

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

Fiscal Year	2019
NHTSA Grant Application	HAWAII - Highway Safety Plan - FY 2019
State Office	Hawaii Department of Transportation
Application Status	Submitted

**Highway Safety Plan****1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	HAWAII - Highway Safety Plan - FY 2019
Application Version:	3.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

**STATUS INFORMATION**

Submitted By:	Lee Nagano
Submission On:	7/3/2018 3:53 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
----------------------------	-------------------

**2 Highway safety planning process**

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

In FFY 2019, the Hawaii Department of Transportation's Highway Safety Section will continue to focus on reducing its fatal crashes in six high priority areas that have been identified as the greatest areas of concern. The state will concentrate its education, enforcement and engineering efforts in these areas, utilizing a variety of countermeasures to address the problems.

**HIGHEST PRIORITY**

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

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

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

## **LOWER PRIORITY**

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

- † Reduce distracted driving
- † Programs to increase use of child safety seats (including booster)
- † Programs to reduce bicycle crashes
- † Equipment requests by first responders

All of the safety projects funded in Federal Fiscal Year 2018 are targeted to these key programs.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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

- Mayor
- Chief of Police
- Prosecuting Attorney
- Corporation Counsel or County Attorney
- Traffic Engineer
- Chairperson of the Traffic Commission or Safety Program Coordinator

The SHSP Core Committee includes representatives from the following agencies:

- Department of Health
- PATH (Peoples Advocacy for Trails Hawaii)

- Wilcox Memorial
- HDOT's Traffic Safety Section
- HDOT's Statewide Transportation Planning Office
- Maui Police Department
- Child Passenger Safety Advocate (Maui)
- Child Passenger Safety Advocate (Hawaii County)
- Federal Highways Administration
- Department of Transportation Services (City and County of Honolulu)
- Hawaii County Fire Department
- Health Outcomes (Hawaii County)
- Federal Motor Carrier Safety Administration

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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Using a data-driven problem identification process, we have determined that impaired driving, speeding, occupant protection, pedestrian safety and motorcycle safety continue to be our top priority areas in FFY 2019. Consequently, projects that address those areas have been given precedence. We believe that the projects we have chosen best aligns with our goals for each of our performance measures and will reduce the number of fatalities and injuries caused by motor vehicle crashes in Hawaii.

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

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Once the priorities were set, the Highway Safety Section issued a Request for Proposals (RFP) in February 2018, inviting interested agencies and traffic safety groups to propose countermeasures. To simplify the process, the RFP included data in each priority area and requested solutions on how to help reduce injuries and fatalities. Applicants were requested to identify specific problems within their communities using data, develop their solutions and provide us with a quantifiable evaluation to show effectiveness of their programs. Copies of the RFP were mailed/emailed to all previous subgrantees and those who requested copies. Additionally, the RFP was posted on the State's procurement website.

The Hawaii Department of Transportation's Highway Safety Section received a total of 55 proposals for FFY 2019. Proposals that did not support strategies within Hawaii's Strategic Highway Safety Plan (SHSP) were not considered for funding. The remaining proposals were compiled and submitted to the County Traffic Safety Councils on each island for their review and ranking, based on the needs of that island.

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

- Mayor
- Chief of Police
- Prosecuting Attorney
- Corporation Counsel or County Attorney
- Traffic Engineer
- Chairperson of the Traffic Commission or Safety Program Coordinator

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

- Department of Health
- PATH (Peoples Advocacy for Trails Hawaii)
- Wilcox Memorial
- HDOT's Traffic Safety Section
- HDOT's Statewide Transportation Planning Office
- Maui Police Department
- Child Passenger Safety Advocate (Maui)
- Child Passenger Safety Advocate (Hawaii County)
- Federal Highways Administration
- Department of Transportation Services (City and County of Honolulu)
- Hawaii County Fire Department
- Health Outcomes (Hawaii County)
- Federal Motor Carrier Safety Administration

After the SHSP committee prioritization is complete, the Highway Safety Staff makes recommendations to Hawaii's Governor's Highway Safety Representative for final approval. The final list of approved projects is included in the FFY 2019 HSP that will be submitted to NHTSA.

Enter list of information and data sources consulted.

FARS

State Traffic Accident Reporting System

EMS data

Citation data from four county police departments

Judiciary data

State Department of Health

Observational surveys

Attitudinal survey

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Hawaii recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to counteract and reverse this disturbing trend, the FFY 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact on saving lives and reducing serious injuries on Hawaii's roadways.

Representatives from Hawaii's Strategic Highway Safety Plan (SHSP) core committee participated in the target setting discussions to ensure that the safety targets aligned with the SHSP goals.

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

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

### 3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met

#### C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This Core Outcome Measure (C-1) is still in progress. The FARS data shows that there were 120 motor vehicle fatalities in Hawaii in calendar year 2016.

Our goal for FFY 2018 is to not exceed a 5-year average of 97.6 fatalities by the end of 2018.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

This Core Outcome Measure(C-2) is still in progress. Hawaii's State data shows that there were 412 serious injuries in traffic crashes in calendar year 2016.

Our goal for FFY 2018 is to not exceed the the 5-year average of 517.4 serious injuries by the end of 2018.

### **C-3) Fatalities/VMT (FARS, FHWA)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-3) is still in progress. The FARS FFY 2016 data for this core outcome measure is currently not available.

Our goal was to not exceed the 5-year average Fatalities/VMT of 0.946 by the end of 2018.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-4) is still in progress.. The FARS data shows that there were 22 unrestrained passenger vehicle occupant fatalities in 2016.

Our goal for FFY 2018 is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 5 percent from 20 (2011-2015 average) to 19 by 2018.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-5) is still in progress. The FARS data for FFY 2016 shows that there were 34 alcohol-impaired driving fatalities (BAC=.08+) in calendar year 2016.

Hawaii's goal was to reduce alcohol-impaired driving fatalities by 3 percent from 38 (2011-2015 average) to 37 by the end of 2018.

### **C-6) Number of speeding-related fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-6) is still in progress. The FARS data shows that there were 54 speeding-related fatalities in calendar year 2016.

Our goal for FFY 2018 was to reduce speeding-related fatalities by 2 percent from 45 (2011-2015 average) to 46 by 2018.

### **C-7) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-7) is still in progress. The FARS data shows that there were 24 motorcyclist fatalities in calendar year 2016.

Our goal was to reduce motorcyclist fatalities by 5 percent from 20 (2011-2015 average) to 19 by the end of 2018.

### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcomes Measure (C-8) is still in progress. The FARS data shows a total of 15 unhelmeted motorcyclist fatalities in calendar year 2016.

Hawaii's goal for FFY 2018 was to reduce unhelmeted motorcyclist fatalities by 5 percent from 20 (2011-2015 average) to 19 by the end of 2018.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcomes Measure (C-9) is currently in progress. The FARS data shows a total of 12 drivers age 20 or younger involved in fatal crashes in 2016.

Our goal for FFY 2018 is to reduce fatal crashes involving drivers age 20 and younger by 10 percent from 10 (2011-2015 average) to 9 by the end of 2018.

#### **C-10) Number of pedestrian fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

The Core Outcome Measure (C-10) is still in progress.

Our goal was to reduce pedestrian fatalities by 4 percent from 24 (2011-2015 average) to 23 by 2018.

#### **C-11) Number of bicyclists fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

This Core Outcome Measure (C-11) is still in progress. FARS data shows a total of 0 bicycle fatalities in calendar year 2016.

Hawaii's goal was to reduce bicyclist fatalities by 50 percent from 2 (2011-2015 average) to 1 by the end of 2018.

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

Progress: Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Hawaii's 2018 Summer Seat Belt Observational survey showed that our seat belt usage rate is currently 96.9 percent.

Hawaii's goal for FFY 2018 was to increase our seat belt usage rate by 2 percentage points, from 93 percent to 95 percent.

## **4 Performance plan**

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	1.9

C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	413.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.916
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	9.1
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	11.1
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	6.1
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	6.9
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	16.7
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	20.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	4.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	50.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	0.1

### C-1) Number of traffic fatalities (FARS)

#### Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 1.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The Hawaii Department of Transportation (HDOT) and its Highway Safety Section have set safety targets in accordance with 23 CRF Part 490 for the Highway Safety Improvement Program (HSIP) and 23 CFR Part 1300 for the Highway Safety Plan (HSP). The common performance measures (23CRF 490.209 (a)(1)) were determined after reviewing multiple sources of data. The safety targets are being utilized in Hawaii's FFY 2019 HSIP and HSP.

In April 2017, representatives from the HDOT, Oahu Metropolitan Planning Organization (OMPO) and Hawaii State Department of Health (DOH) participated in the Federal Highway Administration's (FHWA) Safety Target Setting Coordination and Training Workshop. Through the workshop, we identified potential data sources and options to set our safety targets.

HDOT, in partnership with OMPO and DOH, established safety targets using a data-driven methodology and data that was most appropriate for our state. HDOT did consult multiple data sources before deciding on the following key factors: traffic fatality data (Fatality Analysis Reporting System and HDOT's Traffic Accident Reporting System), vehicle miles traveled and the economy. These key factors were used to establish trend lines and possible factors that may affect the trend line and annual safety performance targets.

During 2016, there were 120 motor vehicle fatalities, a 29.03 percent increase from 2015, the lowest in 40 years. We will continue to work hard to reduce Hawaii's motor vehicle fatalities by focusing our efforts on impaired driving, speeding,

motorcycle and pedestrian safety. With the guidance and support of the HDOT Administration, our goal is to not exceed a 5-year average of 96.0 fatalities by 2019. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

**C-1: Traffic Fatalities, 2012-2016**

	2012	2013	2014	2015	2016
<u>Actual numbers:</u>	125	102	95	93	120
<u>Utilizing 5-year moving average:</u>	111	110	107	103	107

**C-2) Number of serious injuries in traffic crashes (State crash data files)**

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 413.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

CORE OUTCOME MEASURES		2012	2013	2014	2015
C-2	Serious Injuries in Traffic Crashes (State Crash File)				
	Annual	441	488	512	458
	5-Year Moving Average	365	408	435	455
Not to exceed the five-year average of 413 serious injuries by 2019.					

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

\*\* Please note that this is the most current data available.

With the guidance and support of the HDOT Administration, our goal is to not exceed the five-year moving average of 413 serious injuries by 2019. Given our relatively low annual number of serious injuries, it is statistically possible for anomalies to occur.

The target was derived using a data-driven methodology and data that was most appropriate for our state. HDOT consulted multiple data sources and decided to focus on a target using the following key factors: crash data from HDOT's Traffic Accident Reporting System and the statewide crash reports submitted by law enforcement agencies; vehicle miles traveled; and the economy. Working in conjunction with the Oahu Metropolitan Planning Organization and the Hawaii State Department of Health, HDOT used the key factors to establish trend lines, taking into account possible factors that may affect the trend line and annual safety performance targets. Additionally, representatives from Hawaii's Strategic Highway Safety Plan (SHSP) Core Committee participated in the target setting discussions to ensure that the safety targets aligned with the SHSP goals.

**C-3) Fatalities/VMT (FARS, FHWA)**

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Percentage
Target Value: 0.916
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Hawaii's 2019 Fatality Rates Target is 0.916 five year average fatality rate based on predicting a 0.76 fatality rate in 2018 and a 0.75 fatality rate in 2019. Our 2018 Target was 0.946 five year average fatality rate based on predicting a .096 fatality rate in 2017 (1.02 actual) and 0.76 fatality rate in 2018.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Percentage
Target Value: 9.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

During 2016, 22 out of 63 Hawaii's motor vehicle occupant fatalities were unrestrained.

The Hawaii Department of Transportation's Highway Safety Section's goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 9.1 percent from 22 (2012-2016 average) to 20 by 2019. The Highway Safety Section staff will continue to monitor various data sources such as FARS, Hawaii's Traffic Accident Reporting System and our annual Seat Belt Observational Surveys to identify possible trends and areas of concern.

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Percentage
Target Value: 11.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Reduce alcohol-impaired driving fatalities by 11.1 percent from 36 (2012-2016 average) to 32 by 2019.

#### C-5: Alcohol-Impaired Driving Fatalities, 2012-2016

	2012	2013	2014	2015	2016
<u>Actual numbers:</u>	47	34	30	34	34
<u>Utilizing 5-year moving average:</u>	46	44	40	38	38

Despite the increase in traffic fatalities in 2016, the number of alcohol-impaired driving fatalities remained the same as 2015, at 34, but impaired driving continues to present a significant problem in Hawaii. The Hawaii Department of Transportation (HDOT) will continue to work with our traffic safety partners to conduct statewide educational efforts and high visibility enforcement. Based on our five-year trendline analysis of Hawaii's alcohol-impaired fatalities, our goal is to reduce alcohol-impaired driving fatalities by 11.1 percent from 36 (2012-2016 average) to 32 by 2019. Given our relatively low annual number of fatalities, it is statistically possible for anomalies to occur.

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

**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 6.1
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce speeding-related fatalities by 6.1 percent from 49 (2012-2016 average) to 46 by 2019.

Excessive speed continue to be a major contributing circumstance in fatal crashes in Hawaii. In 2016, 34 of our 120 traffic related were speed related. Sped enforcement is a top priority of Hawaii's four county police departments. The departments will use grant funds to conduct high visibility checkpoints and stealth operations to curb speeding and aggressive driving behaviors.

**C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 6.9
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce motorcyclist fatalities by 6.9 percent from 29 (2012-2016 average) to 27 by 2019.

During calendar year 2016, there were 24 motorcyclist fatalities, a slight decrease from 2015. Given the high number of motorcyclist fatalities, it will remain as one of our top priorities. Grant funds will be used for a motorcycle awareness media campaign and toward Hawaii's statewide motorcycle training program.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 16.7
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce unhelmeted motorcyclist fatalities by 16.7 percent from 18 (2012-2016 average) to 15 by 2019.

During calendar year 2016, 15 out of our 24 motorcyclist fatalities were unhelmeted. In an effort to increase helmet use, we will continue to emphasize the need to wear helmets and other protective gear through our motorcycle rider training classes and in our media messages.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Percentage
Target Value: 20.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce fatal crashes involving drivers age 20 and younger by 20 percent from 10 (2012-2016 average) to 8 by 2019.

During calendar year 2016, there was 12 drivers age 20 or younger involved in fatal crashes, a slight decrease from 13 in 2015. Through the Hawaii Department of Transportation's driver education program, we will continue to educate novice drivers to instill good driving behavior.

**C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 4.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce pedestrian fatalities by 4 percent from 25 (2012-2016 average) to 24 by 2019

In 2016, there were 29 pedestrian fatalities in Hawaii, an increase from 25 in 2015. Pedestrian safety continues to be one of our top priority areas. We will continue to work with our traffic safety partners to conduct statewide educational efforts and high visibility enforcement.

#### C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: 50.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Reduce bicyclist fatalities by 50 percent from 2 (2012-2016 average) to 1 by 2019.

During calendar year 2016, there were no bicycle fatalities in Hawaii. Although bicycle safety is not a top priority, the Hawaii Department of Transportation will continue with our bicycle education and enforcement efforts as the number of bicyclists continues to grow.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 0.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .10 percentage points from 96.9 percent in 2017 to 97 percent in 2019.

Hawaii's seat belt usage rates remains high, among the highest in the nation for more than a decade. According to our 2017 summer seat belt observational survey, Hawaii's seat belt usage rate is 96.9 percent. Although our usage rate is high, we know we can and need to do better in order to reduce the number of unrestrained fatalities.

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

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

Fiscal year	2017
Seat belt citations	8,045
<b>A-2) Number of impaired driving arrests made during grant-funded enforcement activities</b>	
Fiscal year	2017
Impaired driving arrests	1,594
<b>A-3) Number of speeding citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Speeding citations	21,959

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
  - Impaired Driving Prosecution and Adjudication
    - Impaired Driving Prosecution and Adjudication: Prosecutorial Initiatives
      - FAST Act NHTSA 402
      - NHTSA 402
      - FAST Act 405d Impaired Driving Mid
    - Impaired Driving Prosecution and Adjudication: Judicial Initiatives
      - 164 Transfer Funds-AL
      - 164 Transfer Funds-AL
  - Impaired Driving Program Management and Communications Program
    - Impaired Driving Communications Program
      - FAST Act 405d Impaired Driving Mid
      - 154 Transfer Funds-AL
      - 164 Transfer Funds-AL
    - Impaired Driving Highway Safety Office Program Management
      - FAST Act NHTSA 402
      - FAST Act 405d Impaired Driving Mid
      - 164 Transfer Funds-AL
  - Impaired Driving Program Evaluation and Data
    - Impaired Driving DUI Tracking System
      - 164 Transfer Funds-AL
    - Behavioral Survey
      - FAST Act NHTSA 402
  - Impaired Driving Enforcement
    - Impaired Driving Enforcement Conferences, Trainings & Meetings
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405d Impaired Driving Mid
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 164 Transfer Funds-AL
      - 164 Transfer Funds-AL
      - 164 Transfer Funds-AL
      - 164 Transfer Funds-AL
    - Impaired Driving Enforcement
      - 154 Transfer Funds-AL
      - 154 Transfer Funds-AL
      - 164 Transfer Funds-AL
      - 164 Transfer Funds-AL
2. Occupant Protection (Adult and Child Passenger Safety)
  - OP Sustained Enforcement
    - OP Sustained Enforcement
      - FAST Act 405b OP High
  - OP Program Management
    - OP Program Management
      - FAST Act 405b OP High
  - OP - Communication Campaign
    - DOT CIOT Campaign
      - FAST Act 405b OP High

- CPS Training - Instructor and Technician
  - CPS Training
    - FAST Act 405b OP High
- CPS Communication Campaign
  - DOT CPS Media Campaign
    - FAST Act 405b OP High
- Child Restraint System Inspection Station(s)
  - Maui Child Restraint Program
    - FAST Act 405b OP High
  - Oahu Child Restraint Program
    - FAST Act 405b OP High
  - Hawaii County Child Restraint Program
    - FAST Act 405b OP High
  - Hawaii Fire Department Child Restraint Program
    - FAST Act 405b OP High
  - Kauai Police Department Occupant Protection
    - FAST Act 405b OP High
- 3. Distracted Driving
  - Distracted Driving Program Management and Communications Program
    - Distracted Driving Media/Education Campaign
      - FAST Act 405e Comprehensive Distracted Driving
    - Distracted Driving Media Contractor
      - FAST Act 405e Comprehensive Distracted Driving
    - Distracted Driving Highway Safety Office Program Management
      - NHTSA 402
  - Distracted Driving Enforcement
    - Distracted Driving High Visibility Cellphone/Text Messaging Enforcement
      - FAST Act NHTSA 402
      - NHTSA 402
- 4. Motorcycle Safety
  - Motorcycle Rider Training
    - Leeward Community College
      - FAST Act 405f Motorcycle Programs
    - DOT Motorcycle Media Campaign
      - FAST Act 405f Motorcycle Programs
  - MC Program Management
    - MC Program Management
      - FAST Act 405f Motorcycle Programs
- 5. Police Traffic Services
  - Traffic Crash Investigation
    - PT Program Management
      - FAST Act NHTSA 402
    - HPD Traffic Services
      - FAST Act NHTSA 402
    - HCPD Traffic Services
      - FAST Act NHTSA 402
    - MPD Traffic Services
      - FAST Act NHTSA 402
    - KPD Traffic Services
      - FAST Act NHTSA 402
    - Law Enforcement Liaison
      - FAST Act NHTSA 402
    - Traffic Safety Liaison
      - FAST Act NHTSA 402
    - Judiciary Driver Education - Lifesavers
      - FAST Act NHTSA 402
    - DOT Traffic Branch - Lifesavers
      - FAST Act NHTSA 402
    - DOT Traffic Branch - Traffic Safety Meetings
      - FAST Act NHTSA 402
- 6. Non-motorized (Pedestrians and Bicyclist)
  - Targeted Pedestrian Enforcement
    - HPD Pedestrian Enforcement
      - FAST Act 405h Nonmotorized Safety
  - Targeted Bicycle Enforcement
    - HPD Bicycle Enforcement
      - FAST Act 405h Nonmotorized Safety
  - Pedestrian Safety Campaign
    - DOT Pedestrian Media Campaign
      - FAST Act 405h Nonmotorized Safety
  - Pedestrian & Bicycle Safety Training
    - DTS Bicycle Safety
      - FAST Act 405h Nonmotorized Safety

- Kauai PATH
  - FAST Act 405h Nonmotorized Safety
- DTS Pedestrian Safety
  - FAST Act 405h Nonmotorized Safety
- 7. Traffic Records
  - TR Program Management
    - Traffic Records Program Management
      - FAST Act 405c Data Program
  - Improve the State's Traffic Records System
    - E-Citations
      - FAST Act 405c Data Program
    - MVAR Revision/Electronic MVAR
      - FAST Act 405c Data Program
    - Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records
      - FAST Act 405c Data Program
    - Motor Vehicle Crash Data Linkage
      - FAST Act 405c Data Program
    - FARS Analyst
      - FAST Act 405c Data Program
    - HTRCC Meetings
      - FAST Act 405c Data Program
    - Traffic Records Forum
      - FAST Act 405c Data Program
- 8. Speed Management
  - Sustained Enforcement
    - PD Speed Enforcement
      - FAST Act NHTSA 402
  - SC Communication Campaign
    - HDOT Speed Media Campaign
      - FAST Act NHTSA 402
    - SC Program Management
- 9. Emergency Medical Services
  - EMS Program Management
  - EMS Equipment Purchase
    - HFD Equipment Purchase
      - FAST Act NHTSA 402
    - HCFD Equipment Purchase
      - FAST Act NHTSA 402
    - EMS Program Management
      - FAST Act NHTSA 402
- 10. Planning & Administration
  - (none)
    - Program Administration
      - FAST Act NHTSA 402
    - Fiscal Coordinator
      - FAST Act NHTSA 402

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

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Nationally according to NHTSA data, there were 10,497 drunk-driving deaths (out of 37,461 traffic fatalities) in 2016, a 1.7 percent decrease from 2015. Locally, despite the decrease of alcohol-impaired driving fatalities from 37 percent in 2015 to

28 percent in 2016, impaired driving on Hawaii's roadways continues to be a significant contributing factor. As such, the Hawaii Department of Transportation (HDOT) considers impaired driving as one of its higher traffic safety priorities.

Of Hawaii's 120 traffic fatalities in 2016, 34 were alcohol-impaired driving fatalities with BACs of .08 and higher.

Additionally, the average BAC for those arrested for Operating a Vehicle Under the Influence of an Intoxicant (OVUII) in Hawaii was .157. Furthermore, Hawaii state data shows that of the 120 fatalities in 2016, 71 or 59.2 percent had alcohol and/or drugs in their system, an increase from 51 or 54.8 percent in 2015.

As part of our problem identification process, HDOT primarily utilizes statewide fatal crash data from NHTSA's Fatality Analysis Reporting System (FARS) as shown in the tables below:

***C-1 Traffic Fatalities: Hawaii, 2012-2016***

	2012	2013	2014	2015	2016
Actual numbers:	125	102	95	93	120
Utilizing 5-year moving average:	111	110	107	103	107

***C-5 Alcohol-Impaired Driving Fatalities: Hawaii, 2012-2016***

	2012	2013	2014	2015	2016
Actual numbers:	47	34	30	34	34
Utilizing 5-year moving average:	46	44	40	38	38

***Traffic Safety Performance (Core Outcome) Measures\* For Hawaii***

Core Outcome Measures		Year									
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Traffic Fatalities	Total (C-1)	138	107	109	113	100	125	102	95	93	120
	Rural	64	58	41	42	42	56	40	30	13	25
	Urban	74	49	68	71	58	69	62	65	80	94
	Unknown	0	0	0	0	0	0	0	0	0	1
Fatalities Per 100 Million Vehicle Miles Driven**	Total (C-3)	1.33	1.04	1.09	1.13	0.99	1.24	1.01	0.93	0.90	
	Rural	2.57	2.32	1.69	1.73	1.75	2.33	2.23	1.75	0.73	
	Urban	0.94	0.63	0.90	0.94	0.76	0.90	0.75	0.77	0.94	
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	76	57	52	55	40	56	42	38	37	63
	Restrained	41	25	16	20	15	16	15	15	11	22
	Unrestrained (C-4)	29	27	27	25	14	31	23	18	15	22

Core Outcome Measures	Year										
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
Unknown	6	5	9	10	11	9	4	5	11	19	
Alcohol-Impaired Driving Fatalities (BAC=.08+)***( C-5)	44	42	52	43	45	47	34	30	34	34	
Speeding-Related Fatalities (C-6)	66	50	59	51	45	69	45	36	41	54	
Motorcyclist Fatalities	Total (C-7)	29	25	35	26	32	40	29	25	26	24
	Helmeted	6	7	14	5	7	12	10	12	10	9
	Unhelmeted (C-8)	23	18	21	21	25	28	19	12	16	15
	Unknown	0	0	0	0	0	0	0	1	0	0
Drivers Involved in Fatal Crashes	Total	171	139	139	153	140	176	123	128	124	153
	Aged Under 15	2	0	0	0	0	0	0	0	0	0
	Aged 15-20	19	18	16	14	12	10	9	8	13	12
	Aged Under 21 (C-9)	21	18	16	14	12	10	9	8	13	12
	Aged 21 and Over	147	119	119	137	123	163	109	118	111	136
	Unknown Age	3	2	4	2	5	3	5	2	0	5
Pedestrian Fatalities (C-10)	27	20	16	26	23	26	23	24	25	29	
Bicyclist and Other Cyclist Fatalities***** (C-11)	4	2	3	3	2	2	2	4	2	0	
Observed Seat Belt Use**** (B-1)	98	97	98	98	96	93	94	94	93	95	

\*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

\*\*2016 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

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

\*\*\*\*Hawaii Data: State Survey

\*\*\*\*\*On March 11th, 2014 GHSA and NHTSA agreed on bike fatalities as a newly required performance core measure

The Traffic Safety Performance measures outlined above use data definitions established by NHTSA's National Center for Statistics and Analysis (NCSA).

These data definitions are documented in the FARS Analytical User's Manual (AUM), Appendix

The Alcohol-Impaired Driving Fatalities table below provides a glimpse of our impaired driving problem over the past five years.

**Alcohol-Impaired Driving Fatalities\*\*:** *Hawaii, U.S. and Best State*

Year	Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)		
		Number	Percent	Per 100 Million VMT

Year		Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)		
			Number	Percent	Per 100 Million VMT
2012	Hawaii	125	47	38	0.47
	US	33,782	10,336	31	0.35
	Best State*			15	0.08
2013	Hawaii	102	34	33	0.34
	US	32,893	10,084	31	0.34
	Best State*			17	0.14
2014	Hawaii	95	30	32	0.29
	US	32,744	9,943	30	0.33
	Best State*			18	0.11
2015	Hawaii	93	34	37	0.33
	US	35,485	10,320	29	0.33
	Best State*			15	0.14
2016	Hawaii	120	34	28	
	US	37,461	10,497	28	
	Best State*			19	

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

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

2016 National VMT is a Preliminary Estimate and Subject to Change

2016 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

The Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests table below is based on data submitted by our four county police departments, and provides an enforcement perspective to our impaired driving issue.

<i>Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests - Grant and County Funded</i>															
2012*		2013*			2014*			2015*			2016*				
OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests	OVUII Arrests	Total Charged Arrests		
Alcohol and/or Arrests	Alcohol Arrests	Drugs Arrests	Alcohol and/or Arrests	Alcohol Arrests	Drugs Arrests	Alcohol and/or Arrests	Alcohol Arrests	Drugs Arrests	Alcohol and/or Arrests	Alcohol Arrests	Drugs Arrests	Alcohol and/or Arrests	Alcohol Arrests	Drugs Arrests	

	Drug			Drug			Drug			Drug			Drug		
<b>Honolulu</b>	4,902	4,791	N/A	4,748	4,652	N/A	4,309	4,203	N/A	4,567	4,410	N/A	3,985	3,950	N/A
<b>Hawaii</b>	1,477	1,313	125	1,348	1,152	127	1,157	993	125	1,060	908	110	1,111	816	295
<b>Maui</b>	957	840	140	1,084	970	127	869	486	95	765	675	90	715	678	37
<b>Kauai</b>	240	195	5	264	237	5	271	217	5	277	212	10	172	148	9
<b>Total</b>	7,576	7,139	270	7,444	7,011	259	6,606	5,899	225	6,669	6,205	210	5,983	5,592	341
			270**			259**			225**			210**			341**

\*Calendar year. \*\*Total does not include Honolulu's statistics as the Honolulu Police Department's data was unavailable.

### Ignition Interlock Program

On January 1, 2011, Hawaii's ignition interlock law went into effect and permits the voluntary installation of an ignition interlock device on any vehicle that a person arrested for OVUII drives. Furthermore, the law includes the first-time offender and provides for a discount for indigent offenders to pay for half of the expenses, provided that they are on welfare. The Administrative Driver's License Revocation Office or judge may direct the respondent/defendant to have an IID installed as part of their sentencing. The Ignition Interlocks Installed and Preventive Starts table shows our ignition interlock vendor Smart Start, LLC's data of the number of ignition interlock devices installed and preventive starts, which refers to the number of times a driver was prevented from starting their vehicle after consuming alcohol.

#### *Ignition Interlocks Installed and Preventive Starts, 2012-2017*

	2012	2013	2014	2015	2016	2017
# Installed	1,694	1,959	1,832	1,735	1,597	1,659
# of Preventive Starts	11,653	14,861	15,575	13,418	12,685	11,388

#### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	11.1

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prosecution and Adjudication
2019	Impaired Driving Program Management and Communications Program
2019	Impaired Driving Program Evaluation and Data
2019	Impaired Driving Enforcement

#### 5.1.1 Countermeasure Strategy: Impaired Driving Prosecution and Adjudication

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Prosecution and Adjudication

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Moreover, Prosecution and Adjudication are other components of our criminal justice system that Hawaii should utilize to achieve specific and general deterrence, according to Hawaii's *Impaired Driving Technical Assessment* report and the NHTSA's *Highway Safety Program Guideline No. 8 for Impaired Driving*.

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

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

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

#### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

#### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-02 (03)	Impaired Driving Prosecution and Adjudication: Prosecutorial Initiatives	Impaired Driving Prosecution and Adjudication
AL19-02 (02)	Impaired Driving Prosecution and Adjudication: Judicial Initiatives	Impaired Driving Prosecution and Adjudication

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

<b>Planned activity name</b>	Impaired Driving Prosecution and Adjudication: Prosecutorial Initiatives
<b>Planned activity number</b>	AL19-02 (03)
<b>Primary countermeasure strategy</b>	Impaired Driving Prosecution and Adjudication

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

- Hawaii Prosecutor's Office – Training/Traffic Safety Resource Prosecutor
- Kauai Prosecutors Office – Traffic Safety Resource Prosecutor
- Maui Prosecutor's Office – Impaired Driving Prosecution Training
- City & County of Honolulu's Department of the Prosecuting Attorney – Training Conference on Drugs, Alcohol and Impaired Driving

#### Hawaii Prosecutor's Office – Training/Traffic Safety Resource Prosecutor

The Hawaii County Office of the Prosecuting Attorney has designated a deputy prosecutor as their Traffic Safety Resource Prosecutor (TSRP) to continue coordinating a statewide training for county prosecutors and law enforcement to ensure that Hawaii's deputy prosecutors that prosecute traffic-related cases are provided with current information regarding nationwide issues, trends and practices to prosecute impaired drivers. Grant activities may include traffic safety-related training and equipment purchases, with prior approval from the Highway Safety Office.

#### Kauai Prosecutors Office – Traffic Safety Resource Prosecutor

Kauai County's Office of the Prosecuting Attorney will continue to fund a TSRP position in District Court who handles vehicular crimes cases. The TSRP will assist with trainings and update prosecutors statewide on issues and court decisions that may impact Hawaii's law enforcement procedures and adjudication of impaired driving cases. Grant activities include may include representatives attending traffic safety-related conferences/trainings and meetings, and equipment purchases, with prior approval from the Highway Safety Office.

Along with their respective county initiatives mentioned above, the Hawaii and Kauai Counties' Offices of the Prosecuting Attorney may send representatives to attend the following:

National Conferences and Trainings: Lifesavers Conference, NHTSA Regional Partners Meeting, TSRP Conference, IACP DRE Conference, and CMI User Group

Local Traffic Safety Trainings and Meetings: Grantee Orientation, Traffic Commanders, Impaired Driving Task Force, Strategic Highway Safety Plan, State Highway Safety Council, DRE School, ARIDE, SFST, and DRE In-Service

Attending these conferences, trainings and meetings provide representatives with the opportunity to learn the latest strategies in prosecuting OVUII cases and what other states are doing to combat impaired driving, as well as network with other prosecutor, toxicologists, judges and experts from other jurisdictions.

#### Maui Prosecutor's Office – Impaired Driving Prosecution Training

In an effort to increase the rate of OVUII arrests, their District Court Division's conviction rate and effectiveness of prosecution with newer strategies, the Maui County's Office of the Prosecuting Attorney will send representatives to attend the following:

National Conferences: Lifesavers Conference, IACP DRE Conference and CMI User Group

Local Traffic Safety Trainings and Meetings: Grantee Orientation, Traffic Commanders, Impaired Driving Task Force and DRE In-Service

In addition, they may participate in the Electronic Search Warrants project with the Honolulu and Maui Police Departments.

#### City & County of Honolulu's Department of the Prosecuting Attorney – Training Conference on Drugs, Alcohol and Impaired Driving

The City & County of Honolulu's Department of the Prosecuting Attorney will send representatives to the IACP DRE Conference to learn about the DRE program and what other states are doing to combat impaired driving, as well as network with prosecutors, toxicologists and experts from other jurisdictions.

#### **Enter intended subrecipients.**

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prosecution and Adjudication

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$8,000.00	\$0.00	\$8,000.00
2016	NHTSA 402	Alcohol	\$10,000.00	\$0.00	\$10,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$425,663.37	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name	Impaired Driving Prosecution and Adjudication: Judicial Initiatives
Planned activity number	AL19-02 (02)
Primary countermeasure strategy	Impaired Driving Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

Honolulu DWI Court

Judges Training

Administrative Driver's License Revocation Office System Update

Court Monitoring

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

**Honolulu DWI Court**

The Hawaii State Judiciary will continue operating its Honolulu DWI Court, as it pursues permanent State funding to continue its operations. Grant funding will also be used to send representatives to attend a national conference to attain updated DWI Court information such as recent court rulings and emerging issues.

**Judges Training**

The Hawaii State Judiciary will send judges to attend a national conference focused on impaired driving and highway safety issues to better understand impaired driving and highway safety issues. Conference attendees will conduct a presentation for district court judges detailing what they learned at the conference.

Furthermore, due to unexpected preparation time constraints in FFY 2018, the Judiciary will conduct their statewide judicial training with the assistance of a Law Enforcement Liaison in FFY 2019. The training will help district court judges to better address problems faced while adjudicating impaired driving cases.

**Administrative Driver's License Revocation Office System Update**

The Administrative Driver's License Revocation Office (ADLRO) will send its adjudicators to attend specialized trainings to optimize their written decisions, especially in writing clear decisions, applying law, and improving documentation and communication in DUI cases. In addition, ADLRO plans to implement modern technology by introducing software learning modules for staff to support the efficient processing of all DUI cases for Hawaii.

**Court Monitoring**

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

**Enter intended subrecipients.**

The subrecipients include the Hawaii State Judiciary and HDOT.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prosecution and Adjudication

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$519,004.80		\$519,004.80
2017	164 Transfer Funds-AL	164 Alcohol	\$65,000.00		\$65,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Impaired Driving Program Management and Communications Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-02 (15)	Impaired Driving Communications Program	Impaired Driving Program Management and Communications Program

## 5.1.2.1 Planned Activity: Impaired Driving Communications Program

**Planned activity name** Impaired Driving Communications Program

**Planned activity number** AL19-02 (15)

**Primary countermeasure strategy** Impaired Driving Program Management and Communications Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

### Media Campaigns

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

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

### Impaired Driving Media Contractor

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

**Enter intended subrecipients.**

HDOT will be the only subrecipient.

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Management and Communications Program

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$100,000.00	\$0.00	
2017	154 Transfer Funds-AL	154 Alcohol	\$300,000.00		\$0.00
2017	164 Transfer Funds-AL	164 Alcohol	\$150,000.00		\$0.00

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

<b>Planned activity name</b>	Impaired Driving Highway Safety Office Program Management
<b>Planned activity number</b>	AL19-02 (22)
<b>Primary countermeasure strategy</b>	Impaired Driving Program Management and Communications Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
**[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
**[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger**

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

- Traffic Commanders
- Impaired Driving Task Force
- Strategic Highway Safety Plan
- State Highway Safety Council

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

ch as MADD Hawaii.

**Enter intended subrecipients.**

HDOT will be the only subrecipient.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Management and Communications Program

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$50,000.00	\$0.00	\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$50,000.00	\$0.00	
2017	164 Transfer Funds-AL	164 Alcohol	\$60,000.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
------	----------	----------------	------------	----------------------	-------------	------------

No records found.

## 5.1.3 Countermeasure Strategy: Impaired Driving Program Evaluation and Data

**Program area** Impaired Driving (Drug and Alcohol)  
**Countermeasure strategy** Impaired Driving Program Evaluation and Data

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-02 (13)	Impaired Driving DUI Tracking System	Impaired Driving Program Evaluation and Data
AL19-02 (16)	Behavioral Survey	Impaired Driving Program Evaluation and Data

#### 5.1.3.1 Planned Activity: Impaired Driving DUI Tracking System

Planned activity name	Impaired Driving DUI Tracking System
Planned activity number	AL19-02 (13)
Primary countermeasure strategy	Impaired Driving Program Evaluation and Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As one of our Impaired Driving Program Evaluation and Data Planned Activities, HDOT will include a project for a team at the University of Hawaii to develop a DUI tracking system to extract impaired driving patterns based on integrated multi-source data in Hawaii.

The project includes developing a SQL server database to integrate the following:

- Crash records
- U.S. Census data
- Driver license data
- EMS data
- Judiciary citation reports

The DUI tracking system will quantify the impact of impaired driving behavior on DUI-related crashes and to track DUI offenders. As part of the evaluation, an online data visualization and analysis platform to demonstrate the results will be developed.

Enter intended subrecipients.

The University of Hawaii will be the only subrecipient for this planned activity.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Evaluation and Data

### Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$161,280.00		\$0.00

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.1.3.2 Planned Activity: Behavioral Survey

Planned activity name	Behavioral Survey
Planned activity number	AL19-02 (16)
Primary countermeasure strategy	Impaired Driving Program Evaluation and Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

As one of our Impaired Driving Program Evaluation and Data Planned Activities, HDOT will continue conducting a minimum of two Behavioral Surveys regarding traffic safety issues including alcohol- and drug-impaired driving to determine the effectiveness of our impaired driving program.

**Enter intended subrecipients.**

HDOT will be the only subrecipient for this planned activity.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Evaluation and Data

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$40,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.4 Countermeasure Strategy: Impaired Driving Enforcement**

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Impaired Driving Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

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

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

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

Impaired Driving Enforcement

Impaired Driving Enforcement Trainings

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL19-02 (04)	Impaired Driving Enforcement Conferences, Trainings & Meetings	Impaired Driving Enforcement
AL19-02 (01)	Impaired Driving Enforcement	Impaired Driving Enforcement

## 5.1.4.1 Planned Activity: Impaired Driving Enforcement Conferences, Trainings &amp; Meetings

Planned activity name Impaired Driving Enforcement Conferences, Trainings & Meetings

Planned activity number AL19-02 (04)

Primary countermeasure strategy Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

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

Local Meetings: Grantee Orientation; Traffic Commanders; Impaired Driving Task Force; Strategic Highway Safety Plan

**National Conferences and Local Meetings**

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

**Local Trainings**

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

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

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

HDOT will coordinate and implement a DRE In-Service Training for certified DREs, Traffic Commanders, county prosecutors and other personnel directly involved with Hawaii DRE program and impaired driving initiatives.

Grant activity may include training and travel for Highway Safety Staff.

Depending on their needs, county police departments may conduct ARIDE and SFST trainings.

**Enter intended subrecipients.**

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

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$54,479.00	\$0.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$9,810.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$150,620.00	\$0.00	
2017	154 Transfer Funds-AL	154 Alcohol	\$215,185.15		\$215,185.15
2019	154 Transfer Funds-AL	154 Alcohol	\$26,720.00		\$26,720.00
2016	164 Transfer Funds-AL	164 Alcohol	\$25,000.00		\$25,000.00
2017	164 Transfer Funds-AL	164 Alcohol	\$45,000.15		\$45,000.15
2018	164 Transfer Funds-AL	164 Alcohol	\$27,460.00		\$27,460.00
2019	164 Transfer Funds-AL	164 Alcohol	\$622,250.00		\$622,250.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

#### 5.1.4.2 Planned Activity: Impaired Driving Enforcement

Planned activity name Impaired Driving Enforcement

Planned activity number AL19-02 (01)

Primary countermeasure strategy Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

- Continue to support and fund the 52/12 sobriety checkpoint program.
- Continue to fund saturation patrols for impaired driving enforcement.
- Continue to support and fund drug recognition evaluation training.
- Continue to fund technology to enhance impaired driving enforcement efforts.

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

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

To maximize visibility, in addition to conducting Publicized Sobriety Checkpoints, police may include High Visibility Saturation Patrols during its year-round overtime Impaired Driving Enforcement of Hawaii's Operating Under the Influence of an Intoxicant (OVUII) and related DUI laws. Moreover, police will conduct additional enforcement during NHTSA's national Drive Sober or Get Pulled Over mobilizations (in August and December), and major holiday periods (i.e., New Year's Eve, Independence Day, Thanksgiving and Christmas).

To publicize its high visibility enforcement, in addition to their departments issuing press releases about sobriety checkpoints being conducted, police work with their local media to publicize their enforcement efforts. Additionally, HDOT encourages police to seek opportunities for media coverage of their ongoing impaired driving programs with specific emphasis during the national mobilizations and major holiday periods.

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

- Underage Drinking enforcement by conducting Youth Deterrence projects and Compliance Checks. Youth Deterrence projects involve officers utilizing rental vehicles in an undercover capacity and targeting locations where underage drinkers are known to congregate. Compliance checks involves plain clothed officers observing alcohol purchase attempts by underage decoys and citing retail store personnel making illegal sales to a minor.
- Communications and Outreach activities such as:

Providing safety talks/presentations

Distributing informational collateral at community events

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

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

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

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

**Enter intended subrecipients.**

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

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	154 Transfer Funds-AL	154 Alcohol	\$58,056.18		\$58,056.18
	2019	154 Transfer Funds-AL	154 Alcohol	\$108,147.00		\$108,147.00
	2018	164 Transfer Funds-AL	164 Alcohol	\$834,192.31		\$834,192.31
	2019	164 Transfer Funds-AL	164 Alcohol	\$46,440.00		\$46,440.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
HPD - CMI Intoxilyzer 9000	18	\$7,249.00	\$130,482.00	\$7,249.00	\$130,482.00
MPD - Diesel Light Tower	1	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00
MPD - CMI Intoxilyzer 9000	7	\$9,000.00	\$63,000.00	\$9,000.00	\$63,000.00
KPD - CMI Intoxilyzer 9000	1	\$10,000.00	\$10,000.00	\$9,000.00	\$9,000.00

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

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

As of June 2018, Hawaii had a seat belt usage rate of 96.9 percent, one of the highest in the nation. During FFY 2019, we will evaluate our programs in order to increase the seat belt usage rate to 97 percent. Despite having one of the highest usage rates in the nation, nearly half of Hawaii's passenger vehicle occupant fatalities in 2016 were unrestrained. We hope to increase seat belt usage to decrease the number of motor vehicle fatalities.

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

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	9.1
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	0.1

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Sustained Enforcement
2019	OP Program Management
2019	OP - Communication Campaign
2019	CPS Training - Instructor and Technician
2019	CPS Communication Campaign
2019	Child Restraint System Inspection Station(s)

#### 5.2.1 Countermeasure Strategy: OP Sustained Enforcement

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** OP Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As of June 2018, Hawaii had a seat belt usage rate of 96.9 percent, one of the highest in the nation. During FFY 2019, we will evaluate our programs in order to increase the seat belt usage rate to 97 percent. Despite

having one of the highest usage rates in the nation, nearly half of Hawaii's passenger vehicle occupant fatalities in 2016 were unrestrained. We hope to increase seat belt usage to decrease the number of motor vehicle fatalities by continuing to support enforcement of Hawaii's universal seat belt and child passenger safety laws..

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (01)	OP Sustained Enforcement	OP Sustained Enforcement

#### 5.2.1.1 Planned Activity: OP Sustained Enforcement

Planned activity name	OP Sustained Enforcement
Planned activity number	OP19-05 (01)
Primary countermeasure strategy	OP Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405b OP High	405b High HVE (FAST)	\$540,948.20		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

No records found.

5.2.2 Countermeasure Strategy: OP Program Management

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Op19-05 (11)	OP Program Management	OP Program Management

#### 5.2.2.1 Planned Activity: OP Program Management

Planned activity name	OP Program Management
Planned activity number	Op19-05 (11)
Primary countermeasure strategy	OP Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The HDOT Highway Safety Section staff.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

No records found.

### 5.2.3 Countermeasure Strategy: OP - Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP - Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Hawaii's 2017 seat belt usage rate was 96.7 percent, among the highest in the nation. Seat belts have been proven to be effective in saving lives. The number of motor vehicle fatalities and injuries can be reduced by increasing the amount of people who are properly restrained at all times. This can be achieved through enforcement and education.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

#### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (8)	DOT CIOT Campaign	OP - Communication Campaign

### 5.2.3.1 Planned Activity: DOT CIOT Campaign

Planned activity name	DOT CIOT Campaign
Planned activity number	OP19-05 (8)
Primary countermeasure strategy	OP - Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 OP - Communication Campaign

**Funding sources****Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$200,000.00		

**Major purchases and dispositions****Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.4 Countermeasure Strategy: CPS Training - Instructor and Technician**

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy CPS Training - Instructor and Technician

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (10)	CPS Training	CPS Training - Instructor and Technician

#### 5.2.4.1 Planned Activity: CPS Training

Planned activity name	CPS Training
Planned activity number	OP19-05 (10)
Primary countermeasure strategy	CPS Training - Instructor and Technician

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPS Training - Instructor and Technician

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.2.5 Countermeasure Strategy: CPS Communication Campaign

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** CPS Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

It has a two-star program for showing improvement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (09)	DOT CPS Media Campaign	CPS Communication Campaign

5.2.5.1 Planned Activity: DOT CPS Media Campaign

Planned activity name	DOT CPS Media Campaign
Planned activity number	OP19-05 (09)
Primary countermeasure strategy	CPS Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

The Hawaii Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPS Communication Campaign
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$35,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

#### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-04 (02)	Maui Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (03)	Oahu Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (05)	Hawaii County Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (06)	Hawaii Fire Department Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (0104)	Kauai Police Department Occupant Protection	Child Restraint System Inspection Station(s)

#### 5.2.6.1 Planned Activity: Maui Child Restraint Program

Planned activity name	Maui Child Restraint Program
Planned activity number	OP19-04 (02)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maui Police Department will use grant funds to provide a minimum of 12 free child restraint inspections; conduct seat belt education and awareness campaigns; child passenger safety technician training; and a child restraint photo ID program. Funds will also be used for overtime enforcement of Hawaii's child passenger safety laws. The project will also send one individual to attend the Lifesavers or Kids in Motion Conference and to attend monthly child passenger safety meetings in Honolulu. Grant funds will also be used to pay for a part-time program administrator and child restraint inspection station coordinator. Additionally, funds will be used to purchase child safety seats, restraint inspection station supplies (car seat manuals, car seat identification card supplies), brochures, and tent repair parts. Travel and freight for community car seat checks on Lanai and Molokai are also included. Grant funds will also be used to provide logistical support and lunches for the CPS Instructor/Technician update in Honolulu. Providing lunch is necessary as the training will be held at the airport and there is nowhere to purchase food. Grant funds may be used for related training, travel and equipment/supply purchases if approved by the Highway Safety Office.

Enter intended subrecipients.

The Maui Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------	-------------	----------------	-----------------------	--------------------------	--------------	---------------

2018 FAST Act 405b OP High 405b High Child Restraint (FAST) \$62,475.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.2.6.2 Planned Activity: Oahu Child Restraint Program

Planned activity name	Oahu Child Restraint Program
Planned activity number	OP19-05 (03)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Keiki Injury Prevention Coalition (KIPC) will use funds towards the expansion of education on child passenger safety to include the three most common mistakes made when installing car seats. The program will also include in-service educational sessions within medical centers and training sessions with select retailers that sell car seats. KIPC will provide car seat education, installation and inspections at fixed child restraint fitting stations and at community car seat checks. Funds will also be used to maintain the statewide child passenger safety website and purchase supplies (tents and child safety seats) for the inspection stations

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

Enter intended subrecipients.

The Keiki Injury Prevention Coalition.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$115,500.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.2.6.3 Planned Activity: Hawaii County Child Restraint Program

Planned activity name	Hawaii County Child Restraint Program
Planned activity number	OP19-05 (05)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funds will be utilized to maintain child restraint inspection stations on the island of Hawaii and host free community car seat checks to ensure compliance with Hawaii’s child restraint law and correct usage.

**Project Description:** The Hawaii Alliance for Community Health (HACH) will use funds to continue its responsibility for the child passenger safety program in Hawaii County by hiring a part time coordinator to train and provide equipment for child passenger safety technicians, instructors and volunteers. They will have presentations for new parents once a month, conduct a minimum of 12 monthly clinics, eight community child safety seat clinics and maintain their child restraint inspection stations. HACH will also update current technicians and instructors; work with community partners to develop professional relationships and provide training/support to their organizations (police, fire, EMS, hospitals, etc.); assist the Hawaii County Fire Department in their recruit training; and certify EMS personnel in CPS. They are also planning to conduct two standardized CPS Technician Courses and two Renewal or Technical Updates classes. Additionally, funds will be used to send technicians to the statewide Instructor/Technician update in Honolulu. Funds will also be used to send one representative to the annual Lifesavers Conference or to the Kids in Motion Conference, to purchase car seat supplies and for mileage for the program coordinator and volunteers. Grant funds may be used for related training, travel and equipment purchases if approved by the Highway Safety Office.

Enter intended subrecipients.

Hawaii County Child Restraint Program.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------	-------------	----------------	-----------------------	--------------------------	--------------	---------------

2018 FAST Act 405b OP High 405b High Child Restraint (FAST) \$51,260.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

Planned activity name Hawaii Fire Department Child Restraint Program

Planned activity number OP19-05 (06)

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

department personnel. In return, they will absorb the rest of the personnel costs for the coordinator and conduct a media campaign to promote the program.

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

Enter intended subrecipients.

The Hawaii County Fire Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405b OP High	405b High Child Restraint (FAST)	\$16,490.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.6.5 Planned Activity: Kauai Police Department Occupant Protection

Planned activity name	Kauai Police Department Occupant Protection
Planned activity number	OP19-05 (0104)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Kauai Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$10,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Hawaii's distracted driving or mobile electronic device (MED) law, Section 291C-137 of the Hawaii Revised Statutes (HRS) prohibits a person from operating a motor vehicle while using a mobile electronic device, as well as anyone under 18 years of age to operate a motor vehicle while utilizing a hands-free mobile electronic device. To "operate" a motor vehicle means "to drive or assume actual physical control of the vehicle on a public way, street, road, or highway, including operation while temporarily stationary because of traffic, a traffic light, or a stop sign." A "mobile electronic device" means any handheld or other portable electronic equipment that can provide wireless or data communication between two or more persons and is not limited to a cellular phone, text messaging device, etc. To "use" or "using" means holding a mobile electronic device while operating a motor vehicle.

Although Hawaii's MED law is not verbatim as defined in 23 CFR 1300.24 and 23 USC 405(e), we believe it is stricter as it does prohibit all sanctions in the federal regulations and more.

Nationally, according to NHTSA data, there were 3,450 distraction-related deaths (out of 37,461 traffic fatalities) in 2016, a 2.2 percent decrease from 2015. Locally, data from Hawaii's Motor Vehicle Accident Reports (MVAR)/Police Accident Reports submitted for 2012-2016 show that Hawaii's distracted driving-related incidents are underreported.

A FARS PreCrash query for "Drivers Distracted By" showed that 72 out of 535 motor vehicle fatalities had "Inattention (inattentive), details unknown" as a contributing factor. In addition, the following lists the reasons documented by police why drivers were distracted, along with the respective number of fatalities:

- By other occupant(s) - 9
- By a moving object in vehicle - 1
- While talking or listening to cellular phone - 2
- Adjusting audio or climate controls - 1
- Distracted by outside person, object or event - 8
- Other cellular phone related - 1
- Distraction/Inattention - 3
- Careless/Inattentive - 1
- Distraction (distracted), details unknown - 3
- Inattention (inattentive), details unknown - 72
- Not reported - 49
- Other distraction - 2
- Unknown if distracted - 98

Although Hawaii's distracted driving data is underreported, the number of MED citations issued by our four county police departments paints a different picture, as shown below in Table 1. Distracted Driving Citations by Federal Fiscal Year.

Table 1. Distracted Driving Citations by Federal Fiscal Year

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017
Honolulu	12,320	6,667	11,220	15,342	11,474
Hawaii	2,728	2,718	556	2,448	3,957

Maui	2,664	1,335	1,381	2,333	1,945
Kauai	936	1,058	925	598	593
Total	18,648	11,778	14,082	20,721	17,969

Although FFY 2017 decreased compared to FFY 2016, Table 1 shows that the number of MED citations issued statewide (grant- and county-funded) has fluctuated since FFY 2013. After Hawaii's distracted driving or mobile electronic device (MED) law went into effect on July 1, 2013, the number of MED citations decreased in FFY 2014, then increased until in FFY 2016, surpassed FFY 2013's number.

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Program Management and Communications Program
2019	Distracted Driving Enforcement

**5.3.1 Countermeasure Strategy: Distracted Driving Program Management and Communications Program**

<b>Program area</b>	Distracted Driving
<b>Countermeasure strategy</b>	Distracted Driving Program Management and Communications Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Without Program Management and a Communications Program as components to support enforcement activities, our county police departments could not effectively address the distracted driving issue, from problem identification to evaluation of efforts. As a result, our statewide enforcement efforts may not successfully reduce the number of distracted driving-related fatalities on Hawaii's roadways.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD19-10 (05)	Distracted Driving Media/Education Campaign	Distracted Driving Program Management and Communications Program
DD18-10 (06)	Distracted Driving Media Contractor	Distracted Driving Program Management and Communications Program
DD19-10 (07)	Distracted Driving Highway Safety Office Program Management	Distracted Driving Program Management and Communications Program

## 5.3.1.1 Planned Activity: Distracted Driving Media/Education Campaign

Planned activity name	Distracted Driving Media/Education Campaign
Planned activity number	DD19-10 (05)
Primary countermeasure strategy	Distracted Driving Program Management and Communications Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

related training and equipment purchases for Highway Safety Staff.

Enter intended subrecipients.

HDOT will be the only subrecipient for this planned activity.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Program Management and Communications Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	\$50,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

### 5.3.1.2 Planned Activity: Distracted Driving Media Contractor

Planned activity name	Distracted Driving Media Contractor
Planned activity number	DD18-10 (06)
Primary countermeasure strategy	Distracted Driving Program Management and Communications Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Program Management and Communications Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	\$110,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

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

Planned activity name	
Distracted Driving Highway Safety Office Program Management	

Planned activity number DD19-10 (07)

Primary countermeasure strategy Distracted Driving Program Management and Communications Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HDOT will be the only subrecipient for this planned activity.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Program Management and Communications Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Distracted Driving	\$20,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.3.2 Countermeasure Strategy: Distracted Driving Enforcement

**Program area** Distracted Driving

**Countermeasure strategy** Distracted Driving Enforcement

**Innovative countermeasure strategies** are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As part of Hawaii's Distracted Driving program, Hawaii's four county police departments will include High Visibility Cellphone/Text Messaging Enforcement in its Distracted Driving Enforcement operations. This strategy is included in NHTSA's latest edition of *Countermeasures that Work* as a Law and Enforcement Countermeasure.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without High Visibility Cellphone/Text Messaging Enforcement as a dedicated countermeasure, county police departments would not have an effective tool to deter the general public from driving distracted, especially with drivers using their cell phones. As a result, the number of distracted driving-related incidents may increase on Hawaii's roadways.

#### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Based on NHTSA's *Countermeasures That Work*, High Visibility Cellphone/Text Messaging Enforcement is a Laws and Enforcement Countermeasure Strategy to reduce distracted driving. Additionally, this strategy has a 4-star rating, which describes the strategy as "Demonstrated to be effective in certain situations."

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

##### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD19-10 (01-04)	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement	Distracted Driving Enforcement

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

Planned activity name	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement
Planned activity number	DD19-10 (01-04)
Primary countermeasure strategy	Distracted Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Hawaii's four county police departments will conduct year-round overtime High Visibility Cellphone/Text Messaging Enforcement of our mobile electronic device (MED) law (Section 291C-137, of the Hawaii Revised Statutes), which prohibits a person from operating a motor vehicle while using a MED, as well as anyone under 18 years of age to operate a motor vehicle while utilizing a hands-free MED. Furthermore, their high visibility enforcement will include additional enforcement during NHTSA's National Distracted Driving Awareness Month in April.

According to NHTSA's latest edition of *Countermeasures that Work*, like sobriety checkpoints, the objective of the High Visibility Cellphone/Text Messaging Enforcement is to deter drivers from using cell phones by increasing the perceived risk of a ticket. Police actively seek drivers using cell phones through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected.

As part of their Distracted Driving Enforcement efforts, police may include the following Communications and Outreach activities:

- Providing safety talks/presentations
- Distributing informational collateral at community events
- Working with respective radio stations for interviews and public service announcements (earned media)
- Working with respective newspaper agencies for news articles (earned media)

**Enter intended subrecipients.**

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Distracted Driving Enforcement

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Distracted Driving (FAST)	\$348,233.72	\$0.00	\$348,233.72
2016	NHTSA 402	Distracted Driving	\$58,905.00	\$0.00	\$58,905.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
KPD Stalker Message Board Trailer	1	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00

## 5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In 2016, there were 120 motor vehicle fatalities in Hawaii. Of those, 24 were motorcyclists making it one of our top priorities. We seek to reduce motorcyclist fatalities and injuries by offering basic motorcycle rider courses statewide, promoting proper riding gear and sharing the road.

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

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	6.9
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	16.7

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	MC Program Management

### 5.4.1 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities

during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Hawaii Department of Transportation's (HDOT) Traffic Safety Section and its traffic safety partners believe that proper training is one of the key elements of reducing motorcycle fatalities and injuries. Learning proper riding techniques will increase the safety of motorcycle riders.

During the training, instructors will also stress the importance of wearing proper safety equipment while riding, including helmets. We hope to increase the use of helmets, and reduce the number of unhelmeted motorcycle fatalities in Hawaii.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Providing basic and advanced motorcycle rider training is vital to reducing motorcycle fatalities and injuries on our roadways. During the training, the use of proper equipment, such as helmets, will be stressed to reduce unhelmeted fatalities.

#### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HDOT and our partners believe that providing motorcycle rider training is vital to reducing motorcycle fatalities and injuries. We will continue to monitor the number of motorcycle fatalities as well as unhelmeted motorcycle fatalities.

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC19-07 (01)	Leeward Community College	Motorcycle Rider Training
MC19-07 (02)	DOT Motorcycle Media Campaign	Motorcycle Rider Training
MC19-07 (03)	MC Program Management	MC Program Management

#### 5.4.1.1 Planned Activity: Leeward Community College

Planned activity name	Leeward Community College
Planned activity number	MC19-07 (01)
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Leeward Community College will coordinate the motorcycle training course in all four Hawaii counties. They will handle all aspects of the training, from training range maintenance as well as making sure that all motorcycle training instructors are certified. They will promote the training, conduct the training and maintain all training records.

Enter intended subrecipients.

Leeward Community College will be using the grant funds.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$13,251.88		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.4.1.2 Planned Activity: DOT Motorcycle Media Campaign

Planned activity name	DOT Motorcycle Media Campaign

Planned activity number MC19-07 (02)

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$21,000.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

## 5.4.2 Countermeasure Strategy: MC Program Management

**Program area** Motorcycle Safety

**Countermeasure strategy** MC Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Grant funds will be used to manage the grants in the motorcycle program area to provide guidance to ensure that goals will be met.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

#### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC19-07 (03)	MC Program Management	MC Program Management

#### 5.4.2.1 Planned Activity: MC Program Management

Planned activity name	MC Program Management
Planned activity number	MC19-07 (03)
Primary countermeasure strategy	MC Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation's Traffic Safety Section.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	MC Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$37,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.5 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

#### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Crash Investigation

#### 5.5.1 Countermeasure Strategy: Traffic Crash Investigation

Program area Police Traffic Services

Countermeasure strategy Traffic Crash Investigation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-01 (10)	PT Program Management	Traffic Crash Investigation
PT19-01 (01)	HPD Traffic Services	Traffic Crash Investigation
PT19-02 (02)	HCPD Traffic Services	Traffic Crash Investigation
PT19-02 (03)	MPD Traffic Serices	Traffic Crash Investigation
PT19-01 (04)	KPD Traffic Services	Traffic Crash Investigation
PT19-01 (05)	Law Enforcement Liaison	Traffic Crash Investigation
PT19-01 (06)	Traffic Safety Liaison	Traffic Crash Investigation
PT19-01 (07)	Judicary Driver Education - Lifesavers	Traffic Crash Investigation
PT19-01 (08)	DOT Traffic Branch - Lifesavers	Traffic Crash Investigation
PT19-01 (09)	DOT Traffic Branch - Traffic Safety Meetings	Traffic Crash Investigation

#### 5.5.1.1 Planned Activity: PT Program Management

Planned activity name PT Program Management

Planned activity number PT19-01 (10)

Primary countermeasure strategy Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.5.1.2 Planned Activity: HPD Traffic Services

Planned activity name HPD Traffic Services

Planned activity number PT19-01 (01)

Primary countermeasure strategy Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

The Honolulu Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Traffic Crash Investigation
------	-----------------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$141,070.00		\$0.00

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.5.1.3 Planned Activity: HCPD Traffic Services

Planned activity name	HCPD Traffic Services
Planned activity number	PT19-02 (02)
Primary countermeasure strategy	Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

The Hawaii County Police Department.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Crash Investigation

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$109,840.00		\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.5.1.4 Planned Activity: MPD Traffic Serices

Planned activity name: MPD Traffic Serices

Planned activity number: PT19-02 (03)

Primary countermeasure strategy: Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Maui Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$122,300.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.5 Planned Activity: KPD Traffic Services

Planned activity name KPD Traffic Services

Planned activity number PT19-01 (04)

Primary countermeasure strategy Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Kauai Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$85,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.5.1.6 Planned Activity: Law Enforcement Liaison

**Planned activity name** Law Enforcement Liaison  
**Planned activity number** PT19-01 (05)  
**Primary countermeasure strategy** Traffic Crash Investigation

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

The Hawaii Department of Transportation contractor Robert Lung.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019 Traffic Crash Investigation

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$88,440.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.5.1.7 Planned Activity: Traffic Safety Liaison

Planned activity name	Traffic Safety Liaison
Planned activity number	PT19-01 (06)
Primary countermeasure strategy	Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$35,000.00		\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.1.8 Planned Activity: Judiciary Driver Education - Lifesavers

Planned activity name Judiciary Driver Education - Lifesavers

Planned activity number PT19-01 (07)

Primary countermeasure strategy Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Hawaii State Judiciary's Driver Education (violation) program will use grant funds to send two of their instructors to the national Lifesavers Conference to gain a better understanding of traffic safety. This will be incorporated into what is taught at the Judiciary's driver education classes for violators of Hawaii's traffic laws.

Enter intended subrecipients.

Hawaii State Judiciary.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$8,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.5.1.9 Planned Activity: DOT Traffic Branch - Lifesavers

Planned activity name	DOT Traffic Branch - Lifesavers
Planned activity number	PT19-01 (08)
Primary countermeasure strategy	Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation's Traffic Branch.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,500.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

Planned activity name DOT Traffic Branch - Traffic Safety Meetings

Planned activity number PT19-01 (09)

Primary countermeasure strategy Traffic Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Hawaii Department of Transportation's Traffic Branch.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Crash Investigation

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$37,860.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

#### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
-------------	--------------------------	-----------------------------------	-----------------	----------------------------------

2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	4.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	50.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Pedestrian Enforcement
2019	Targeted Bicycle Enforcement
2019	Pedestrian Safety Campaign
2019	Pedestrian & Bicycle Safety Training

### 5.6.1 Countermeasure Strategy: Targeted Pedestrian Enforcement

**Program area** Non-motorized (Pedestrians and Bicyclist)

**Countermeasure strategy** Targeted Pedestrian Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-08 (01)	HPD Pedestrian Enforcement	Targeted Pedestrian Enforcement

#### 5.6.1.1 Planned Activity: HPD Pedestrian Enforcement

Planned activity name	HPD Pedestrian Enforcement
Planned activity number	PS19-08 (01)
Primary countermeasure strategy	Targeted Pedestrian Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Honolulu Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Pedestrian Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$124,730.55		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Targeted Bicycle Enforcement

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Targeted Bicycle Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

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

Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-08 (02)	HPD Bicycle Enforcement	Targeted Bicycle Enforcement

#### 5.6.2.1 Planned Activity: HPD Bicycle Enforcement

Planned activity name	HPD Bicycle Enforcement
Planned activity number	PS19-08 (02)
Primary countermeasure strategy	Targeted Bicycle Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
**[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
**[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Honolulu Police Department will grant funds to conduct approximately 500 hours of targeted enforcement of appropriate traffics laws by both bicyclists and motorists to increase compliance and reduce fatalities. Enforcement activities will be conducted on state and county roadways where fatalities or serious injury collision have occurred and other areas of concern.

Enter intended subrecipients.

The Honolulu Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Targeted Bicycle Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$41,576.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.6.3 Countermeasure Strategy: Pedestrian Safety Campaign

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Pedestrian Safety Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-08 (08)	DOT Pedestrian Media Campaign	Pedestrian Safety Campaign

#### 5.6.3.1 Planned Activity: DOT Pedestrian Media Campaign

Planned activity name	DOT Pedestrian Media Campaign
Planned activity number	PS19-08 (08)
Primary countermeasure strategy	Pedestrian Safety Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Pedestrian Safety Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$200,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

No records found.

5.6.4 Countermeasure Strategy: Pedestrian & Bicycle Safety Training

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Pedestrian & Bicycle Safety Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Education, along with enforcement, is a key component to reducing fatalities and injuries. In addition to reminding pedestrians and bicyclists of the appropriate traffic laws, education provide them with safety tips and techniques.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Bicycle safety education is a strategy that is included in NHTSA's Countermeasures that Work document. It received a one star rating for effectiveness.

Pedestrian gap acceptance training to help pedestrians learn to make better road crossing decisions, which may reduce the incidence of crossing-related injuries and fatalities is also a strategy in the Countermeasures that Work document. It also received a one star rating.

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-08 (03)	DTS Bicycle Safety	Pedestrian & Bicycle Safety Training
PS19-08 (04)	Kauai PATH	Pedestrian & Bicycle Safety Training
PS19-08 (06)	DTS Pedestrian Safety	Pedestrian & Bicycle Safety Training

#### 5.6.4.1 Planned Activity: DTS Bicycle Safety

Planned activity name	DTS Bicycle Safety
Planned activity number	PS19-08 (03)
Primary countermeasure strategy	Pedestrian & Bicycle Safety Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The City & County of Honolulu's Department of Transportation Services will send two traffic safety representatives to the National Bike Summit Conference to find innovative ways to improve bicycle safety. They will accomplish this by networking with peers and participating in workshops to find innovative strategies that can be implemented in Hawaii to reduce bicycle fatalities and injuries.

**Enter intended subrecipients.**

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

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian & Bicycle Safety Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Training	\$8,000.00		

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.4.2 Planned Activity: Kauai PATH**

Planned activity name	Kauai PATH
Planned activity number	PS19-08 (04)
Primary countermeasure strategy	Pedestrian & Bicycle Safety Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Kauai PATH program will use grant funds to conduct a minimum of four bicycle safety classes for adults in the County of Kauai. League of American Bicyclists certified instructors will conduct Bicycling Skills for Adults trainings that will cover a range of bicycle handling skills riders to to ride safely and legally in traffic. Additionally, their instructors will host Youth Bicycling Skills training rodeos that will focus on age-appropriate bicycling and protective skills.

Enter intended subrecipients.

Kauai PATH

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian & Bicycle Safety Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$4,900.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

### 5.6.4.3 Planned Activity: DTS Pedestrian Safety

Planned activity name	DTS Pedestrian Safety
Planned activity number	PS19-08 (06)

Primary countermeasure strategy Pedestrian & Bicycle Safety Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The City & County of Honolulu's Department of Transportation Services will use grant funds to conduct traffic safety education programs such as their Be Safe Be Seen Halloween safety program. Grant funds will be used to print 80,000 pedestrian safety tip booklets that will be distributed, prior to Halloween, to elementary school students statewide.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian & Bicycle Safety Training

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$19,726.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.7 Program Area: Traffic Records

**Program area type** Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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

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

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

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

Revision of the Statewide MVAR/Electronic MVAR

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

Electronic Citations

Wanting to improve upon timeliness, accuracy, completeness and integration of citation information, the HTRCC determined that implementation of an electronic citation system would help rectify numerous deficiencies the police departments and the Judiciary contend with, which sometimes lead to dismissal of traffic citations. The electronic citation project looks to

improve the time for citation data taken from the field by the police officer to get to the citation database located in the Judiciary. In addition, the following performance measures may be used in determining measurable progress in this project:

- Completeness in citations, which will result in a reduction in case dismissals due to citation discrepancies;
- Timeliness from issuance of e-citation by the police officer to the date the citation is entered into the Judiciary Information Management System (JIMS); and/or
- Timeliness in issuance of an e-citation from first contact with the traffic violator

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

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

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

Although available data sources describe a wide continuum of motor vehicle crashes, none of them can singularly capture the circumstances of the crashes and the ultimate medical and financial consequences of resulting injuries. The MVARs, for example, describe crash conditions (time of day, posted speed limits, seat belt use, driver age, etc.), but have only rudimentary information of injury severity and medical disposition. EMS reports provide improvements in those regards but have no information on hospital treatments, length of stay and associated medical charges. In turn, Hawaii Health Information Corporation (HHIC) data from inpatient records and hospital emergency department abstracts cannot describe crash conditions or use of passenger restraints or protective clothing. These data sources need to be linked to provide the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate the related injuries.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TR Program Management
2019	Improve the State's Traffic Records System

#### 5.7.1 Countermeasure Strategy: TR Program Management

<b>Program area</b>	Traffic Records
<b>Countermeasure strategy</b>	TR Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Traffic Records Program Management includes coordination of the Hawaii Traffic Records Coordinating Committee (HTRCC) and paying the salary for the Traffic Records Coordinator.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-PM	Traffic Records Program Management	TR Program Management

### 5.7.1.1 Planned Activity: Traffic Records Program Management

Planned activity name	Traffic Records Program Management
Planned activity number	TR-PM
Primary countermeasure strategy	TR Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TR Program Management

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$80,000.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

**Program area** Traffic Records

**Countermeasure strategy** Improve the State's Traffic Records System

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

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

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

### Revision of the Statewide MVAR/Electronic MVAR

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

### Electronic Citations

Wanting to improve upon timeliness, accuracy, completeness and integration of citation information, the HTRCC determined that implementation of an electronic citation system would help rectify numerous deficiencies the police departments and the Judiciary contend with, which sometimes lead to dismissal of traffic citations. The electronic citation project looks to improve the time for citation data taken from the field by the police officer to get to the citation database located in the Judiciary. In addition, the following performance measures may be used in determining measurable progress in this project:

- Completeness in citations, which will result in a reduction in case dismissals due to citation discrepancies;
- Timeliness from issuance of e-citation by the police officer to the date the citation is entered into the Judiciary Information Management System (JIMS); and/or
- Timeliness in issuance of an e-citation from first contact with the traffic violator

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

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

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

Although available data sources describe a wide continuum of motor vehicle crashes, none of them can singularly capture the circumstances of the crashes and the ultimate medical and financial consequences of resulting injuries. The MVARs, for example, describe crash conditions (time of day, posted speed limits, seat belt use, driver age, etc.), but have only rudimentary information of injury severity and medical disposition. EMS reports provide improvements in those regards but have no information on hospital treatments, length of stay and associated medical charges. In turn, Hawaii Health Information Corporation (HHIC) data from inpatient records and hospital emergency department abstracts cannot describe crash conditions or use of passenger restraints or protective clothing. These data sources need to be linked to provide the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate the related injuries.

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

National Conference

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

#### HTRCC Meetings

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

#### FARS Analyst

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

#### **Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

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

### Evidence of effectiveness

#### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

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

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### **Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-II	E-Citations	Improve the State's Traffic Records System
TR-I	MVAR Revision/Electronic MVAR	Improve the State's Traffic Records System
TR-III	Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records	Improve the State's Traffic Records System
TR-V	Motor Vehicle Crash Data Linkage	Improve the State's Traffic Records System
TR-VIII	FARS Analyst	Improve the State's Traffic Records System
TR-IX	HTRCC Meetings	Improve the State's Traffic Records System
TR-X	Traffic Records Forum	Improve the State's Traffic Records System

#### 5.7.2.1 Planned Activity: E-Citations

<b>Planned activity name</b>	E-Citations
<b>Planned activity number</b>	TR-II
<b>Primary countermeasure strategy</b>	Improve the State's Traffic Records System

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

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

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

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

- Work with the vendor to issue electronic citation equipment to officers in the field;
- Work with the vendor to build and/or update interfaces and user licenses for the Departments of the Prosecuting Attorney in Maui County and the City & County of Honolulu; the Maui Police Department (MPD); the Honolulu Police Department (HPD); and the Judiciary to access the e-citation system;
- Work with vendors to integrate each police department's RMS with the e-citation system; and
- Ensure that vehicle registration and driver's license information is scanning correctly and autopopulating the e-citations.

#### Enter intended subrecipients.

Subrecipients will include the Maui Police Department, Honolulu Police Department, the County of Maui Department of the Prosecuting Attorney, the City & County of Honolulu Department of the Prosecuting Attorney, the Judiciary and the Department of Motor Vehicles.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405c Data Program	405c Data Program (FAST)	\$408,330.00		

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.2.2 Planned Activity: MVAR Revision/Electronic MVAR

Planned activity name	MVAR Revision/Electronic MVAR
Planned activity number	TR-I
Primary countermeasure strategy	Improve the State's Traffic Records System

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

- Update the statewide MVAR and Reference Manual;
- Work with their respective RMS vendors to update the electronic version of the MVAR in their systems; and
- Provide training or training materials to law enforcement agencies on how to complete the updated MVAR.

**Enter intended subrecipients.**

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

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

<b>Planned activity name</b>	Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records
<b>Planned activity number</b>	TR-III
<b>Primary countermeasure strategy</b>	Improve the State's Traffic Records System

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger**

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

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

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

- Work with the consultant to develop and build the new SHACA system;
- Work together to create interfaces between the police departments and SHACA;
- Enter prior years' crash reports into SHACA so that crash data will be up to date;
- Purchase of Toughbook computers for the Hawaii County Police Department to enter crash data and other traffic-related information into their RMS; and
- Work with traffic safety partners to identify data analysis needs.

#### Enter intended subrecipients.

Subrecipients will include the Hawaii Department of Transportation's Traffic Safety Section and the four county police departments.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$195,938.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
------	----------	----------------	------------	----------------------	-------------	------------

No records found.

## 5.7.2.4 Planned Activity: Motor Vehicle Crash Data Linkage

<b>Planned activity name</b>	Motor Vehicle Crash Data Linkage
<b>Planned activity number</b>	TR-V
<b>Primary countermeasure strategy</b>	Improve the State's Traffic Records System

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Although available data sources describe a wide continuum of motor vehicle crashes, none of them can singularly capture the circumstances of the crashes and the ultimate medical and financial consequences of resulting injuries. The MVARs, for example, describe crash conditions (time of day, posted speed limits, seat belt use, driver age, etc.), but have only rudimentary information of injury severity and medical disposition. EMS reports provide improvements in those regards but have no information on hospital treatments, length of stay and associated medical charges. In turn, Hawaii Health Information Corporation (HHIC) data from inpatient records and hospital emergency department abstracts cannot describe crash conditions or use of passenger restraints or protective clothing. These data sources need to be linked to provide the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate the related injuries. (Because crash reports are not up to date in the Hawaii Department of Transportation's crash database, linkage of EMS reports to HHIC inpatient/emergency department records is conducted first; crash reporting data is linked as they become available.)

With impaired driving being a contributing factor in more than half of Hawaii's traffic fatalities, it is vital that toxicology data and results are incorporated into crash data analysis. Funding will also be used to acquire the toxicology data from the private laboratories in Hawaii and linked with HHIC crash data.

As part of this planned activity, the subrecipient will:

- Acquire linked toxicology results and inpatient records/emergency department abstracts from HHIC;
- Conduct analysis of linked data for use in traffic safety problem identification, monitoring and evaluation; and
- Link EMS reports and HHIC data with Motor Vehicle Accident Report (MVAR) crash data, if updated MVAR crash data is available.

#### Enter intended subrecipients.

The only subrecipient will be the Hawaii State Department of Health.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$60,000.00		

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.2.5 Planned Activity: FARS Analyst

Planned activity name	FARS Analyst
Planned activity number	TR-VIII
Primary countermeasure strategy	Improve the State's Traffic Records System

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,000.00		

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.2.6 Planned Activity: HTRCC Meetings

Planned activity name	HTRCC Meetings
Planned activity number	TR-IX
Primary countermeasure strategy	Improve the State's Traffic Records System

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations]

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

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

The HTRCC also includes an E-Citation Subcommittee that includes agencies that are directly involved with the e-citation pilot project. This subcommittee meets as frequently as needed to stay updated on happenings with the pilot project and to help discuss next steps, as well as to resolve issues.

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

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

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$28,886.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.7.2.7 Planned Activity: Traffic Records Forum

Planned activity name	Traffic Records Forum
Planned activity number	TR-X
Primary countermeasure strategy	Improve the State's Traffic Records System

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

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

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the State's Traffic Records System

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$55,289.00		

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.8 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speed enforcement is a top priority of Hawaii's four county police departments as it continued to be one of the top contributors to motor vehicle fatalities.

The Hawaii Department of Transportation will use grant funds to enforce the speeding laws; conduct high visibility checkpoints and stealth operations; and curb speeding and aggressive driving.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	6.1

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	SC Communication Campaign

### 5.8.1 Countermeasure Strategy: Sustained Enforcement

**Program area** Speed Management

**Countermeasure strategy** Sustained Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High visibility enforcement has been proven to be effective in reducing speeding which is vital in reducing speed-related motor vehicle fatalities and injuries.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

High visibility enforcement has been proven to be effective in reducing speeding which is vital in reducing speed-related motor vehicle fatalities and injuries.

The Hawaii Department of Transportation will monitor Hawaii's FARS data, our State crash data, our observational usage rates data as well as our attitudinal survey to monitor our occupant protection program progress to identify weaknesses. We will regularly review the data to identify trends and reallocate resources accordingly.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High visibility enforcement is included in NHTSA's Countermeasures that Work document. It received a two star rating for effectiveness.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC18-06 (01)	PD Speed Enforcement	Sustained Enforcement

### 5.8.1.1 Planned Activity: PD Speed Enforcement

Planned activity name	PD Speed Enforcement
Planned activity number	SC18-06 (01)
Primary countermeasure strategy	Sustained Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Hawaii Department of Transportation will issue grants to the four county police departments to conduct overtime speed enforcement to reduce motor vehicle fatalities and injuries.

**Enter intended subrecipients.**

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

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Sustained Enforcement

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$1,010,426.15		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.8.2 Countermeasure Strategy: SC Communication Campaign

**Program area** Speed Management

**Countermeasure strategy** SC Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Hawaii Department of Transportation (HDOT) will use grant funds to conduct a media campaign to support the police department's enforcement efforts.

We will monitor the effectiveness of the media campaign by conducting two attitudinal surveys during the FFY 2019 grant period. We will also review the FARS data, State data to track the number of speed-related fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

We will monitor the effectiveness of the media campaign by conducting two attitudinal surveys during the FFY 2019 grant period. We will also review the FARS data, State data to track the number of speed-related fatalities.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Speeding communications and outreach campaigns is listed as a strategy in NHTSA's Countermeasures that Work document. It received a one star rating for effectiveness.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC19-06 (02)	HDOT Speed Media Campaign	SC Communication Campaign

#### 5.8.2.1 Planned Activity: HDOT Speed Media Campaign

Planned activity name	HDOT Speed Media Campaign
Planned activity number	SC19-06 (02)
Primary countermeasure strategy	SC Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The HDOT.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SC Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Speed Management (FAST)	\$25,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

### 5.8.2.2 Planned Activity: SC Program Management

**Planned activity name** SC Program Management  
**Planned activity number** SC19-06 (03)  
**Primary countermeasure strategy** SC Communication Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Enter intended subrecipients.**

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

No records found.

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------	-------------	----------------	-----------------------	--------------------------	--------------	---------------

No records found.

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.9 Program Area: Emergency Medical Services

**Program area type** Emergency Medical Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Our goal for Federal Fiscal Year 2019 is to purchase a minimum of three cordless extrication equipment sets, one for the Honolulu Fire Department and two for the Hawaii Fire Department. The equipment will reduce the amount of time it takes to safely extricate crash victims from motor vehicles.

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

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1.9

### Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	EMS Program Management
2019	EMS Equipment Purchase

### 5.9.1 Countermeasure Strategy: EMS Program Management

**Program area** Emergency Medical Services

**Countermeasure strategy** EMS Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM19-04 (03)	EMS Program Management	EMS Equipment Purchase

## 5.9.2 Countermeasure Strategy: EMS Equipment Purchase

Program area	Emergency Medical Services
Countermeasure strategy	EMS Equipment Purchase

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM19-04 (01)	HFD Equipment Purchase	EMS Equipment Purchase
EM19-04 (02)	HCFD Equipment Purchase	EMS Equipment Purchase
EM19-04 (03)	EMS Program Management	EMS Equipment Purchase

#### 5.9.2.1 Planned Activity: HFD Equipment Purchase

Planned activity name	HFD Equipment Purchase

Planned activity number EM19-04 (01)

Primary countermeasure strategy EMS Equipment Purchase

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

The Honolulu Fire Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	EMS Equipment Purchase
------	------------------------

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$90,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Cordless Extrication Set	2	\$45,000.00	\$90,000.00	\$45,000.00	\$90,000.00

## 5.9.2.2 Planned Activity: HCFD Equipment Purchase

Planned activity name	HCFD Equipment Purchase
Planned activity number	EM19-04 (02)
Primary countermeasure strategy	EMS Equipment Purchase

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Hawaii County Fire Department will use grant funds to purchase three cordless extrication sets would enhance the initiation of life saving measures that move toward positive patient outcomes. The three extrication sets will be used in

rural areas of the county, which are often far from medical centers/hospitals. Also, the rural terrain (lava fields, ravines, cliffs, etc.) make traditional extrication systems too difficult to set up as quickly as the cordless sets.

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

Enter intended subrecipients.

Hawaii County Fire Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	EMS Equipment Purchase

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$96,943.45		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Hurst 2700E2 Edraulic Cutter Package	3	\$32,314.52	\$96,943.56	\$32,314.52	\$96,943.56

### 5.9.2.3 Planned Activity: EMS Program Management

Planned activity name	EMS Program Management
Planned activity number	EM19-04 (03)
Primary countermeasure strategy	EMS Equipment Purchase

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HDOT's Highway Safety Section staff.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	EMS Program Management
2019	EMS Equipment Purchase

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Planning and Administration (FAST)	\$5,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

#### Program Overview

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

- t Identifying the state's most significant traffic safety problems;
- t Prioritizing problems and developing methods for the distribution of funds;
- t Developing the annual Highway Safety Plan (HSP);
- t Selecting individual projects to be funded;
- t Evaluating accomplishments;
- t Increasing public awareness and community support;
- t Participating on various traffic safety committees and task forces;
- t Organizing traffic safety groups;
- t Coordinating statewide public information and education programs; and
- t Generally promoting and coordinating traffic safety in Hawaii.

#### Goals & Performance Measures

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

- t Develop a coordinated HSP/Performance Plan by July 2, 2018.
- t Maintain and update, as needed, an evidence-based traffic safety enforcement plan that outlines strategies and initiatives to prevent traffic violations; crashes; and crash fatalities and injuries in program areas and locations most at risk for such incidents.
- t Law enforcement are strongly encouraged to use evidence-based strategies identified in Countermeasures-That-Work or other best available research such as high-visibility enforcement, saturation patrols and special operations.
- t Adjustments may be made to this enforcement plan based upon continuous evaluation and monitoring of traffic-related data.
- t Communication and educational elements will be implemented to support enforcement efforts.
- t Develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the plan.
- t Conduct an active public awareness and community support program during Federal Fiscal Year (FFY) 2019.
- t Support highway safety legislation.
- t Develop the Annual Report for FFY 2019 by December 31, 2019.
- t Utilize all available means for improving and promoting the Hawaii traffic safety program.

**Planned Activities in the Planning & Administration**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA19-00 (01)	Program Administration	
PA19-00 (02)	Fiscal Coordinator	

**5.10.1 Planned Activity: Program Administration**

<b>Planned activity name</b>	Program Administration
<b>Planned activity number</b>	PA19-00 (01)
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

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

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

Countermeasure strategies in planned activities

## Fiscal Year Countermeasure Strategy Name

No records found.

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$135,000.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

## 5.10.2 Planned Activity: Fiscal Coordinator

Planned activity name Fiscal Coordinator

Planned activity number PA19-00 (02)

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

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

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

No records found.

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$68,000.00		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**6 Evidence-based Traffic Safety Enforcement Program (TSEP)**

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC18-06 (01)	PD Speed Enforcement	Sustained Enforcement
OP19-05 (01)	OP Sustained Enforcement	OP Sustained Enforcement
PS19-08 (02)	HPD Bicycle Enforcement	Targeted Bicycle Enforcement
PS19-08 (01)	HPD Pedestrian Enforcement	Targeted Pedestrian Enforcement
DD19-10 (01-04)	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement	Distracted Driving Enforcement
AL19-02 (01)	Impaired Driving Enforcement	Impaired Driving Enforcement

**Analysis**

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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

We believe that the projects we have chosen best aligns with our goals for each of our performance measures and will reduce the number of fatalities and injuries caused by motor vehicle crashes in Hawaii.

Enter explanation of the deployment of resources based on the analysis performed.

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

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

## 7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

OP Sustained Enforcement  
 Impaired Driving Prosecution and Adjudication  
 Impaired Driving Enforcement  
 High Visibility Cellphone/Text Messaging Enforcement  
 Distracted Driving Enforcement

### HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (01)	OP Sustained Enforcement	OP Sustained Enforcement
DD19-10 (01-04)	Distracted Driving High Visibility Cellphone/Text Messaging Enforcement	Distracted Driving Enforcement
AL19-02 (01)	Impaired Driving Enforcement	Impaired Driving Enforcement

## 8 405(b) Occupant Protection Grant

## Occupant protection information

405(b) qualification status: High seat belt use rate State

## Occupant protection plan

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

### Program Area

Occupant Protection (Adult and Child Passenger Safety)

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

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

### Agencies planning to participate in CIOT

#### Agency

Honolulu Police Department

Hawaii Police Department

Maui Police Department

Kauai Police Department

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

## Enforcement Plans

Hawaii will participate in the May 2019 Click It or Ticket (CIOT) national mobilization. Hawaii's planned participation includes a high visibility enforcement campaign which will be supported by a strong media and education campaign.

All four of Hawaii's police departments will participate in the CIOT national mobilization during FFY 2019. Combined, the four county police departments will be able to cover 100 percent of the state's population.

In addition to participating in the May 2019 mobilization, all four county police departments will continue to conduct year-round enforcement of Hawaii's universal seat belt and child restraint laws. They will focus their enforcement efforts in areas with continued low usage rates, as identified in our annual observational survey.

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

During federal fiscal year 2017, the four county police departments collectively issued xxx of (grant & county funded) seat belt citations and xxx (grant & county funded) child safety seat citations.

## Media and Education

Hawaii will continue to conduct a statewide paid media campaign to promote the seat belt and child restraint laws during the May 2019 CIOT mobilization and year round. We have budgeted \$100,000 for the statewide media campaign that will include radio, television and movie theater spots.

So supplement the paid media campaign, HDOT will work with local media to inform the public about the risks and costs of motor vehicle crashes and the benefits of increased occupant protection use. HDOT will conduct a minimum of one media event prior to the beginning of the mobilization. We will also distribute news releases to media statewide to remind the public about the mobilization.

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

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

#### Child restraint inspection stations

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

##### Countermeasure Strategy Name

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

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-04 (02)	Maui Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (03)	Oahu Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (05)	Hawaii County Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (06)	Hawaii Fire Department Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (0104)	Kauai Police Department Occupant Protection	Child Restraint System Inspection Station(s)
OP19-05 (09)	DOT CPS Media Campaign	CPS Communication Campaign
OP19-05 (10)	CPS Training	CPS Training - Instructor and Technician

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

Planned inspection stations and/or events: 80

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

Populations served - urban 18

Populations served - rural 5

Populations served - at risk 23

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

**Child passenger safety technicians**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

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

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-05 (03)	Oahu Child Restraint Program	Child Restraint System Inspection Station(s)
OP19-05 (10)	CPS Training	CPS Training - Instructor and Technician

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

Estimated total number of classes 4  
 Estimated total number of technicians 40

**Maintenance of effort**

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

**9 405(c) - State Traffic Safety Information System Improvement Grant**

Traffic records coordinating committee (TRCC)

**Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.**

**Meeting Date**

- 7/20/2017
- 9/26/2017
- 11/14/2017
- 1/18/2018
- 3/22/2018
- 5/17/2018
- 6/15/2018

**Enter the name and title of the State's Traffic Records Coordinator**

Name of State's Traffic Records Coordinator: Karen Kahikina

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

**Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.**

**Hawaii Traffic Records Coordinating Committee**

**Membership Roster**

The Hawaii Traffic Records Coordinating Committee is comprised of the following representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor carrier agencies and organizations that represent the core safety databases (crash, citation/adjudication, driver, emergency medical services/injury surveillance system, roadway and vehicle):

<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Function/Area of Responsibility</b>	<b>Core Safety Database</b>
Richard Akana	Engineer	Department of Transportation Planning Branch	Roadway Inventory	Roadway
Kari Benes	Traffic Safety Coordinator	Department of Health EMS & Injury Prevention System Branch	HEMSIS/NEMSIS EMS/Injury Motor Vehicle Accident Report (MVAR) Revisions	EMS/Injury Surveillance System
Susan Chang	Motor Carrier Safety Supervisor	Department of Transportation Motor Vehicle Safety Office	MVAR Revisions	Driver Vehicle
Patrick Chau	IT Manager	Honolulu Police Department IT Division	E-Citations Electronic transfer of MVAR Electronic MVAR	Crash Citation/ Adjudication

Name	Title	Organization	Function/Area of Responsibility	Core Safety Database
Calvin Ching	Deputy Chief Court Administrator	Judiciary District Court of the 1st Circuit	E-Citations	Citation/ Adjudication
Byron Fujieda	Deputy Prosecutor	Department of the Prosecuting Attorney County of Maui	E-Citations	Citation/ Adjudication
Dan Galanis	Epidemiologist	Department of Health Injury Prevention and Control	HEMSIS/NEMSIS HHIC Motor Vehicle Crash Data Linkage	Crash EMS/Injury Surveillance System
William Gannon	Lieutenant	Maui Police Department Traffic Division	E-Citations Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash Citation/ Adjudication
Scott Haneberg	Motor Vehicle Safety Administrator	Department of Transportation Motor Vehicle Safety Office	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Driver Vehicle
Jan Higaki	Traffic Safety Engineer Supervisor	Department of Transportation Highways Division Traffic Branch	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash
Sean Hiraoka	Engineer	Department of Transportation Highways Division Construction & Maintenance Branch	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash
Wade Isobe	Section Leader for Driver's Licensing/CDL System	City & County of Honolulu Department of Information Technology	E-Citations Electronic MVAR	Crash Citation/ Adjudication
Karen Kahikina	Highway Safety Specialist/TRCC Coordinator	Department of Transportation Highways Division Highway Safety Section	TRCC Coordinator E-Citations Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash Citation/ Adjudication
Wayne Kaneshiro	Highway Engineer (Tech Deploy)	Federal Highway Administration	MVAR Revisions	Roadway

Name	Title	Organization	Function/Area of Responsibility	Core Safety Database
Norren Kato	Planner VII	Department of Transportation	Traffic data Research	Roadway
		Statewide Transportation Planning		
Lance Kaupalolo	Sergeant	Maui Police Department	E-Citations	Crash
		IT Division	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Citation/ Adjudication
Torey Keltner	Traffic Services Program Manager	Hawaii County Police Department	E-Citations	Crash
		Traffic Services	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Citation/ Adjudication
Mark Kikuchi	Traffic Division Chief	City & County of Honolulu	Electronic MVAR MVAR Revisions	Roadway
		Department of Transportation Services		
		Traffic Engineering Division		
Gabriel Kira	Sergeant	Honolulu Police Department	E-Citations	Crash
		Traffic Division	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Citation/ Adjudication
Jeen Kwak	Deputy Prosecutor	Department of the Prosecuting Attorney	E-Citations	Citation/ Adjudication
		City & County of Honolulu		
Robert Lung	Law Enforcement Liaison/TRCC Chairperson		TRCC Chairperson E-Citations Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash Citation/ Adjudication
John McAuliffe	Highway Safety Specialist (FARS)	Department of Transportation	Electronic transfer of MVAR	Crash
		Highways Division	Electronic MVAR	
		Highway Safety Section	MVAR Revisions	
Stephen McCormick	Division Administrator	Federal Motor Carrier Safety Administration	MVAR Revisions	Driver Vehicle

Name	Title	Organization	Function/Area of Responsibility	Core Safety Database
Dana Nakasato	JIMS Specialist	Judiciary	E-Citations	Citation/ Adjudication
Mai Nguyen Van	JIMS Program Manager	Judiciary	E-Citations	Citation/ Adjudication
Ryan Nishibun	Major	Honolulu Police Department Traffic Division	E-Citations Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash Citation/ Adjudication
Nilda Ocreto	Financial Responsibility Supervisor	City & County of Honolulu Department of Customer Services Motor Vehicle, Licensing and Permits Division	E-Citations Electronic MVAR	Driver Vehicle
Korin Okada	Court Administrator	Judiciary Traffic Violations Bureau	E-Citations	Citation/ Adjudication
Kiana Otsuka	Planning Analyst	Oahu Metropolitan Planning Organization	Traffic data Research	Roadway
Robert Pauole	Sergeant	Hawaii County Police Department Records Division	Electronic transfer of MVAR Electronic MVAR	Crash Citation/ Adjudication
Robert Sequeira	IT Manager	Department of Transportation Highways Division Engineering Services Office	Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash
Renee Sonobe- Hong	Deputy Director of Law Enforcement	Department of Public Safety	E-Citations	Citation/ Adjudication
Jon Takamura	Lieutenant	Kauai Police Department Traffic Services	E-Citations Electronic transfer of MVAR Electronic MVAR MVAR Revisions	Crash Citation/ Adjudication
Kevin Thornton	Director of IT and Systems	Judiciary	E-Citations	Citation/ Adjudication

Name	Title	Organization	Function/Area of Responsibility	Core Safety Database
George Tran	Chief Adjudicator	Administrative Driver's License Revocation Office	ADLRO Ignition Interlock Database	Citation/Adjudication
Shaun Ueda	Traffic Engineer I	City & County of Honolulu Department of Transportation Services Traffic Engineering Division	Electronic MVAR MVAR Revisions	Roadway
Frank Wegesend	JIMS Business Analyst	Judiciary	E-Citations	Citation/Adjudication
Guohui Zhang	Assistant Professor	University of Hawaii at Manoa Department of Civil and Environmental Engineering	Traffic data Research	Crash Roadway

## State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

### Documents Uploaded

2DTC-17-522699 (Time Missing).pdf

2DTC-18-663782 (Time Included).pdf

FAST Act HI\_FY19\_405c.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

## Hawaii Highway Safety Data and Traffic Records System

### Assessment Recommendations

Hawaii's most recent Highway Safety Data and Traffic Records System Assessment took place from December 2016 through March 2017, with the final report provided to our State on April 3, 2017.

The following is a list of the recommendations from the assessment.

#### Crash Recommendations

*Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Vehicle Recommendations**

*Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Driver Recommendations**

*Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Roadway Recommendations**

*Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Citation/Adjudication Recommendations**

*Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**EMS/Injury Surveillance Recommendations**

*Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

*Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

**Crash Recommendations**

*Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will address this recommendation. The Hawaii Department of Transportation's (HDOT) Traffic Safety Section is in the process of developing a new crash database that will improve the procedures and process flows for the Crash data system. The implementation of statewide electronic crash reporting should also improve process flows of Motor Vehicle Accident Reports (MVAR) from the county police departments to HDOT.

HSP Projects: HDOT Systems Update Project [TR19-03 (01-S-01)]

Honolulu Police Department Traffic Records Grant [TR19-03 (02-O-01)]

Hawaii County Police Department Traffic Records Grant [TR19-03 (03-H-01)]

Maui Police Department Traffic Records Grant [TR19-03 (04-M-01)]

Kauai Police Department Traffic Records Grant [TR19-03 (05-K-01)]

Performance measures:

Number of crash records electronically transferred from police departments to HDOT

Time it takes for crash records to be transferred from police departments to HDOT

Time it takes for crash records to be edited and input into HDOT's crash reporting system, once received from police departments [At the current time, HDOT's Traffic Accident Reporting System has no connectivity to any intranet or internet, which means that crash data can only be manually inputted. This will change with the development and implementation of HDOT's new State of Hawaii Advanced Crash Analysis (SHACA) system.]

Time it takes for crash data to be available for analysis and traffic safety-related projects

*Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will address this recommendation. With the new SHACA system, the county police departments will interface with HDOT. As the system is developed in FFY 2019, HDOT and its vendor will be working to build the system and interfaces. HDOT's SHACA system will eventually interface with roadway inventory data. However, there are no plans at this time to interface the crash data system with the driver and/or vehicle systems.

HSP Projects: HDOT Systems Update Project [TR19-03 (01-S-01)]

Performance measures:

Number of crash records electronically transferred from police departments to HDOT

Time it takes for crash records to be transferred from police departments to HDOT

*Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will address this recommendation. The new SHACA system will include validation rules and system checks that will solve data management problems such as incomplete and inaccurate data. Data quality control is also discussed and addressed during Hawaii Traffic Records Coordinating Committee (HTRCC) meetings when issues arise.

HSP Projects: HDOT Systems Update Project [TR19-03 (01-S-01)]

Honolulu Police Department Traffic Records Grant [TR19-03 (02-O-01)]

Hawaii County Police Department Traffic Records Grant [TR19-03 (03-H-01)]

Maui Police Department Traffic Records Grant [TR19-03 (04-M-01)]

Kauai Police Department Traffic Records Grant [TR19-03 (05-K-01)]

Program Management [TR19-03 (13-S-01) PM]

Performance measures:

Completeness of crash reports in HDOT's crash reporting system

Accuracy of crash reports in HDOT's crash reporting system

### **Citation/Adjudication Recommendations**

*Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will address this recommendation. The Maui Police Department is currently conducting an e-citation pilot project that will help the county and State to evaluate the benefits, challenges and issues associated with an e-citation system. The Honolulu Police Department will be conducting a similar pilot project on Oahu. As part of the pilot project, the police departments may need to interface with vehicle and driver systems to autopopulate fields on the e-citations. At the very least, the pilot project will help determine what interfaces may be needed with a more permanent system. At this time, autopopulation of the data into the e-citations is done through scanning of bar codes on driver's licenses and vehicle registrations. Maui Police Department is also working to interface its Records Management System with the e-citation repository.

HSP Projects: Honolulu Police Department Traffic Records Grant [TR19-03 (02-O-01)]

Maui Police Department Traffic Records Grant [TR19-03 (04-M-01)]

Judiciary Citation Software [TR19-03 (07-S-01)]

Maui Prosecutor's Office – Traffic Records Program [TR19-03 (09-M-01)]

Honolulu Prosecutor's Office – Traffic Records Program [TR19-03 (11-O-01)]

Department of Motor Vehicles – Bar Coding Project [TR19-03 (10-S-01)]

Program Management [TR19-03 (13-S-01) PM]

Performance measures:

Reduction in case dismissals due to citation discrepancies

Length of time from the date a citation is issued by the police officer to the date the citation is entered into JIMS  
 Length of time for an officer to issue a citation from first contact with traffic violator

*Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will address this recommendation. As part of the e-citation pilot project on Maui and Oahu, there will be evaluations of data quality control to make certain that data inputted into e-citations are accurate and e-citations are complete and successfully transmitted to the Judiciary. If issues arise, the HTRCC, police departments, Judiciary, e-citation vendor and other stakeholders will work to ensure validation checks are in place and problems are addressed.

HSP Projects: Honolulu Police Department Traffic Records Grant [TR19-03 (02-O-01)]

Maui Police Department Traffic Records Grant [TR19-03 (04-M-01)]

Judiciary Citation Software [TR19-03 (07-S-01)]

Maui Prosecutor’s Office – Traffic Records Program [TR19-03 (09-M-01)]

Honolulu Prosecutor’s Office – Traffic Records Program [TR19-03 (11-O-01)]

Department of Motor Vehicles – Bar Coding Project [TR19-03 (10-S-01)]

Program Management [TR19-03 (13-S-01) PM]

Performance measures:

- Reduction in case dismissals due to citation discrepancies
- Length of time from the date a citation is issued by the police officer to the date the citation is entered into JIMS
- Number of citation records with no missing data elements

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-PM	Traffic Records Program Management	TR Program Management
TR-II	E-Citations	Improve the State's Traffic Records System
TR-I	MVAR Revision/Electronic MVAR	Improve the State's Traffic Records System
TR-III	Upgrade of Hawaii's Crash Reporting System/Electronic Transfer of Crash Records	Improve the State's Traffic Records System
TR-V	Motor Vehicle Crash Data Linkage	Improve the State's Traffic Records System
TR-IX	HTRCC Meetings	Improve the State's Traffic Records System

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

**Vehicle Recommendations**

*Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

*Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

However, there may be some indirect initiatives that improve data quality control for the Vehicle data system as the HTRCC incorporates bar coding and autopopulated vehicle information in the e-citation system.

## Driver Recommendations

*Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

In addition, creating complete and updated driver files would require the integration of numerous databases or the creation of a comprehensive driver database. There is currently no comprehensive database that includes complete driver history information; records of violations/convictions of Hawaii and out-of-state drivers; driver education training; etc. The creation of such a database or the integration of all this information would require the crossing of state, county and federal jurisdictions, as well as interfaces between multi-agency and multi-government branches, and would be extremely difficult at this time.

*Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

*Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

## Roadway Recommendations

*Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

*Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

*Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

## Citation/Adjudication Recommendations

*Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

However, there may be some indirect initiatives that improve applicable guidelines for the Citation and Adjudication systems while the HTRCC conducts the e-citation pilot project.

**EMS/Injury Surveillance Recommendations**

*Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

However, one of the projects in the HTRCC’s Strategic Plan includes the linkage of data from EMS reports and crash reports. This linkage project utilizes data from different databases and different sources. In analysis of the linked data, the Hawaii State Department of Health’s (DOH) epidemiologist sometimes also accesses information from different sources, such as vital records, trauma registry and the Fatality Analysis Reporting System. The resulting reports and data analyses are shared with traffic safety partners, legislators, etc. to assist with strategic planning and making informed decisions.

*Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

*Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Hawaii will not address this recommendation during FFY 2019. The HTRCC has deemed projects relating to development of a new crash reporting system, development/use of electronic MVARs, the electronic transfer of crash records and the implementation of an e-citation pilot program as priority projects. As such, the HTRCC has dedicated a majority of its funding and resources towards these projects.

However, DOH is already implementing quality control programs, including automated edit checks, validation rules, state-level correction authority, a process for returning rejected records and performance measures to address issues and concerns.

**Quantitative improvement**

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.**

**Hawaii Traffic Safety Information Systems Strategic Plan**

**Performance Measure Progress**

**EMS/Injury Surveillance**

**HHIC Motor Vehicle Crash Data Linkage**

Status	Performance Area	System
Demonstrated Improvement	Integration	EMS/Injury

**Measurement**

The percentage of toxicology data from Clinical Laboratories of Hawaii and Diagnostic Laboratory Services linked to crash data in the Hawaii Health Information Corporation (HHIC) database of inpatient records and hospital emergency department abstracts.

Model Performance Measure for EMS/Injury Surveillance Database Integration I-I-1.

#### Measurement Method

This measurement is based upon the percentage of forensic toxicology data from Clinical Laboratories of Hawaii and Diagnostic Laboratory Services linked to HHIC crash data.

HHIC received toxicology data from the two private laboratories and integrated that data with calendar years 2013 through 2015 crash records from its database. For this toxicology linkage project, HHIC built a new database to house the toxicology lab results and linked those results with inpatient records and hospital emergency department abstracts for patients admitted for traffic crash-related injuries. Those records previously did not include any toxicology data.

The toxicology results measures presence of alcohol and/or drugs in the patient's system.

We arrived at our baseline of 0 percent of forensic toxicology data linked to HHIC crash data because toxicology results were not linked to any records in the HHIC database during the May 1, 2016 through April 30, 2017 period. To determine measurable progress, we assessed the forensic toxicology data that HHIC had linked with its crash data and that DOH had acquired for analysis during the May 1, 2017 through April 30, 2018 period.

#### Measure Description

Hawaii improved upon integration in our "EMS/Injury" core data system as measured in terms of an increase in the percentage of toxicology data from Clinical Laboratories of Hawaii and Diagnostic Laboratory Services linked to HHIC (inpatient records and hospital emergency department abstracts) data for traffic-related crashes.

#### Measurable Progress Report

The State of Hawaii improved upon integration in our "EMS/Injury" core data system. HHIC matched forensic toxicology data from Clinical Laboratories of Hawaii and Diagnostic Laboratory Services to traffic crash-related inpatient records and hospital emergency department abstracts in its database. The crash data was from traffic-related crashes that happened in calendar years 2013 through 2015.

From May 1, 2016 through April 30, 2017, HHIC did not receive any toxicology results from Clinical Laboratories of Hawaii or Diagnostic Laboratory Services and did not link any toxicology results with its crash data. There was 0 percent linkage during this time period.

From May 1, 2017 through April 30, 2018, HHIC received and linked toxicology lab results for 3,591 patients injured in traffic crashes, out of a total of 24,373 records for traffic crashes in HHIC's database. Therefore, linkage between toxicology data and HHIC traffic-related crashes increased to 14.7 percent.

What is more telling from this linkage is that of the 24,373 patients that visited hospital emergency departments and/or were admitted into the hospital for traffic-related injuries over the 2013-2015 period (including drivers, occupants, pedestrians, etc.), only 3,591 (or 14.7 percent) were tested for having alcohol and/or drugs in their systems.

Prior to this data linkage, the Hawaii State Department of Health (DOH) did not have toxicology results for traffic crashes unless drivers were fatally injured or admitted into the trauma system. Without this data, DOH and the State of Hawaii did not have any indication of how often surviving drivers and other victims of traffic

crashes were tested for any substance in a hospital setting. With this data, the traffic safety community in Hawaii can work together to make improvements to policies, procedures and practices.

	Baseline	2018	2019	2020	2021	2022	2023
<b>Goal</b>							
<b>Actual</b>	0 records linked	14.7% of tox results linked					

**Citation/Adjudication**

<b>Electronic Citation Data From the Field to Judiciary</b>		
<b>Status</b>	<b>Performance Area</b>	<b>System</b>
Demonstrated Improvement	Accuracy	Citation/Adjudication
<b>Measurement</b>		
The percentage of citation records (for traffic crimes) with no errors in the critical data element of “time the e-citation is issued.”		
Model Performance Measure for Citation/Adjudication Database Integration C/A-A-1.		
<b>Measurement Method</b>		
This measurement is based upon the percentage of citation records (for traffic crimes) with no errors in critical data elements. The data element the State of Hawaii is utilizing to demonstrate measurable progress is the “time the e-citation is issued.”		
The State of Hawaii reviewed and assessed the critical data elements in traffic crimes e-citations that were issued during the month of April 2017, specifically April 7, 2017 (when the e-citation pilot project was launched on Maui) through April 30, 2017. Focusing on the critical data element of “time the e-citation is issued,” we then compared the percentage of no errors during that time period to the percentage of no errors during the same time period one year later (April 7, 2018 through April 30, 2018).		
<b>Measure Description</b>		
Hawaii improved upon accuracy in our “Citation/Adjudication” core data system as measured in terms of an increase in percentage of traffic crimes e-citation records with no errors in the critical data element of “time the e-citation is issued.”		
<b>Measurable Progress Report</b>		
The State of Hawaii improved upon accuracy in our “Citation/Adjudication” core data system. Maui County has increased the percentage of e-citation records (for traffic crimes) with no errors in the critical data element of “time the e-citation is issued.”		

MPD's e-citation pilot project launched on April 7, 2017, which falls within the baseline period of May 1, 2016 through April 30, 2017. From April 7, 2017 through April 30, 2017, five e-citations were issued for traffic crimes. Of the five e-citations, 0 percent (or 0 of 5 traffic crimes e-citations) had no errors in the critical data element of "time the e-citation is issued." The field was not being autopopulated or completed by the officers. (See e-citation #2DTC-17-522699 for a sample of the empty field/critical data element.)

One year later, from April 7, 2018 through April 30, 2018, 100 percent of the 55 e-citations issued for traffic crimes had no errors, as this data field became a required critical data element that autopopulates with the correct time the e-citation is issued. (See e-citation #2DTC-18-663782 for a sample of the populated/correct critical data element.)

With this new e-citation system, we have improvement in Citation/Adjudication accuracy. This improvement is part of our overall E-Citation project and goal to increase accuracy in citation data.

	Baseline	2018	2019	2020	2021	2022
<b>Goal</b>		80 percent				
<b>Actual</b>	0 percent of TC e-citation records with no errors in "time e-citation is issued"	100 percent of TC e-citation records with no errors in "time e-citation is issued"				

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

Documents Uploaded
2DTC-17-522699 (Time Missing).pdf
2DTC-18-663782 (Time Included).pdf
FAST Act HI_FY19_405c.pdf

**State highway safety data and traffic records system assessment**

**Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.**

Date of Assessment: 4/3/2017

**Requirement for maintenance of effort**

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

**10 405(d) Impaired Driving Countermeasure Grant**

**Impaired driving assurances**

**Impaired driving qualification - Mid-Range State**

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

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

### Authority to operate

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

Despite the decrease of alcohol-impaired driving fatalities from 37 percent in 2015 to 28 percent in 2016, impaired driving on Hawaii's roadways continues to be a significant contributing factor. This is also why the Hawaii Department of Transportation (HDOT) considers impaired driving as one of its higher traffic safety priorities. Furthermore, of Hawaii's 120 traffic fatalities in 2016, 34 were alcohol-impaired driving fatalities with BACs of .08 and higher. The statistics in Table 1. Alcohol-Impaired Driving Fatalities below provides a glimpse of Hawaii's impaired driving situation over the past five years.

*Table 1. Alcohol-Impaired Driving Fatalities\*\*: Hawaii, U.S. and Best State*

Year	Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)			
		Number	Percent	Per 100 Million VMT	
2012	Hawaii	125	47	38	0.47
	US	33,782	10,336	31	0.35
	Best State*			15	0.08
2013	Hawaii	102	34	33	0.34
	US	32,893	10,084	31	0.34
	Best State*			17	0.14
2014	Hawaii	95	30	32	0.29
	US	32,744	9,943	30	0.33
	Best State*			18	0.11
2015	Hawaii	93	34	37	0.33
	US	35,485	10,320	29	0.33
	Best State*			15	0.14
2016	Hawaii	120	34	28	
	US	37,461	10,497	28	
	Best State*			19	

### AUTHORITY TO OPERATE

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

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

#### *"EXECUTIVE ORDER No. 16-02*

#### *ESTABLISHING THE HAWAII IMPAIRED DRIVING TASK FORCE*

*WHEREAS, the Hawaii Department of Transportation is operating under the Fixing America's Surface Transportation (FAST) Act, Public Law No. 114-94, for federal fiscal years 2016 through 2020;*

*WHEREAS, the FAST Act is the current transportation bill that authorizes federal funding for federal surface transportation programs that targets behavioral driving traffic safety issues such as Impaired Driving;*

*WHEREAS, the requirements enacted by the U.S. Congress and the National Highway Traffic Safety Administration (NHTSA) specify that in order to qualify for Impaired Driving Countermeasures Grant funding, states that have an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60 are considered mid-range states and are required to establish and operate a statewide impaired driving task force to submit statewide impaired driving strategies each year;*

*WHEREAS, based on NHTSA's Fatality Analysis Reporting System data, Hawaii's average impaired driving fatality rate is 0.42 and, thus, classifies the state in the mid-range category;*

*WHEREAS, as a mid-range state, Hawaii must comply with the task force requirement to avoid jeopardizing the receipt of future federal funds;*

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

*NOW, THEREFORE, I, DAVID Y. IGE, Governor of Hawaii, pursuant to the provisions of section 26-41, Hawaii Revised Statutes, do hereby establish a temporary group to be known as the HAWAII IMPAIRED DRIVING TASK FORCE, and further order as follows:*

(a) The purpose of the HAWAII IMPAIRED DRIVING TASK FORCE, pursuant to the FAST Act, is to submit an annual impaired driving plan to NHTSA on behalf of the executive branch that provides a comprehensive strategy for preventing and reducing impaired driving behavior in Hawaii.

(b) The HAWAII IMPAIRED DRIVING TASK FORCE shall perform and conduct activities necessary to effectuate the purpose of this Executive Order.

(c) The HAWAII IMPAIRED DRIVING TASK FORCE shall be comprised of the following voting members:

- (1) The Director of Transportation or his or her designee;
- (2) A representative from the Hawaii Department of Transportation's Highway Safety Section;
- (3) A representative from each county police department and the Sheriff Division;
- (4) A representative from each county prosecuting attorney office;
- (5) A representative from The Judiciary's Administrative Driver's License Revocation Office;
- (6) A representative from The Judiciary's Adult Client Services Branch.

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

(d) The Director of Transportation or his or her designee shall serve as the Chairperson of the HAWAII IMPAIRED DRIVING TASK FORCE. The Chairperson shall select a Co-Chair to perform the functions of the Chairperson in the Chairperson's absence, create other groups and subordinate chairs, or form any subject matter groups.

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

(f) The members of the HAWAII IMPAIRED DRIVING TASK FORCE shall serve without compensation, and shall be entitled to reimbursement from the Hawaii Department of Transportation for necessary expenses while attending meetings under this Executive Order. Invited non-members may not be entitled to any compensation or reimbursement of expenses.

(g) The HAWAII IMPAIRED DRIVING TASK FORCE meetings shall be subject to the Sunshine Law, part I of chapter 92, Hawaii Revised Statutes. A majority of the voting members to which the HAWAII IMPAIRED DRIVING TASK FORCE is entitled shall constitute a quorum to do business and validate any decision or act of the HAWAII IMPAIRED DRIVING TASK FORCE.

(h) The HAWAII IMPAIRED DRIVING TASK FORCE may be terminated upon the cessation of Impaired Driving Countermeasures Grant funding; provided, however, that pursuant to section 26-41, Hawaii Revised Statutes, the HAWAII IMPAIRED DRIVING TASK FORCE shall not remain in existence for a term extending beyond the last day of the second regular session of the legislature after the date of its establishment or beyond the period required to receive federal grants in-aid, whichever occurs later, unless extended by concurrent resolution of the legislature.

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

DONE at the State Capitol, Honolulu, State of Hawaii; this 31 day of May 2016.

David Y. Ige

Governor of Hawaii

APPROVED AS TO FORM:

DOUGLAS .CHIN

Attorney General"

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

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

- Prepare legislative bills for impaired driving laws based on proposals submitted by the sub-committees.
- Draft new and amending laws to be submitted on behalf of the Hawaii Impaired Driving Task Force.
- Ensure that such laws be in accordance with the Hawaii Legislative Drafting Manual.
- Ensure that the contents of bill drafts are correct in the intent and purpose as recommended by the sub-committees.
- Prepare testimonies for the proposed bills submitted on behalf of the Task Force and present the testimony during the legislative session.
- Coordinate with other sub-committees regarding recommendations of new laws to be drafted.

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

Enforcement Sub-Committee

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

- Identify problems of the impaired driver system and recommend fixes.
- Draft new or amended laws and procedures to resolve these problems.
- Identify communication barriers between agencies and recommend solutions that will make the system flow smoother and more efficiently.
- Brainstorm the types of projects that would be most effective in changing the impaired drivers' behavior.

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

#### Prevention and Education Sub-Committee

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

- The focus is on prevention, education, outreach, and communication of the impaired driver.
- Identify problems and obstacles that the system is encountering and suggest amended laws and fixes to resolve these problems.
- Identify communication barriers between agencies that will make the system flow smoother and more efficiently.
- Brainstorming of projects that would be most effective in changing the impaired driver's behavior.
- Coordinate with other Task Force sub-committees for recommendations of drafting new or amending existing laws.

#### Post-Adjudication Sub-Committee

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

- Review the process of how the driver is admitted into a treatment program.
- Identify treatment problems and find solutions to those problems.
- Recommend the appropriate treatment, tracking methods, and collection of outcomes of treatment of the impaired driver.
- Coordinate with other Task Force sub-committees or agencies for recommendations of drafting new or amending existing laws.

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

### IMPAIRED DRIVING PLAN PROCESS AND APPROVAL DATE

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

The IDTF developed the comprehensive statewide Impaired Driving Plan through discussions at monthly IDTF meetings. At the initial meeting, IDTF members were presented with updated impaired driving data, as well as the strategies from the previous Impaired Driving Plan as a starting point for discussion by the respective sub-committees during the breakout session.

Following the breakout session, sub-committee chairs reported back to the Task Force with updated and/or new strategies. Those strategies evolved into our Impaired Driving Plan, which was approved on May 31, 2017. Hawaii's Plan includes the following short- and long-term impaired driving strategies:

#### Legislation and Funding

- Enhance ignition interlock law.
- Improve procedures for obtaining convictions for driving while license revoked/suspended due to Operating a Vehicle Under the Influence of an Intoxicant (OVUII).
- Continue to support the DWI Court Program and research alternative funding.
- Identify and utilize current and new funding sources for alcohol- and drug-abuse programs.
- Provide other support for a statewide Impaired Driving Task Force, which includes a blend of professionals in each sub-committee or rotate sub-committee topics to include input from key agencies.
- Mandatory ignition interlock for repeat offenders (if not all) or ignition interlock as a condition of a driver license reinstatement.

#### Education and Community Action

- Identify and support protective environmental changes (i.e. liquor sales policies, compliance checks) that reduces substance misuse and impaired driving.
- Identify and support community efforts that promote model behaviors among teens, families, and at-risk populations.
- Expand reach and uniformity of server training program.
- Continue to provide training to the community, including medical staff, emergency medical services technicians, teachers and driver's education instructors to recognize alcohol and other drug impairment.
- Maintain partnership with ADAD to understand and collaborate with the reach of their prevention and treatment service providers.
- Identify partnerships that have direct communication capabilities with drivers, encourage use of impaired driving prevention messages.
- Expand partnerships to include community coalitions, other organizations and the private industry to prevent impaired driving, as well as implement impaired driving countermeasures.
- Continue roundtable discussions that include the various agencies involved within the impaired driving process.

#### Enforcement, Adjudication and Treatment

- Develop telephonic/E-warrants procedures on blood draw with search warrants.
- Review and update Administrative Drivers License Revocation laws.
- Continue high visibility enforcement and sobriety checkpoints, and media campaigns.
- Continue to improve awareness and provide specialized training for police, prosecutors and the Judiciary, and encourage courtroom training.
- Continue to support statewide court monitoring program to provide data on DUI trial results.
- Continue to support compliance checks to include "off premise" locations such as small liquor stores and convenience outlets.
- Enhance compliance of interlock law by providing basic interlock training to enforcement officers so that they can detect non-compliance.
- Address current barriers to OVUII drug prosecution.
- Increase effectiveness of OVUII laws by including probation as an allowable sentence.
- Support expansion of alcohol- and drug-abuse intervention programs.

Consider performance based program for ignition interlock program as a condition for drivers license.  
 Explore solutions to address recent evidentiary foundation barriers (i.e., definition of drugs).  
 Ensure those with a revoked drivers license do not drive without an ignition interlock.

Engineering

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

Data Needs

Develop a statewide DUI tracking system.  
 Ensure funding for data collection system.  
 Link data loop from Police/Arrest to Courts to ADAD to HDOT to Police.

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

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

Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

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

- The Director of Transportation or his or her designee;
- A representative from the Hawaii Department of Transportation's Highway Safety Section;
- A representative from each county police department and the Sheriff Division;
- A representative from each county prosecuting attorney office;
- A representative from The Judiciary's Administrative Driver's License Revocation Office;
- A representative from The Judiciary's Adult Client Services Branch.

Furthermore, per EO 16-02:

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

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

Hawaii Impaired Driving Task Force Members

**Impaired Driving Task Force Agencies**

**Appointed/Designee Members**

*Executive Order No. 16-02 Members*

Director of Transportation	Jady Butay
Highways Division Deputy Director	Ed Sniffen
Hawaii Department of Transportation's (HDOT) Highway Safety Section (State Highway Safety Office)	Bob Lung Lee Nagano
A representative from each county police department and the Sheriff Division:	
Hawaii Police Department	Torey Keltner
Honolulu Police Department	Maj. Ryan Nishibun

Kauai Police Department	Lt. Jon Takamura
Maui Police Department	Lt. William Gannon
Sheriff Division	Renee Sonobe-Hong

A representative from each county prosecuting attorney office:

Hawaii County	Mitch Roth
	Stephen Frye (Traffic Safety Resource Prosecutor)
City and County of Honolulu	Jeen Kwak Pang
	Mark Tom
Kauai County	Tricia Nakamatsu
	Justin Kollar
	Ramsey Ross (Traffic Safety Resource Prosecutor)
Maui County	John Kim
	Byron Fujieda

A representative from The Judiciary's Administrative Driver's License  
Revocation Office: George Tran  
Clayton Zane

A representative from The Judiciary's Adult Client Services Branch  
(Probation) Dwight Sakai

**Other Stakeholders:**

Office of the Attorney General	Douglas Chin
	Patsy Takemura
	Reuel Toyama

Data and Traffic Records:

HDOT Traffic Branch	Jan Higaki
Traffic Records Coordinating Committee	Karen Kahikina
FARS Analyst	JP McAuliffe

Public Health:

Hawaii Department of Health (DOH):	
Injury Prevention and Control Section	Kari Benes
State Laboratories Division	Wanda Chang
Alcohol and Drug Abuse Division	Eddie Mersereau
	Angela Bolan

Driver Education:

The Judiciary – Division of Driver Education	Jackie Murai
	Jennifer Wong

## The Judiciary's DWI Court Program:

Administrative Judge	Lono Lee
DWI Court Program Coordinator	Lisa Lum

## Ignition Interlock Program:

Smart Start LLC (Ignition Interlock Vendor)	JoAnn Hamaji-Oto
	Ami Scronce

## MADD, Hawaii Chapter

Arkie Koehl
Carol McNamee

## Communication:

HDOT Highway Safety Section	Lianne Yamamoto
	Karen Kahikina
DOH Injury Prevention and Control Section	Kari Benes

## Treatment and Rehabilitation:

University of Hawaii Department of Psychiatry (DWI Court Program)	Dr. William Haning
The Queen's Medical Center	Dr. Frederick Yost

## Driver Licensing:

Hawaii County	Naomi O'Dell
City and County of Honolulu	Ricky Akase
Kauai County	Mike Drake
Maui County	Lito Vila

## Alcohol and Beverage Control:

Honolulu Liquor Commission	Ken M. Takemoto
Department of Liquor Control, County of Hawaii	Gerald Takase
Department of Liquor Control, County of Kauai	Gerald Rapozo
Department of Liquor Control, County of Maui	Traci Fujita Villarosa

## Hawaii State Legislature:

House Committee of Transportation Chair	To be determined
Senate Committee of Transportation Chair	To be determined

State Public Defender	Timothy Ho
-----------------------	------------

Hawaii Association of Criminal Defense Lawyers	Pat McPherson
--	---------------

Hawaii State Bar Association	Vlad Devens
------------------------------	-------------

Hawaii Insurers Council	Alison Powers
-------------------------	---------------

Clinical Laboratories of Hawaii, LLP	Dr. Clifford Wong
--------------------------------------	-------------------

Department of Education:	
Superintendent of Education	Christina Kishimoto
Driver Education Resource Teacher	Jan Meeker
Hawaii Partnership to Prevent Underage Drinking	Cynthia Okazaki
Coalition for a Drug-Free Hawaii	Alan Shinn
AAA Hawaii	Liane Sumida
HMSA (Hawaii Medical Service Association)	Mark Oto
American College of Emergency Physicians, Hawaii Chapter	To be determined

## Strategic plan details

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

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

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

## 11 405(e) Distracted Driving

### Sample distracted driving questions

**Enter sample distracted driving questions from the State's driver's license examination.**

Recognizing that distracted driving is a risky behavior that poses a danger to all road users, the Hawaii Department of Transportation continues to designate distracted driving as one of its traffic safety priorities.

Hawaii's distracted driving or mobile electronic device (MED) law, Section 291C-137 of the Hawaii Revised Statutes (HRS) prohibits a person from operating a motor vehicle while using a mobile electronic device, as well as anyone under 18 years of age to operate a motor vehicle while utilizing a hands-free mobile electronic device. To "operate" a motor vehicle means "to drive or assume actual physical control of the vehicle on a public way, street, road, or highway, including operation while temporarily stationary because of traffic, a traffic light, or a stop sign." A "mobile electronic device" means any handheld or other portable electronic equipment that can provide wireless or data communication between two or more persons and is not limited to a cellular phone, text messaging device, etc. To "use" or "using" means holding a mobile electronic device while operating a motor vehicle.

Although Hawaii's MED law is not verbatim as defined in 23 CFR 1300.24 and 23 USC 405(e), we believe it is stricter as it does prohibit all sanctions in the federal regulations and more.

Under 23 CFR 1300.24, Hawaii fulfills the 405(e) Distracted Driving Grant qualification criteria of having sample distracted driving questions in its State's driver's license examination. As part of Hawaii's driver license examination, the following distracted driving question appears in four versions of Hawaii's Written Operator's Examination, or driver's license examination:

*As a driver, you should know that the safest precaution regarding the use of a cell phone or other hand-held electronic mobile devices and driving is:*

- 1. Use hands-free devices so you can keep both hands on the steering wheel, unless you are under the age of eighteen.*
- 2. Keep your cell phone or IPOD within easy reach so it is easy for you to retrieve it.*
- 3. Check the number before answering.*

*None of the above.*

## Legal citations

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

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	7/1/2013
Date Amended:	7/1/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

**Prohibition on texting while driving.**

- Prohibition on texting while driving.
  - §291C-137, Hawaii Revised Statutes
- Definition of covered wireless communication devices.
  - §291C-137, Hawaii Revised Statutes
- Minimum fine of at least \$25 for an offense.
  - §291C-137, Hawaii Revised Statutes

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
§291C-137, Hawaii Revised Statutes	7/1/2014

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

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	7/1/2013
Date Amended:	7/1/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

**Prohibition on youth cell phone use while driving.**

- Prohibition on youth cell phone use while driving.
  - §291C-137, Hawaii Revised Statutes
- Definition of covered wireless communication devices.
  - §291C-137, Hawaii Revised Statutes
- Minimum fine of at least \$25 for an offense.
  - §291C-137, Hawaii Revised Statutes

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
§291C-137, Hawaii Revised Statutes	7/1/2014

**12 405(f) Motorcyclist Safety Grant**

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

## Motorcycle rider training course

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: Hawaii Department of Transportation

State authority name/title: Jade Butay, Director

**Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Hawaii	5013
Oahu	21870
Maui	4235
Kauai	1713

**Enter the total number of registered motorcycles in State.**

32831

## Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion

Data State

**To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.**

### Documents Uploaded

No documents uploaded to GMSS

## 13 405(h) Nonmotorized

### Nonmotorized information

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).**

## 14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

HI Certification and Assurances FFY 2019.pdf

HAWAII - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf