways. These fatality counts also started conversations and kept the dialogue going on how to stop these preventable crashes from happening.

Legislation

One particular tragedy in Honolulu that resulted in three pedestrian deaths spurred policymakers and the community to take action, including the following:

- Amended the OVUII statute to increase penalties for all offenders and lower the threshold for habitual offenses;
- Passed the Vision Zero Act, which requires HDOT and county transportation departments to adopt Vision Zero policies to prevent and eliminate traffic fatalities;

- Created the Red Light Running Task Force to develop policies for red light running pilot programs in all counties; and
- Encouraged lawmakers to pass legislation authorizing use of telephonic and/or electronic search warrants.

SHSP

HDOT also worked with its many partners on updating the Hawaii SHSP, a five-year plan that serves as a guide for Hawaii's state, county and community organizations to address traffic-related issues. Strategies and action items developed by stakeholders focus on eight priority emphasis areas: impaired driving; speeding; occupant protection; pedestrian and bicycle safety; motorcycle, moped and motor scooter safety; roadway design; first responder capabilities; and data management. Each strategy is part of a multi-faceted solution envisioned to improve traffic safety and reduce traffic-related fatalities and injuries.



Infrastructure Improvements

HDOT recognizes that infrastructure is an integral part of traffic safety and changing behavior. As such, HDOT installed the following safety features using Federal Highway Administration funding:

- Raised crosswalks in Kalihi by King David Kalakaua Middle School; on Fort Weaver Road by Ilima Intermediate School; and on Farrington Highway by Waianae High School; and
- Speed humps in Makaha.

Additional safety features are planned for the future.





Federal Fiscal Year 2019 Grant Expenditures

Project Number	Agency	Project Title	Awarded	Expended
Program Administration				
PA19-00 (01-S-01)	Hawaii Department of Transportation	Program Administration	\$135,000.00	\$105,726.01
PA19-00 (02-S-01)	Hawaii Department of Transportation	HDOT Fiscal Coordinator	\$68,000.00	\$45,310.00
Sub-total:			\$203,000.00	\$151,036.01
Police Traffic Services				
PT19-01 (01-O-01)	Honolulu Police Department	HPD Traffic Services	\$141,070.00	\$132,399.25
PT19-01 (02-H-01)	Hawaii County Police Department	HCPD Traffic Services	\$109,840.00	\$33,161.04
PT19-01 (03-M-01)	Maui Police Department	MPD Traffic Services	\$122,300.00	\$76,910.06
PT19-01 (04-K-01)	Kauai Police Department	KPD Traffic Services	\$81,882.00	\$65,963.11
PT19-01 (05-S-01)	Law Enforcement Liaison	Law Enforcement Liaison	\$88,440.00	\$81,525.72
PT19-01 (06-S-01)	Traffic Safety Liaison	Traffic Safety Liaison	\$50,000.00	\$14,730.60
PT19-01 (07-S-01)	Hawaii State Judiciary	Judiciary Driver Education - Lifesavers	\$8,000.00	\$5,611.28
PT19-01 (08-S-01)	Hawaii Department of Transportation	HDOT Traffic Branch - Lifesavers	\$3,500.00	\$0.00
PT19-01 (09-S-01)	Hawaii Department of Transportation	HDOT Traffic Branch - Safety Meetings	\$37,860.00	\$8,169.92
PT19-01 (10-S-01)PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$22,265.92
Sub-total:			\$647,892.00	\$440,736.90
Impaired Driving				
AL19-02 (01-O-01)	Honolulu Police Department	HPD Impaired Driving	\$847,519.31	\$270,462.70
AL19-02 (01-H-02)	Hawaii County Police Department	HCPD Impaired Driving	\$188,800.00	\$139,246.52
AL19-02 (01-M-03)	Maui Police Department	MPD Impaired Driving/Youth Deterrence	\$578,460.00	\$383,415.86
AL19-02 (01-K-04)	Kauai Police Department	KPD Impaired Driving	\$156,396.00	\$25,204.11
AL19-02 (02-S-01)	Hawaii State Judiciary	Judges Training	\$46,400.00	\$9,404.62
AL19-02 (03-S-01)	Office of the Prosecuting Attorney, County of Hawaii	Prosecutors Training	\$143,228.00	\$89,378.94
AL19-02 (04-S-01)	Office of the Prosecuting Attorney, County of Kauai	Kauai Prosecutors Office	\$164,300.82	\$151,016.70
AL19-02 (05-M-01)	Department of the Prosecuting Attorney, Maui County	Maui Prosecutors Office	\$72,000.00	\$14,032.87
AL19-02 (06-O-01)	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors - DRE Conference	\$8,000.00	\$6,810.50
AL19-02 (07-O-01)	Honolulu Police Department	HPD Youth Deterrence	\$58,056.18	\$57,163.35
AL19-02 (08-K-01)	Kauai Police Department	KPD Youth Deterrence	\$23,943.00	\$1,980.86
AL19-02 (09-S-01)	Hawaii State Department of Health	DOH - Intoxilyzer Training	\$33,500.00	\$33,400.00
AL19-02 (10-S-01)	Hawaii State Judiciary	ADLRO - System Upgrade	\$290,587.00	\$24,867.31
AL19-02 (11-O-01)	Hawaii State Judiciary	DWI Court - Honolulu	\$228,417.80	\$209,090.34

Grant Expenditures

Project Number	Agency	Project Title	Awarded	Expended
Impaired Driving (cont.)				
AL19-02 (12-K-01)	University of Hawaii	UH - Kauai Compliance Checks	\$45,000.15	\$38,122.34
AL19-02 (13-S-01)	University of Hawaii	UH - DUI Tracking System	\$161,280.00	\$155,516.31
AL19-02 (14-O-01)	Honolulu Police Department	HPD Intoxilyzer Training	\$215,185.15	\$180,821.06
AL19-02 (15-S-01)	Hawaii Department of Transportation	HDOT Alcohol Impaired Media	\$300,000.00	\$124,205.80
AL19-02 (16-S-01)	Hawaii Department of Transportation	HDOT Behavioral Survey	\$40,000.00	\$6,695.00
AL19-02 (17-S-01)	TLC PR	HDOT - Impaired Media Contractor	\$150,000.00	\$86,773.05
AL19-02 (18-S-01)	Hawaii Department of Transportation	HDOT DRE In-Service Training	\$85,000.00	\$16,171.08
AL19-02 (19-S-01)	Hawaii Department of Transportation	HDOT Impaired Driving Task Force	\$50,000.00	\$9,841.54
AL19-02 (20-S-01)	Hawaii Department of Transportation	HDOT Drug Impaired Media Campaign	\$100,000.00	\$0.00
AL19-02 (21-S-01)	Hawaii Department of Transportation	HDOT Court Monitoring	\$65,000.00	\$31,544.48
AL19-02 (22-S-01)PM	Hawaii Department of Transportation	Program Management	\$110,000.00	\$149,318.65
		Sub-total:	\$4,161,073.41	\$2,214,483.99
Traffic Records				
TR19-03 (01-S-01)	Hawaii Department of Transportation	HDOT Traffic Records System Update	\$83,284.87	\$83,284.87
TR19-03 (02-O-01)	Honolulu Police Department	HPD Traffic Records Grant	\$123,060.00	\$86,798.01
TR19-03 (03-H-01)	Hawaii County Police Department	HCPD Traffic Records Grant	\$56,520.00	\$39,508.61
TR19-03 (04-M-01)	Maui Police Department	MPD Traffic Records Grant	\$164,080.00	\$135,047.92
TR19-03 (05-K-01)	Kauai Police Department	KPD Traffic Records Grant	\$101,436.00	\$1,166.49
TR19-03 (06-S-01)	Hawaii Department of Transportation	HDOT - Traffic Records Forum	\$10,569.00	\$7,714.84
TR19-03 (07-S-01)	Hawaii State Judiciary	Judiciary Citation Software	\$100,000.00	\$89,905.73
TR19-03 (08-M-01)	Department of the Prosecuting Attorney, Maui County	Maui Prosecutors - Traffic Records	\$18,000.00	\$5,545.99
TR19-03 (09-O-01)	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors - E-citations	\$36,000.00	\$28,656.00
TR19-03 (10-S-01)	HDOT FARS Analyst	HDOT FARS Analyst	\$40,000.00	\$35,018.09
TR19-03 (11-S-01)PM	Hawaii Department of Transportation	Program Management	\$80,000.00	\$27,742.26
		Sub-total:	\$812,949.87	\$540,388.81
Emergency Medical Services				
EM19-04 (01-O-01)	Honolulu Fire Department	HFD eDraulic Extrication Kit	\$90,000.00	\$45,000.00
EM19-04 (02-H-01)	Hawaii County Fire Department	HCFD eDraulic Extrication Kit	\$96,943.56	\$96,943.56
EM19-04 (03-S-01)PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$1,834.57
		Sub-total:	\$191,943.56	\$143,778.13

Grant Expenditures

Project Number	Agency	Project Title	Awarded	Expended
Occupant Protection				
OP19-05 (01-O-01)	Honolulu Police Department	HPD Seat Belt Enforcement	\$255,171.10	\$41,789.77
OP19-05 (01-H-02)	Hawaii Police Department	HCPD Seat Belt Enforcement	\$90,000.00	\$61,175.13
OP19-05 (01-M-03)	Maui Police Department	MPD Seat Belt Enforcement	\$100,766.10	\$38,555.07
OP19-05 (01-K-04)	Kauai Police Department	KPD Seat Belt Enforcement	\$95,011.00	\$5,242.81
OP19-05 (02-M-01)	IMUA	Maui Child Restraint Program	\$62,475.00	\$19,574.48
OP19-05 (03-O-01)	Keiki Injury Prevention Coalition	Oahu Child Restraint Program	\$115,500.00	\$75,441.64
OP19-05 (04-S-01)	University of Hawaii	UH Survey	\$100,000.00	\$100,000.00
OP19-05 (05-H-01)	East Hawaii Kiwanis	Hawaii County Child Restraint Program	\$51,260.00	\$39,795.15
OP19-05 (06-H-01)	Hawaii County Fire Department	HFD - Child Restraint Program	\$16,490.00	\$6,716.10
OP19-05 (07-S-01)	TLC PR	OP Media Contractor	\$125,000.00	\$82,524.77
OP19-05 (08-S-01)	Hawaii Department of Transportation	HDOT Click It or Ticket Media Campaign	\$60,000.00	\$0.00
OP19-05 (09-S-01)	Hawaii Department of Transportation	HDOT CPS Media Campaign	\$35,000.00	\$0.00
OP19-05 (10-S-01)PM	Hawaii Department of Transportation	Program Management	\$15,000.00	\$13,026.22
		Sub-total:	\$1,121,673.20	\$483,841.14
Speed Management				
SC19-06 (01-O-01)	Honolulu Police Department	HPD Speed Enforcement	\$604,791.65	\$86,014.63
SC19-06 (01-H-02)	Hawaii County Police Department	HCPD Speed Enforcement	\$113,370.00	\$101,324.15
SC19-06 (01-M-03)	Maui Police Department	MPD Speed Enforcement	\$163,444.50	\$124,604.40
SC19-06 (01-K-04)	Kauai Police Department	KPD Speed Enforcement	\$108,821.00	\$10,703.16
SC19-06 (03-S-01)	Hawaii Department of Transportation	HDOT Speed Media Campaign	\$25,000.00	\$0.00
SC19-06 (04-S-01)PM	Hawaii Department of Transportation	Program Management	\$35,000.00	\$4,319.90
		Sub-total:	\$1,050,427.15	\$326,966.24
Motorcycle Safety				
MC19-07 (01-S-01)	Leeward Community College	Leeward Community College	\$13,261.88	\$0.00
MC19-07 (02-S-01)	Hawaii Department of Transportation	HDOT Motorcycle Media/Education	\$21,000.00	\$0.00
MC19-07 (03-S-01)PM	Hawaii Department of Transportation	Program Management	\$37,000.00	\$21,480.47
		Sub-total:	\$71,261.88	21,480.47

Grant Expenditures

Project Number	Agency	Project Title	Awarded	Expended
Pedestrian & Bicycle Safety				
PS19-08 (01-O-01)	Honolulu Police Department	HPD Pedestrian Enforcement	\$124,730.55	\$24,219.06
PS19-08 (02-O-01)	Honolulu Police Department	HPD Bicycle Enforcement	\$41,576.00	\$5,248.32
PS19-08 (03-O-01)	City & County of Honolulu Department of Transportation Services	DTS Bicycle Safety	\$8,000.00	\$2,423.21
PS19-08 (04-K-01)	Kauai PATH	Kauai PATH Bicycle Education	\$4,900.00	\$3,814.00
PS19-08(06-O-01)	City & County of Honolulu Department of Transportation Services	DTS Pedestrian Safety	\$19,726.25	\$12,145.49
PS19-08 (07-S-01)	TLC PR	HDOT Media Contractor	\$120,000.00	\$91,942.14
PS19-08 (08-S-01)	Hawaii Department of Transportation	HDOT Pedestrian Media Campaign	\$80,000.00	\$33,806.74
PS19-08 (09-S-01)PM	Hawaii Department of Transportation	Program Management	\$50,000.00	\$31,999.46
		Sub-total:	\$448,932.80	\$205,598.42
Distracted Driving				
DD19-09 (01-O-01)	Honolulu Police Department	HPD Distracted Driving Enforcement	\$207,884.25	\$29,403.60
DD19-09 (02-H-01)	Hawaii County Police Department	HCPD Distracted Driving Enforcement	\$62,200.00	\$40,870.23
DD19-09 (03-M-01)	Maui Police Department	MPD Distracted Driving Enforcement	\$78,149.47	\$39,347.94
DD19-09 (04-K-01)	Kauai Police Department	KPD Distracted Driving Enforcement	\$58,905.00	\$259.00
DD19-09 (05-S-01)	Hawaii Department of Transportation	HDOT Distracted Media Campaign	\$80,000.00	\$0.00
DD19-09 (06-S-01)	TLC PR	HDOT Media Contractor	\$120,000.00	\$85,940.61
DD19-09 (07-S-01)PM	Hawaii Department of Transportation	Program Management	\$20,000.00	\$10,839.54
		Sub-total:	\$627,138.72	\$206,660.92
		Total	\$9,336,292.59	\$4,734,971.03



Federal Fiscal Year 2019 Federal Reimbursement

Program Area/Project	HCS Federal Funds Obligated	Amount of Share to Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
NHTSA 402						
Emergency Medical Services	\$612.53	\$0.00	\$765.66	\$612.53	\$612.53	\$0.00
Occupant Protection	\$21,484.62	\$21,484.62	\$26,855.78	\$21,484.62	\$21,484.62	\$0.00
Pedestrian/Bicycle Safety	\$6,460.74	\$0.00	\$8,075.93	\$6,460.74	\$6,460.74	\$0.00
Police Traffic Services	\$58,618.19	\$23,047.69	\$73,272.74	\$58,618.19	\$58,618.19	\$0.00
Speed Management	\$273.04	\$0.00	\$341.30	\$273.04	\$273.04	\$0.00
Distracted Driving	\$27,852.29	\$23,553.36	\$34,815.36	\$27,852.29	\$27,852.29	\$0.00
NHTSA 402 TOTAL	\$115,301.41	\$68,085.67	\$144,126.77	\$115,301.41	\$115,301.41	\$0.00
154 Planning and Administration	\$564,251.66	\$0.00	\$20,456.31	\$20,456.31	\$20,456.31	\$0.00
154 Alcohol	\$2,702,144.89	\$517,882.45	\$685,635.93	\$685,635.93	\$685,635.93	\$0.00
154 Paid Media	\$1,297,805.71	\$0.00	\$42,522.36	\$42,522.36	\$42,522.36	\$0.00
154 Transfer Funds Total	\$4,564,202.26	\$517,882.45	\$748,614.60	\$748,614.60	\$748,614.60	\$0.00
164 Planning and Administration	\$547,955.27	\$0.00	\$37,788.00	\$37,788.00	\$37,788.00	\$0.00
164 Alcohol	\$2,064,758.08	\$720,749.69	\$943,877.93	\$943,877.93	\$750,239.28	\$193,638.65
164 Paid Media	\$1,151,404.41	\$0.00	\$41,210.45	\$41,210.45	\$41,210.45	\$0.00
164 Transfer Funds Total	\$3,764,117.76	\$720,749.69	\$1,022,876.38	\$1,022,876.38	\$829,237.73	\$193,638.65
405b High HVE	\$103,130.13	\$0.00	\$128,912.66	\$103,130.13	\$103,130.13	\$0.00
405b High Community CPS Services	\$64,232.06	\$0.00	\$80,290.07	\$64,232.06	\$64,232.06	\$0.00
MAP 21 405b OP High Total	\$167,362.19	\$0.00	\$209,202.73	\$167,362.19	\$167,362.19	\$0.00
MAP 21 405c Data Program Total	\$458,407.53	\$0.00	\$567,428.59	\$453,942.84	\$453,942.84	\$0.00
405d Mid HVE	\$25,060.89	\$0.00	\$31,326.11	\$25,060.89	\$25,060.89	\$0.00
405d Impaired Driving Mid	\$25,794.32	\$0.00	\$32,233.90	\$25,794.32	\$25,794.32	\$0.00
MAP 21 405d Impaired Driving Mid Total	\$50,855.21	\$0.00	\$63,560.01	\$50,855.21	\$50,855.21	\$0.00
405f Motorcyclist Training	\$15,690.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcyclist Awareness	\$5,364.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcycle Programs	\$4,243.98	\$0.00	\$5,304.98	\$4,243.98	\$4,243.98	\$0.00
MAP 21 405f Motorcycle Programs Total	\$25,298.85	\$0.00	\$5,304.98	\$4,243.98	\$4,243.98	\$0.00

Federal Reimbursement

Program Area/Project	HCS Federal Funds Obligated	Amount of Share to Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
FAST Act NHTSA 402						
Planning and Administration	\$603,553.90	\$0.00	\$199,892.98	\$99,946.49	\$99,946.49	\$0.00
Alcohol	\$44,272.91	\$0.00	\$8,368.75	\$6,695.00	\$6,695.00	\$0.00
Emergency Medical Services	\$208,356.64	\$141,943.56	\$178,410.10	\$142,728.08	\$142,728.08	\$0.00
Motorcycle Safety	\$221,220.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Occupant Protection	\$452,157.05	\$55,487.86	\$139,422.14	\$111,537.70	\$111,537.70	\$0.00
Pedestrian/ Bicycle Safety	\$425,446.53	\$8,068.13	\$25,104.06	\$20,083.25	\$20,083.25	\$0.00
Police Traffic Services	\$483,389.77	\$285,385.77	\$446,048.72	\$356,838.96	\$290,875.85	\$65,963.11
Speed Management	\$193,412.03	\$99,126.20	\$126,187.20	\$100,949.76	\$100,949.76	\$0.00
Speed Enforcement	\$215,511.22	\$215,511.22	\$269,389.03	\$215,511.22	\$215,511.22	\$0.00
Distracted Driving	\$289,428.41	\$86,327.41	\$145,572.02	\$116,457.60	\$116,457.60	\$0.00
FAST Act NHTSA 402 TOTAL	\$3,136,749.29	\$891,850.15	\$1,538,395.00	\$1,170,748.06	\$1,104,784.95	\$0.00
405b High HVE	\$85,686.90	\$0.00	\$26,250.35	\$21,000.28	\$16,528.89	\$4,471.39
405b High Public Education	\$50,000.00	\$0.00	\$36,952.82	\$29,562.25	\$29,562.25	\$0.00
405b High Community CPS Services	\$75,734.61	\$0.00	\$94,667.77	\$75,734.21	\$73,006.07	\$2,728.14
405b OP High	\$104,018.84	\$0.00	\$21,473.60	\$17,178.88	\$17,178.88	\$0.00
FAST Act 405b OP High Total	\$315,440.35	\$0.00	\$179,344.54	\$143,475.62	\$136,276.09	\$7,199.53
FAST Act 405c Data Program Total	\$736,578.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405d Mid HVE	\$1,822,287.85	\$0.00	\$86,871.88	\$69,497.49	\$69,497.49	\$0.00
405d Mid Paid/Earned Media	\$373,422.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405d Impaired Driving Mid	\$626,938.63	\$0.00	\$167,039.38	\$133,631.49	\$133,631.49	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$2,282,648.56	\$0.00	\$253,911.26	\$203,128.98	\$203,128.98	\$0.00
405f Motorcyclist Training	\$45,047.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcyclist Awareness	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
405f Motorcyclist Programs	\$25,770.45	\$0.00	\$11,118.56	\$8,894.84	\$8,894.84	\$0.00
FAST Act 405f Motorcycle Programs Total	\$72,818.28	\$0.00	\$11,118.56	\$8,894.84	\$8,894.84	\$0.00
405h Training	\$80,160.36	\$0.00	\$7,796.52	\$6,237.21	\$6,237.21	\$0.00
405h Law Enforcement	\$51,274.20	\$0.00	\$36,834.24	\$29,467.38	\$29,467.38	\$0.00
405h Public Education	\$98,514.91	\$0.00	\$76,852.20	\$61,481.76	\$61,481.76	\$0.00
405h Nonmotorized Safety	\$103,212.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST Act 405h Nonmotorized Safety Total	\$333,162.21	\$0.00	\$121,482.96	\$97,186.35	\$97,186.35	\$0.00
NHTSA Total	\$16,562,942.45	\$2,198,567.96	\$4,865,366.38	\$4,186,630.46	\$3,919,829.17	\$266,801.29
Total	\$16,562,942.45	\$2,198,567.96	\$4,865,366.38	\$4,186,630.46	\$3,919,829.17	\$266,801.29



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