



SAFE ROADS

HIGHWAY SAFETY
ANNUAL REPORT

2022

Hawaii State Department of
Transportation



Are your KEIKI properly restrained in their child passenger safety seats?

Sign up for a **FREE** Virtual Car Seat Safety Check to make sure they are safe.



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Annual Report

Federal Fiscal Year 2022

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List of Acronyms

This list is designed to be a reference and guide for the terms used throughout this report.

ARF Annual Report File	HTRCC Hawaii Traffic Records Coordinating Committee
CDR Crash Data Retrieval	HVE High Visibility Enforcement
CIOT Click It or Ticket	IPTM Institute of Police Technology and Management
COVID-19 Coronavirus Disease 2019	JIMS Judiciary Information Management System
CPS Child Passenger Safety	KIPC Keiki Injury Prevention Coalition
DAID Drug and Alcohol Intoxicated Driving	KPD Kauai Police Department
DOH Hawaii State Department of Health	LEL Law Enforcement Liaison
DRE Drug Recognition Expert	MED Mobile Electronic Device
DTS City & County of Honolulu, Department of Transportation Services	MFD Maui Fire Department
DWI Court Driving While Impaired Court	MPD Maui Police Department
EDR Event Data Recorder	MR Management Review
FARS Fatality Analysis Reporting System	NGA National Governors Association
FFY Federal Fiscal Year	NHTSA National Highway Traffic Safety Administration
FHWA Federal Highway Administration	OVUII Operating a Vehicle Under the Influence of an Intoxicant
GHSA Governors Highway Safety Association	PSA Public Service Announcement
HAV Highly Automated Vehicles	RMS Records Management System
HCFD Hawaii County Fire Department	SHACA State of Hawaii Advanced Crash Analysis
HCPD Hawaii County Police Department	SHSC State Highway Safety Council
HDOT Hawaii Department of Transportation	SHSP Strategic Highway Safety Plan
HFD Honolulu Fire Department	SSA Safe System Approach
HIGLS Hawaii Incident Geo-Locating System	STEP FHWA's Safe Transportation for Every Pedestrian countermeasure
HPD Honolulu Police Department	STEP Selective Traffic Enforcement Program
HPPUD Hawaii Partnership to Prevent Underage Drinking	TEU Traffic Enforcement Unit
HSP Highway Safety Plan This guide provides a quick reference to the terms, acronyms and abbreviations used throughout this annual report.	TSRP Traffic Safety Resource Prosecutor
HSIP Highway Safety Improvement Plan, which guides HDOT safety projects.	UHM University of Hawaii at Manoa
	VMT Vehicle Miles Traveled
	WWH Walk Wise Hawaii



Core Performance Measures

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

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

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

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

Travel restrictions, and agency policies on COVID-19 did inhibit some planned events, meetings and in-person trainings. The Highway Safety Section applied a hybrid approach, where applicable, by allowing and encouraging several meetings to occur in person. The Highway Safety Section continues to assess and evaluate how to leverage in-person and online meeting opportunities. 2022 proved to be a year that individuals and agencies were ready to come together again, network, and collaborate on addressing traffic safety issues.

Like the rest of nation, Hawaii Department of Transportation (HDOT) identified an alarming uptick in traffic fatalities and serious injury crashes. HDOT's Highways Division took an "all hands-on deck" approach by regularly drawing all internal partners in and taking a serious look at immediate and short-term solutions to addressing casualties on our roadways. HDOT took full advantage of HSP and HSIP partnerships to examine available crash data, pilot observational data collection, and respond with swift actions. HDOT made a lofty goal to install raised crosswalks throughout the state. Also, HDOT leveraged available resources to highlight key safety messages throughout Hawaii.

The Hawaii Safety Section saw a reboot in highway safety activities including a highly publicized Child Passenger Safety Week, an engaging and active Pedestrian Safety Month, and an intentional investment in getting personal buy in from media and social influencers to address alcohol and drug impaired driving.

Hawaii Core Performance Chart

Assessment of Results in Achieving Performance Targets 2022

Performance Measure	FY2022				
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source/ FY22 Progress Results	On Track to Meet FY22 Target Y/N (in-progress)
C-1 Total Traffic Fatalities	5 years	2018-2022	103	2017-2021 FARS - 102 STATE* - 94	In progress
C-2 Serious Injuries in Traffic Crashes	5 years	2018-2022	427	2017-2021 STATE - 473 STATE - 546	In progress
C-3 Fatalities/ VMT	5 years	2018-2022	0.964	2017-2021 STATE - .995 STATE - .952	In progress
C-4 Unrestrained Passenger Vehicle Occupant, All Seating Positions	5 years	2018-2022	16	2017-2021 FARS - 17 STATE* - 20	In progress
C-5 Alcohol-Impaired	5 years	2018-2022	37	2017-2021 FARS - 33 STATE* - 21	In progress
C-6 Speeding-Related Fatal	5 years	2018-2022	47	2017-2021 FARS - 47 STATE* - 45	In progress
C-7 Motorcycle Fatalities (FARS)	5 years	2018-2022	23	2017-2021 FARS - 26 STATE* - 33	In progress
C-8 Unhelmeted Motorcycle Fatalities	5 years	2018-2022	14	2017-2021 FARS - 17 STATE* - 21	In progress
C-9 Drivers Aged 20 or Younger Involved in Fatal Crashes	5 years	2018-2022	10	2017-2021 FARS - 9 STATE* - 11	In progress
C-10 Pedestrian Fatalities	5 years	2018-2022	29	2017-2021 FARS - 28 STATE* - 25	In progress
C-11 Bicyclist Fatalities	5 years	2018-2022	3	2017-2021 FARS - 3 STATE* - 4	In progress

*STATE represents 2021 preliminary FARS data

Hawaii Core Performance Chart

Assessment of Results in Achieving Performance Targets 2022

Performance Measure	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source/ FY22 Progress Results	On Track to Meet FY22 Target Y/N (in-progress)
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	97.6%	2022 (Winter) State survey 95.8%	No
D-1 Distracted Driving Programs Area: Observed Cellular Phone Usage Among Drivers (State Survey)	Annual	2022	2.19%	2022 (Winter) State survey 2.54%	No
D-2 Traffic Records Program Area: Average number of days from crash to database during the performance target period	Annual	May 1, 2021 – April 30, 2022	(86.25) 75 mean number of days	2021- 59 avg number of days 2022- 11 avg number of days	Yes
D-3 EMS Reduce the average time, from the time of arrival at crash site to transport by 1 minute by 2022.	Annual	2022	1 minute	2021- 8:20 minutes	In progress

Hawaii Core Performance Chart

Assessment of Results in Achieving Performance Targets 2021

FY2021				
Performance Measure	Target Value FY21 HSP	Target Year(s)	Data Source/ FY22 Progress Results	Met FY21 Target
C-1 Total Traffic Fatalities	103	2017-2021	2017-2021 FARS- 102 STATE*- 94	Yes
C-2 Serious Injuries in Traffic Crashes	427	2017-2021	2017-2021 STATE- 473 STATE- 546	No
C-3 Fatalities/VMT	0.968	2017-2021	2017-2021 STATE- 0.995 STATE- 0.952	No
C-4 Unrestrained Passenger Vehicle Occupant, All Seating Positions	16	2017-2021	2017-2021 FARS- 17 STATE*- 20	No
C-5 Alcohol-Impaired	32	2017-2021	2017-2021 FARS- 33 STATE*- 21	No
C-6 Speeding-Related Fatal	48	2017-2021	2017-2021 FARS- 47 STATE*- 45	Yes
C-7 Motorcycle Fatalities (FARS)	24	2017-2021	2017-2021 FARS- 26 STATE*- 33	No
C-8 Unhelmeted Motorcycle Fatalities	17	2017-2021	2017-2021 FARS- 17 STATE*- 21	Yes
C-9 Drivers Aged 20 or Younger Involved in Fatal Crashes	9	2017-2021	2017-2021 FARS- 9 STATE*- 11	Yes
C-10 Pedestrian Fatalities	29	2017-2021	2017-2021 FARS- 28 STATE*- 25	Yes
C-11 Bicyclist Fatalities	3	2017-2021	2017-2021 FARS- 3 STATE*- 4	Yes
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	98%	2020	2021 State survey 94.32%	No
D-1 Distracted Driving Program Area: Observed Cellular Phone Usage Among Drivers (State Survey)	1.3%	2020	2021 State survey 1.59%	No
D-2 Traffic Records Program Area: Decrease the average number of days from crash to database.	45 avg number of days	May 1, 2020 – April 30, 2021	SHACA 86.25 avg number of days	No

*STATE represents 2021 preliminary FARS data

Hawaii Core Performance Measures

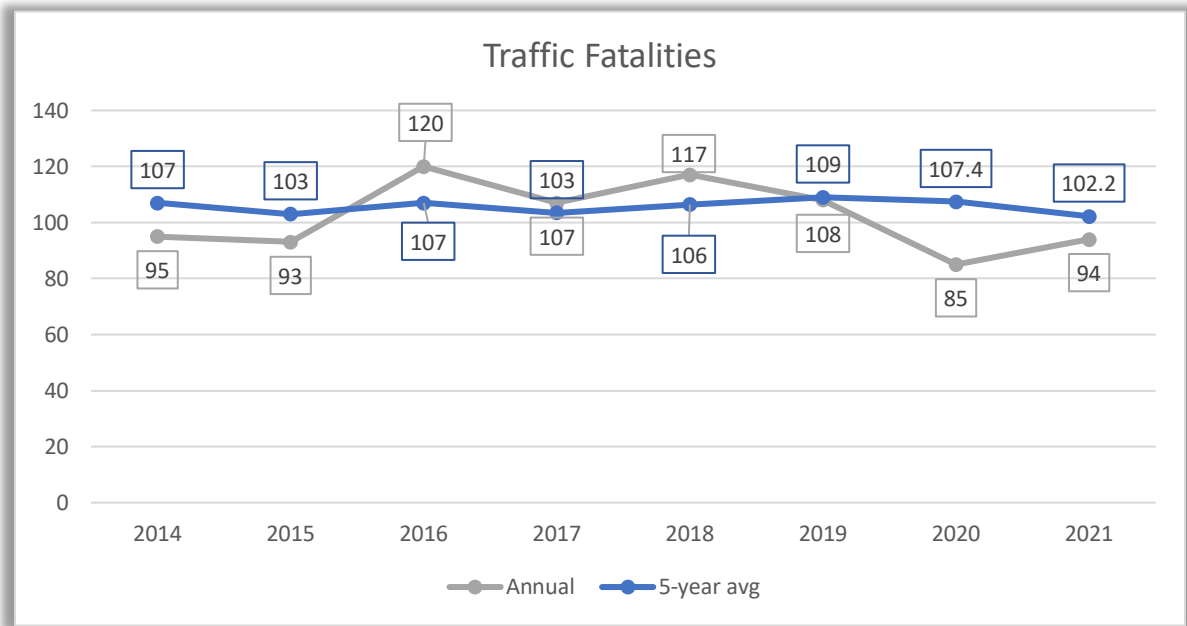
C-1 Traffic Fatalities

C-1 Traffic Fatalities

Goal: Our goal is to decrease traffic fatalities to 103 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 102 traffic fatalities, according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data is one percent less than the five-year average target of 103 fatalities.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

C-2 Serious Injuries

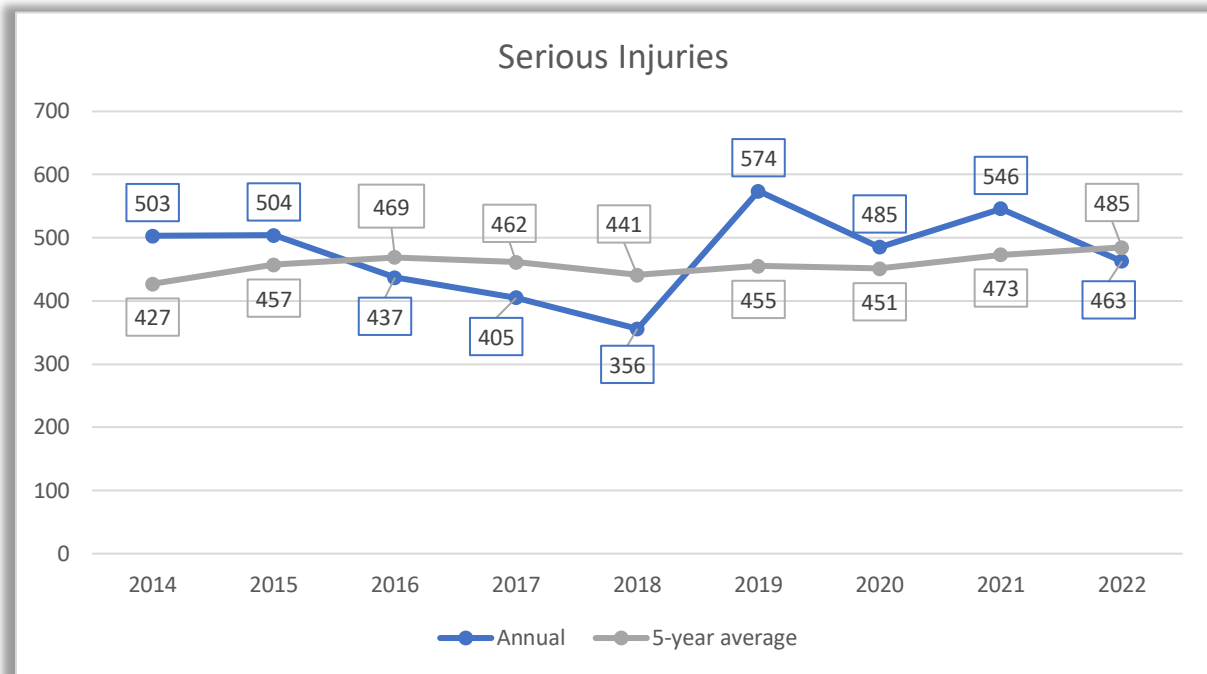
C-2 Serious Injuries

Goal: Our goal is to decrease serious injuries to 426.8 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 473 serious injuries, according to SHACA. Based on the 2021 average serious injuries are 11 percent above the five-year average target of 426.8 serious injuries.

Based on the known data and using the five-year average dataset, we believe we will not make our 2022 performance target.

Countermeasure: To reduce serious injuries, HDOT's FFY 2023 HSP will continue to support proven countermeasures to reduce crashes that result in serious injuries. HDOT will allocate time and resources to address behaviors and specific regions that are identified by SHACA, which includes incorporating a Safe System Approach and aligning best practices from our HSP and the HSIP.



Hawaii Core Performance Measures

C-3 Total Fatalities/ Vehicle Miles Traveled (VMT)

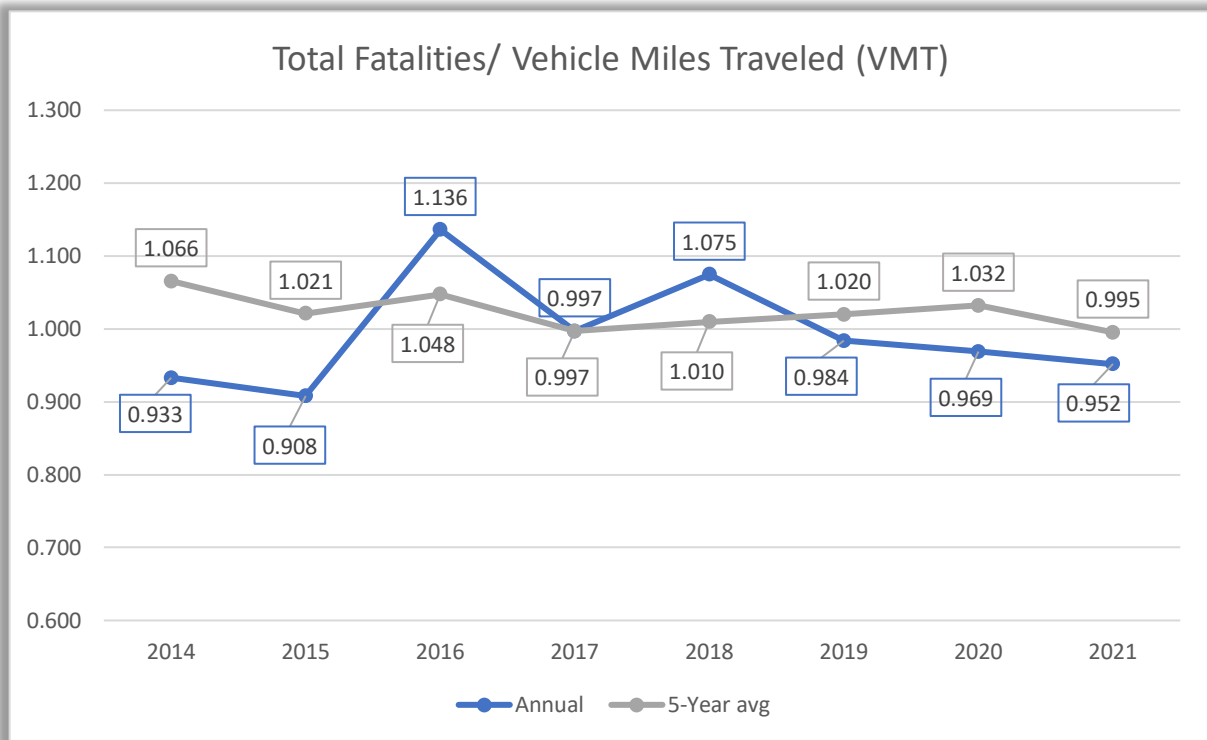
C-3 Total Fatalities/ Vehicle Miles Traveled (VMT)

Goal: Our goal is to decrease fatalities per million vehicle miles traveled (VMT) to 0.96 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 0.995 fatalities/VMT, which exceeds the target rate of 0.96.

Based on the known data and using the five-year average dataset, we believe we will not make our 2022 performance target.

Countermeasure: To fatalities/ VMT, HDOT's FFY 2023 HSP will continue to support proven countermeasures to reduce crashes that result in fatal crashes. HDOT will allocate time and resources to address behaviors and specific regions that are identified by fatal crash reports, which includes incorporating a Safe System Approach and aligning best practices from HSP and the HSIP.



Hawaii Core Performance Measures

C-4 Unrestrained Passenger Vehicle Occupant Fatalities

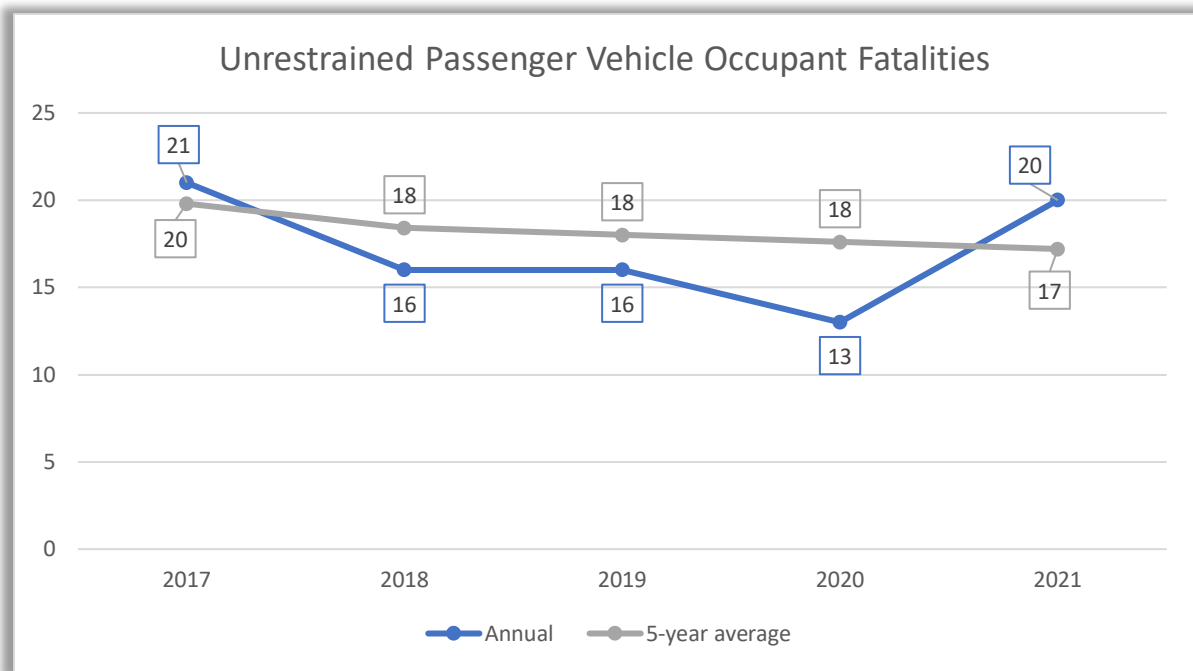
C-4 Unrestrained Passenger Vehicle Occupant Fatalities

Goal: Our goal is to decrease unrestrained passenger vehicle occupant fatalities in all seating positions 16 for the five-year average by 31, 2022.

Result: The five-year average for 2021 (2017-2021) is 17 unrestrained passenger vehicle occupant fatalities for all seating positions, according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data exceeds the target of 16 by 6 percent.

Based on the known data and using the five-year average dataset, we believe we will not make our 2022 performance target.

Countermeasure: HDOT's FFY 2023 HSP will continue to support proven countermeasures to address unrestrained passengers. HDOT will allocate time and resources to address populations identified by fatal crash reports, by incorporating a Safe System Approach through strategic enforcement and communications.



Hawaii Core Performance Measures

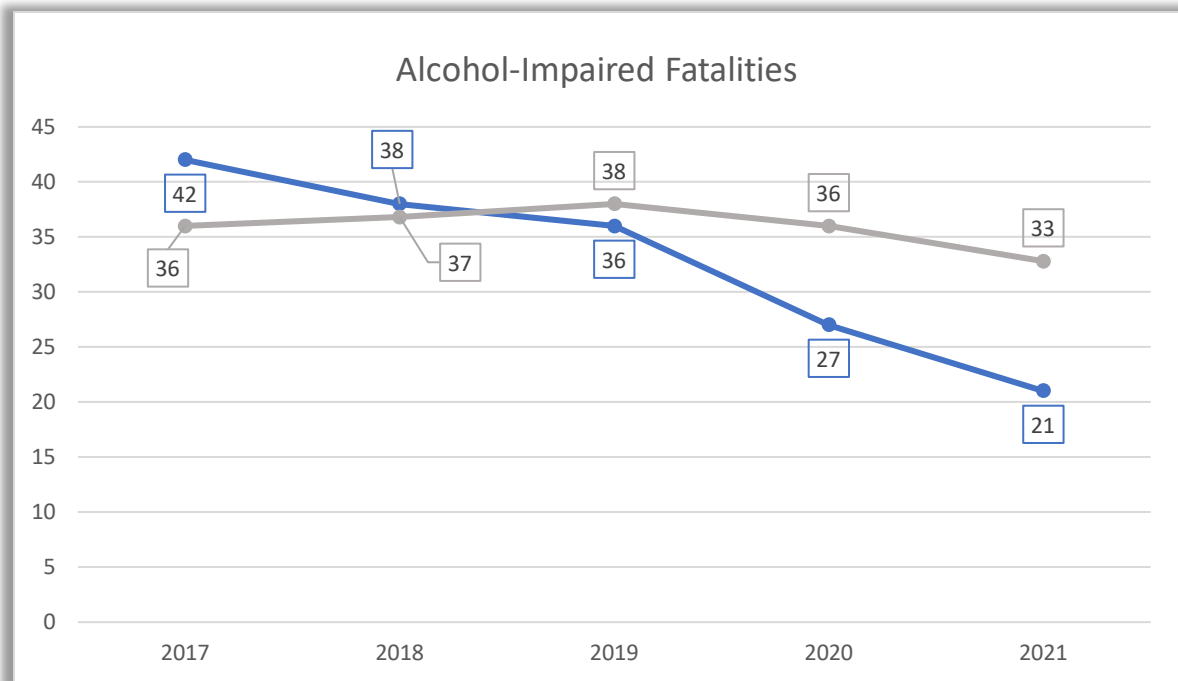
C-5 Alcohol-Impaired Fatalities

C-5 Alcohol-Impaired Fatalities

Goal: Our goal is to decrease alcohol impaired fatalities to 37 for the five-year average by December 31, 2022.

Result: The five-year average for 2021 (2017-2021) is 33 alcohol impaired fatalities according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data is less than the target of by 12 percent.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

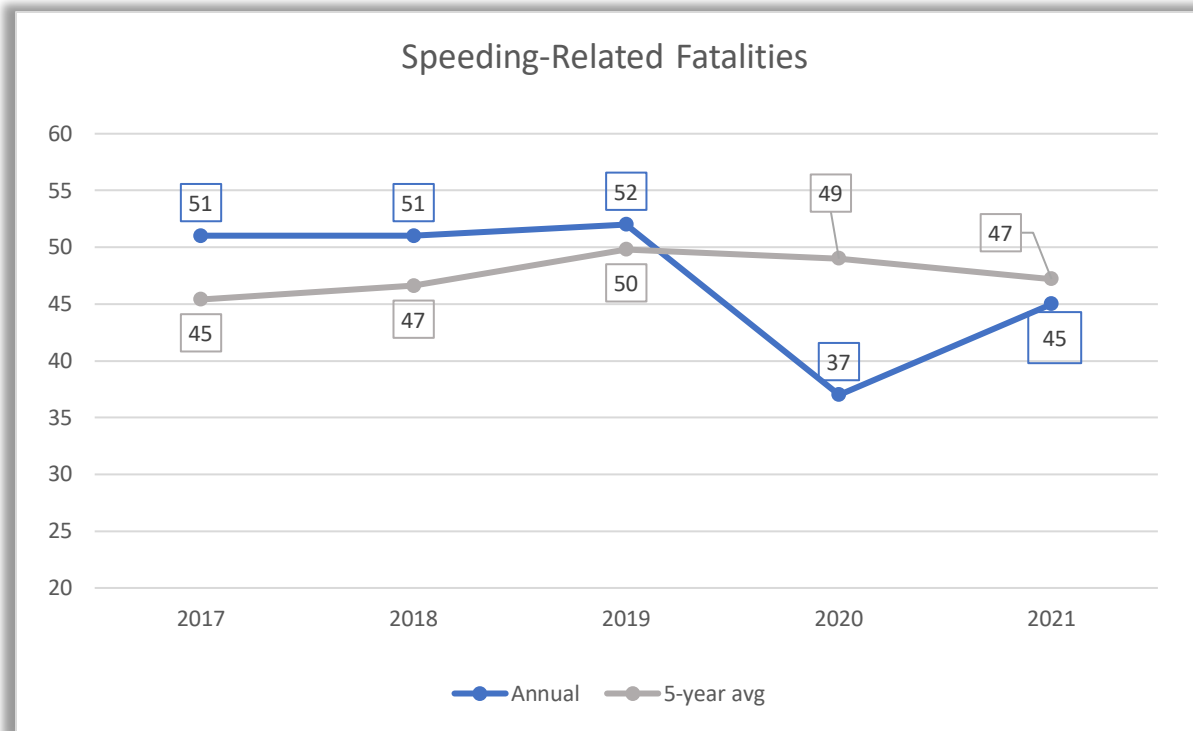
C-6 Speeding-Related Fatalities

C-6 Speeding-Related Fatalities

Goal: Our goal is to decrease speeding-related fatalities to 47 for the five-year average by December 31, 2022.

Result: The five-year average for 2021 (2017-2021) is 47 according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data speeding-related fatalities meets our target.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

C-7 Motorcyclist Fatalities

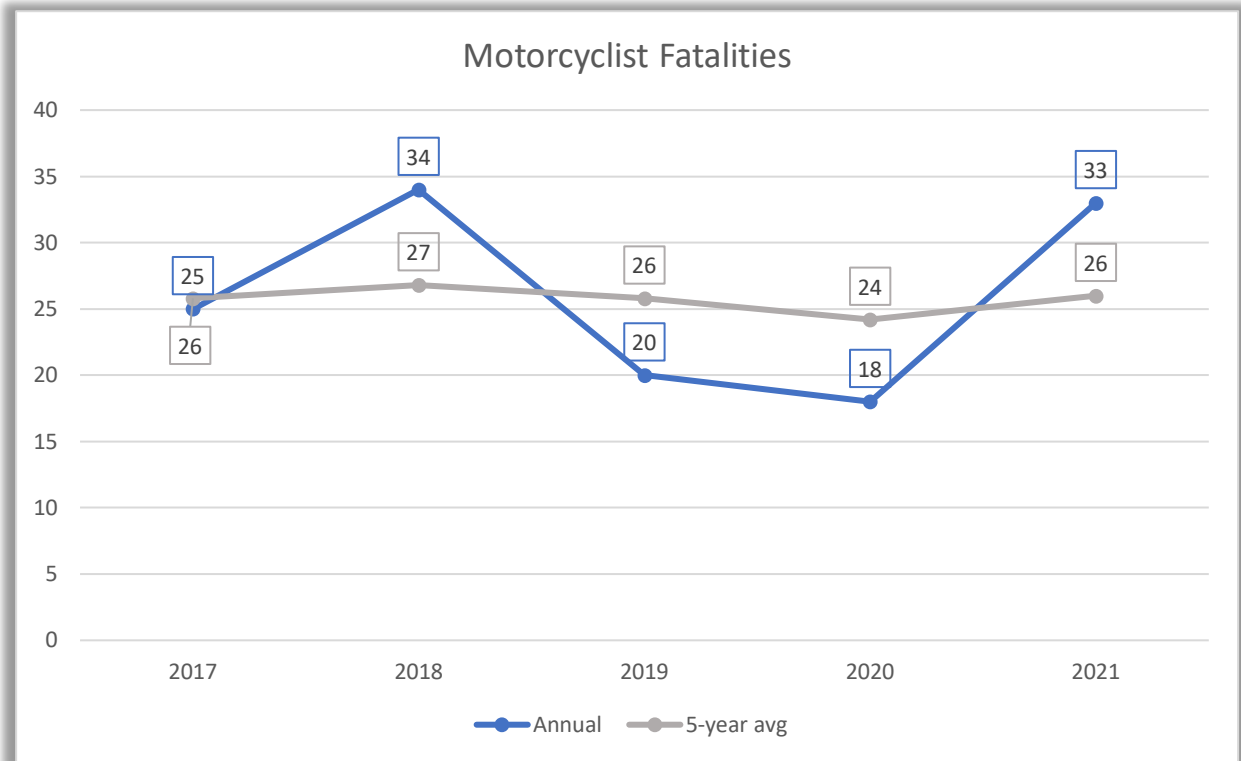
C-7 Motorcyclist Fatalities

Goal: Our goal is to decrease motorcyclist fatalities to 23 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 26 motorcyclist according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data exceeds our target by 13 percent.

Based on the known data and using the five-year average dataset, we believe we will not make our 2022 performance target.

Countermeasure: HDOT's FFY 2023 HSP will continue to address motorcycle safety by allocating time and resources to address crash factors identified by fatal crash reports, by incorporating a Safe System Approach through expanding training capacity and communications.



Hawaii Core Performance Measures

C-8 Unhelmeted Motorcyclist Fatalities

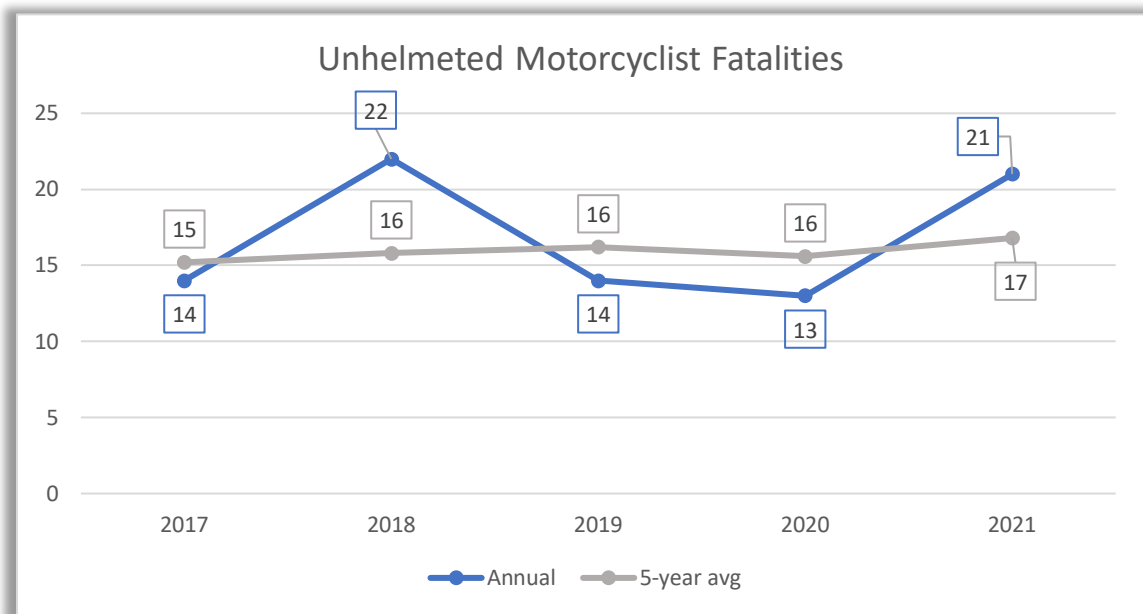
C-8 Unhelmeted Motorcyclist Fatalities

Goal: Our goal is to decrease motorcyclist fatalities to 14 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 17 motorcyclist fatalities according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data exceeds our target by 21 percent.

Based on the known data and using the five-year average dataset, we believe we will not make our 2022 performance target.

Countermeasure: HDOT's FFY 2023 HSP will continue to address motorcycle safety by allocating time and resources to address crash factors identified by fatal crash reports, by incorporating a Safe System Approach through expanding training capacity and communications.



Hawaii Core Performance Measures

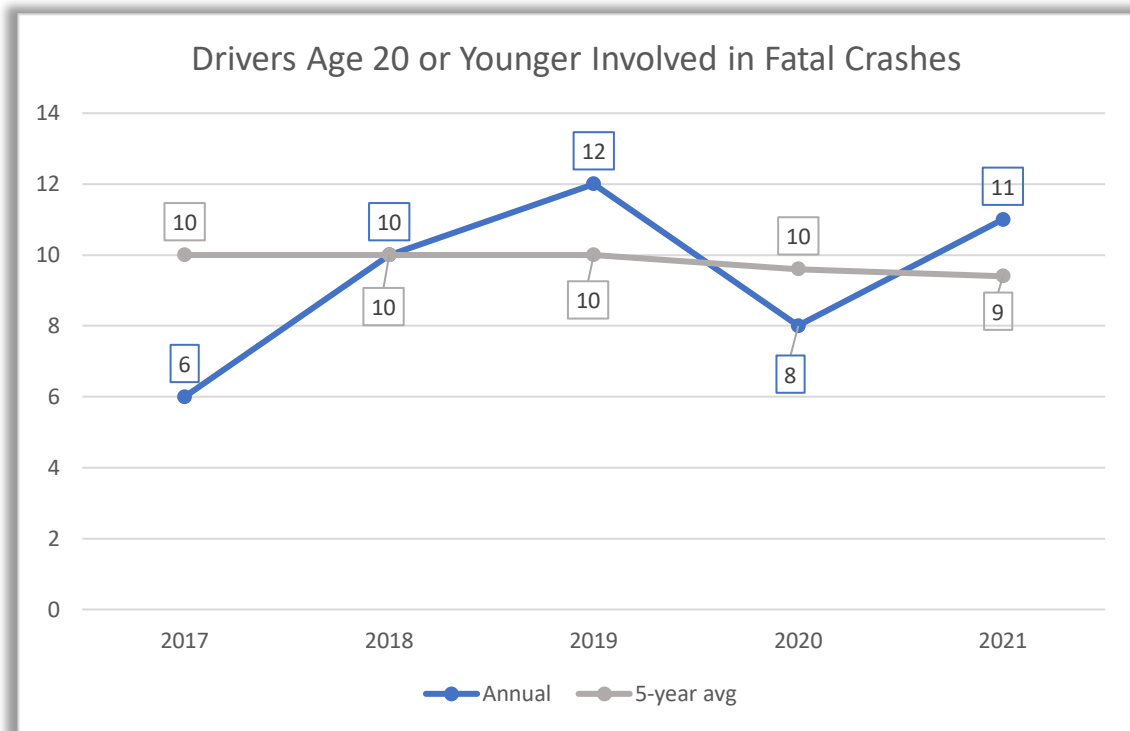
C-9 Drivers Aged 20 or Younger Involved in Fatal Crashes

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

Goal: Our goal is to decrease fatal crashes among drivers aged 20 or younger to 10 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 9 fatal crashes among drivers 20 or younger according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data is 11 percent less than our target.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

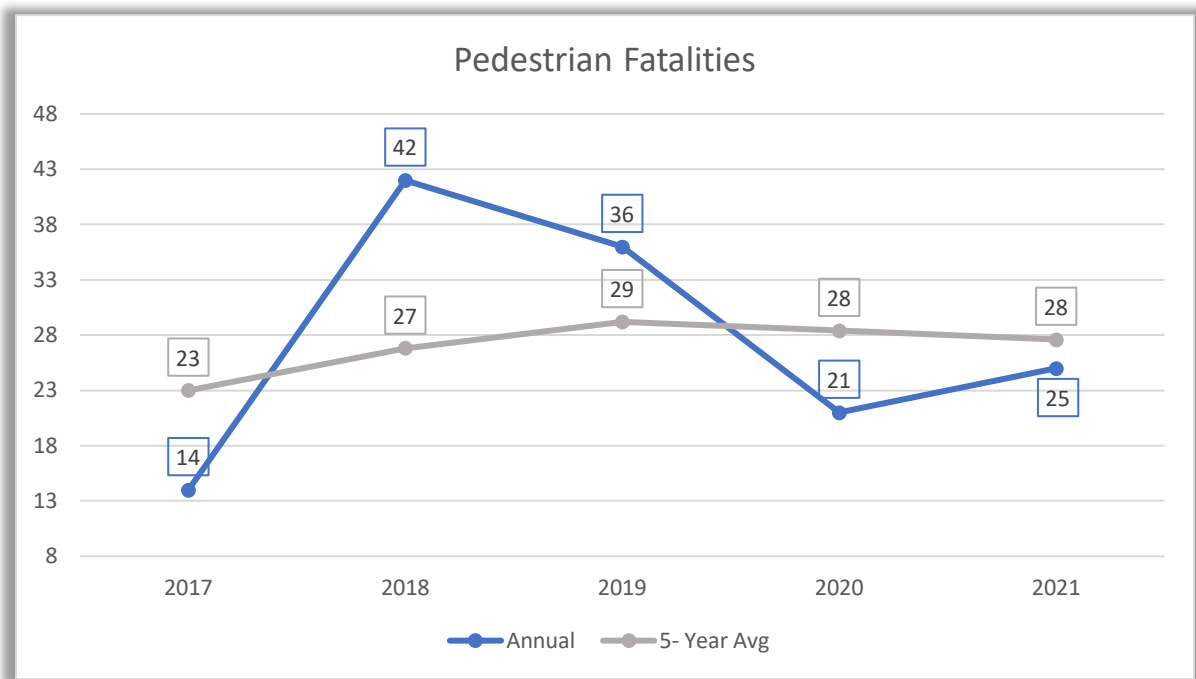
C-10 Pedestrian Fatalities

C-10 Pedestrian Fatalities

Goal: Our goal is to decrease pedestrian fatalities to 29 for the five-year average.

Result: The five-year average for 2021 (2017-2021) is 28 according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data is 4 percent less than our target.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

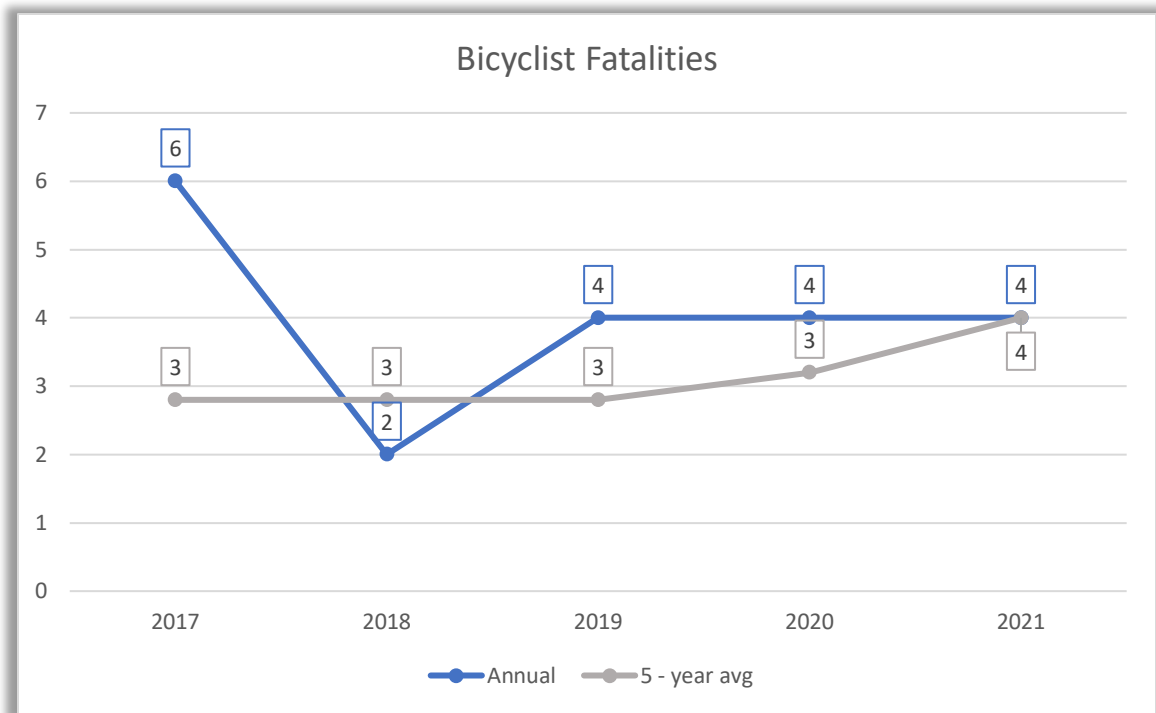
C-11 Bicyclist Fatalities

C-11 Bicyclist Fatalities

Goal: Our goal is to decrease bicyclist fatalities to 3 for the five-year average by December 31, 2022.

Result: The five-year average for 2021 (2017-2021) is 3 according to the Fatality Analysis Reporting System (FARS) and 2021 preliminary state data meets our target.

Based on the known data and using the five-year average dataset, we believe we will meet our 2022 performance target.



Hawaii Core Performance Measures

B-1 Observed Seat Belt Use

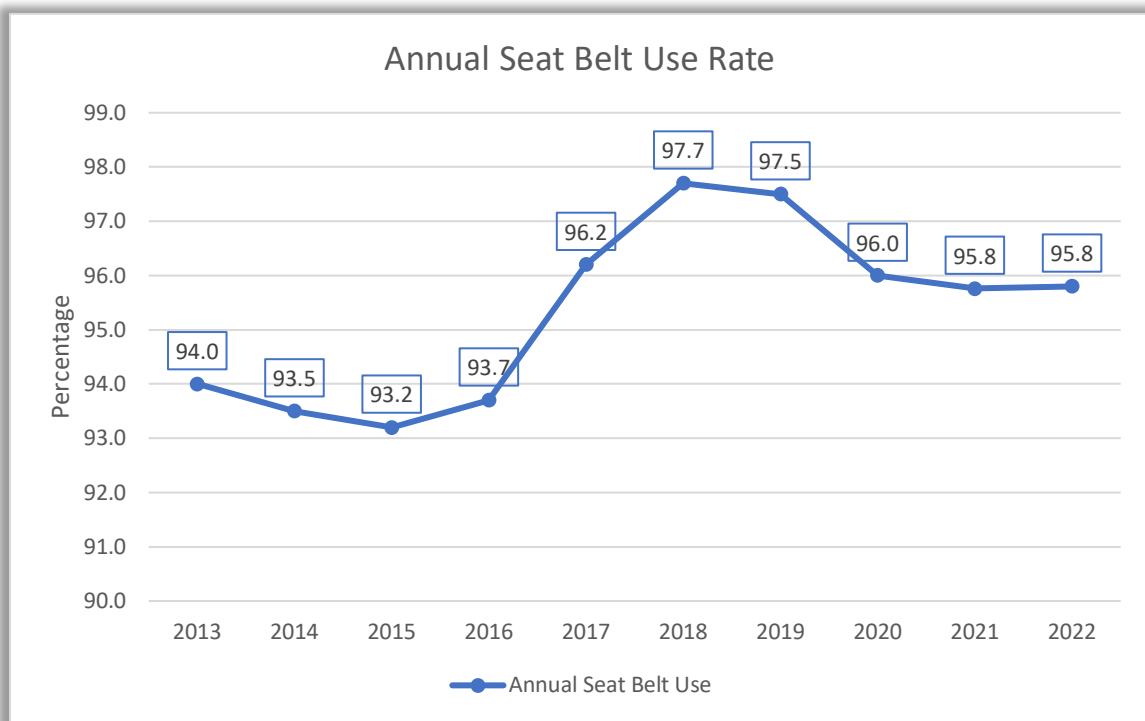
B-1 Observed Seat Belt Use

Goal: Our goal is to increase the observed seat belt use to 97.6 percent by December 31, 2022.

Result: The Winter 2022 Observational Study reported Hawaii's seat belt use rate at 95.8 percent, exceeds our target by 2 percent.

Based on the Winter 2022 Observational Study, we believe we will not make our 2022 performance target.

Countermeasure: HDOT's FFY 2023 HSP will continue to address seat belt use rate by allocating time and resources through strategic enforcement and communication messages to address areas where seat belt use is the lowest.



Hawaii Core Performance Measures

Distracted Driving Program Area

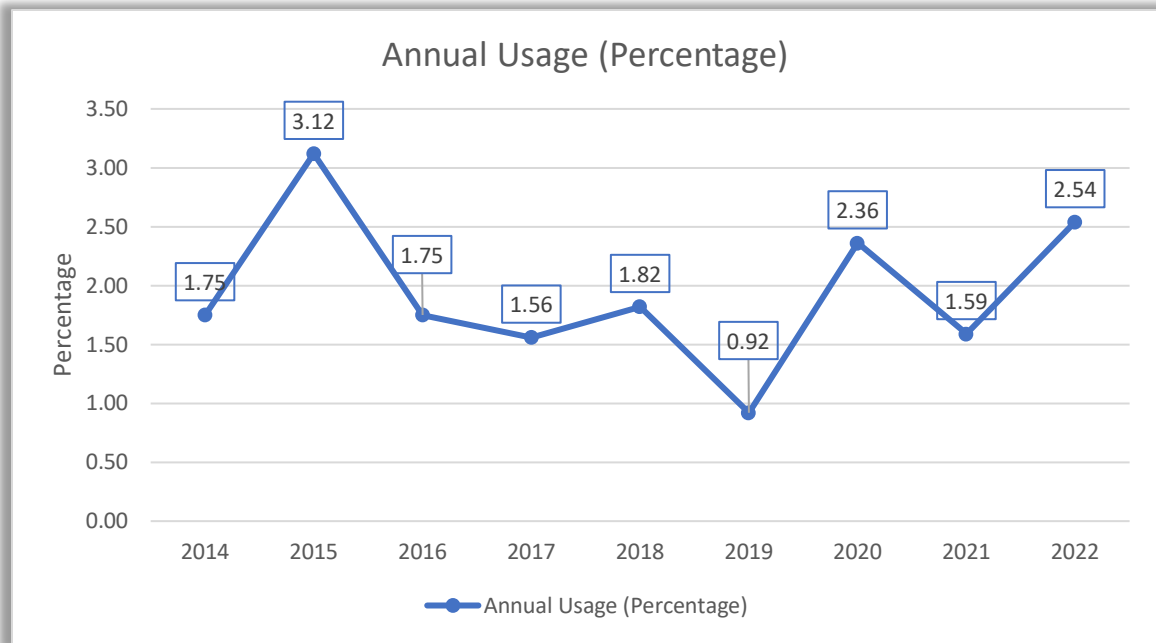
Observed Cell Phone Usage Among Drivers

Goal: Our goal is to decrease observed cellular phone usage among drivers to 2.19 percent by December 31, 2022.

Result: The Winter 2022 Observational Study reported Hawaii's cell phone use rate at 2.54 percent, which exceeds our target by 16 percent.

Based on the known data and using the Winter 2022 Observational Study, we believe we will not make our 2022 performance target.

Countermeasure: HDOT's FFY 2023 HSP will continue to address cell phone use rate by allocating time and resources through strategic enforcement and communication messages to address areas where cell phone use is the highest.



Hawaii Core Performance Measures

Traffic Records Program Area

Traffic Records

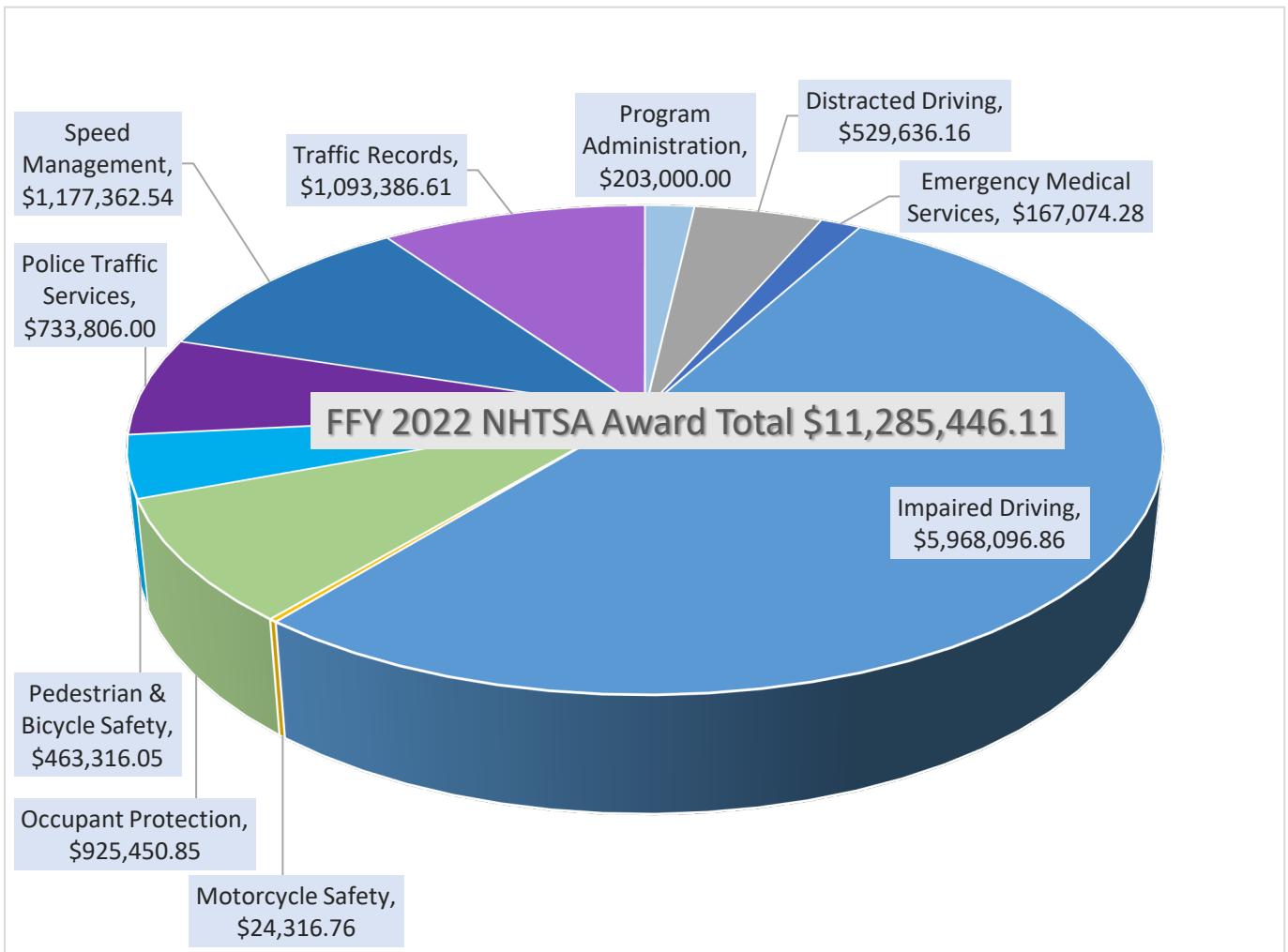
Goal: Our goal is to decrease the average number of days from crash occurrence to entry into the SHACA database to 86 during the performance target period of May 1, 2021 through April 30, 2022.

Result: During the specified time-period May 1, 2021-April 30, 2022, the average number of days from crash occurrence to entry into the SHACA database was 11. This showed measurable progress from the baseline of 86.25 average number of days during the baseline period of May 1, 2020- April 30, 2021. The counts change as HDOT updates its database with amended and/or new crash reports from the four county police departments entered SHACA. Based on the known data for the specified time, we have met our 2022 performance target.

Federal Fiscal Year 2022 Funding Distribution

Program Administration

The primary function of HDOT's Highway Safety Section is to oversee the NHTSA grant program and other related traffic safety initiatives in Hawaii. Grant funds were used to pay for the salaries and operating costs of the Highway Safety Section, including travel expenses, meeting room rentals and membership dues to national traffic safety organizations such as GHSA. The Highway Safety Section funds numerous statewide traffic safety initiatives, which align with what is articulated in the 2022 Highway Safety Plan.



2022 Highlights and the Safe System Approach



Midway through the Federal Fiscal Year (FFY) 2022, HDOT brought on a new Highway Safety Manager. NHTSA's Regional Program Manager and staff, DOT Highways Division, Highway Safety Section provided tremendous support that guided her through all the requirements of both the HSP, managing staff, and ending the federal fiscal year.

Throughout the year, Safe Systems Approach (SSA) not only became a topic in webinars and meetings, but the Highway Safety Section made it a priority.

Quarterly Traffic Commanders' meetings and Selective Traffic Enforcement Program (STEP) meetings started incorporating SSA. The meetings focused on examining available crash data, investigating community attributes, bringing engineers and traffic safety partners to the table, and using the information in drafting actionable solutions to address traffic crashes.

Applying the SSA has strengthened internal partnerships between the Highway Safety Section staff and other departments within DOT, and fostered focus and attention by law enforcement for areas known for crashes.

As pictured below, HDOT has complemented traffic safety efforts



by installing raised crosswalks throughout the state.

HDOT will continue to integrate the SSA, because it yields an all-encompassing approach to address traffic safety in areas where it matters the most.



Program Areas



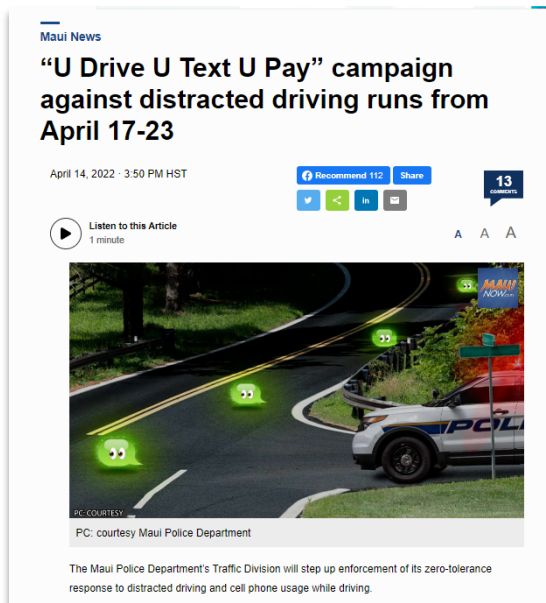
Program Area

Distracted Driving



When examining what drivers are distracted by, FARS data reports inattention, cell phone use, and other occupants or persons. To address distracted driving, Hawaii conducted High Visibility Enforcement efforts throughout the state around April’s National Distracted Driving Awareness Month, which was supported by earned media and HDOT’s paid media campaign. The police departments also included the following activities in their respective distracted driving efforts:

- HPD represented law enforcement during earned media coverage around the newly passed Act 83. Also, enhanced enforcement was conducted around construction and school zones because these areas are where pedestrians are at a higher risk to distracted drivers.
- MPD deployed a unique strategy of using rented high-profile Jeeps and Sport Utility Vehicles to equip enforcement with inconspicuous way to identify violators.
- As a part of HDOT’s media campaign, digital Variable Message Signs displayed “Eyes Up, Phone Down” throughout the year.
- Participated in community events such as sign waving to support families who lost loved ones.
- Included the distracted driving issue during the statewide Labor Day weekend initiative.



Planned Activities/Projects Not Implemented:

Due to COVID-19 restrictions and demonstrations held with the public, HDOT did not contract a Distracted Driving Media Contractor or purchase a distracted driving simulator.

FFY 2022 Distracted Driving Enforcement Activities					
	Hawaii	Honolulu	Kauai	Maui	Total
# Of Grant-funded Distracted Driving Operations	222	4	17	DNR	243
# Of Grant-funded Distracted Driving Contacts/ Citations	600	1130	146	874	2750
# Of Grant-funded Contacts/ Citations for Other Violations	1559	616	DNR	658	2833

*DNR = Did not report

Program Area

Emergency Medical Services



It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. The chances of surviving a motor vehicle crash increases for motor vehicle accident victims if they receive care within the first hour of a crash.

The Honolulu Fire Department (HFD) and the Maui Fire Department (MFD) requested battery powered extrication rescue tools. This cordless system makes it easier and faster to retrieve victims in these areas where the corded kits would be rendered useless. This is especially crucial if the travel times to and from the crash site are long, making extracting the victim quicker and safer. The Hawaiian Islands has rural terrain that includes lava fields, ravines, and cliffs that can make traditional extrication systems challenging. Cordless sets help expedite first responders' recovery of the patient.

Honolulu Fire Department

HFD purchased new extrication kits for rural stations. The Waimanalo and East Kapolei stations were both using an old Amkus set from 1998, which had past their useful lifespan by over 14 years. The old sets were not able to cut through or move material in the newer vehicles.

Maui Fire Department

MFD purchased one full complement of extrication tools consisting of a cutter, spreader, telescopic ram, combi tool, and necessary accessories for their Wailuku station. New battery powered equipment makes them more portable, reliable, versatile, capable, and efficient than their current tools. MFD had not updated their extrication tools since 2008. MFD contends with both a growing population in combination with traditionally rural towns that can pose longer response times.

Program Area

Emergency Medical Services

HFD Responses and Associated Times 2016-2020

Station 27 - Waimanalo

	2016	2017	2018	2019	2020
Roadway Incidents	87	84	84	94	95
Overall Traffic Related Incidents	18	21	24	27	19
Motor vehicle crashes that involved injuries and crashes requiring extrication	10	11	19	14	16
Crashes solely on the State highways involving vehicle crash injuries and extrication	8	10	17	17	10
Vehicle Fires	5	7	9	4	5
MVC response times for the last 3 years	8:02	7:45	6:56	11:40	9:56

Station 43 – East Kapolei

	2016	2017	2018	2019	2020
Roadway Incidents	88	81	102	112	112
Overall Traffic Related Incidents	34	26	34	21	32
Motor vehicle crashes that involved injuries and crashes requiring extrication	15	12	18	13	8
Crashes solely on the State highways involving vehicle crash injuries and extrication	9	8	11	7	11
Vehicle Fires	3	1	2	7	5
MVC response times for the last 3 years	9:00	9:01	10:07	9:47	11:32

MFD Responses and Associated Times 2016-2020

Station 1-Wailuku	2016	2017	2018	2019	2020
Roadway Incidents	162	165	186	128	138
Vehicle Crashes with Injuries	63	74	70	41	49
Vehicle/Pedestrian accidents	4	9	13	5	7
Vehicle Crashes without Injuries	70	58	73	53	37
Vehicle Fire	25	24	30	29	45
Average Response Time	7:33	7:55	7:57	7:55	8:18

Program Area

Impaired Driving



According to preliminary state data, alcohol impaired driving consisted of 33 out of 94 fatalities in 2021. While alcohol-impaired driving problem is starting to see slight improvement, there is an alarming trend with drug-impaired driving which has been increasing in recent years, with more drivers involved in fatal crashes testing positive for having drugs in their systems – 19 percent in 2019, 25 percent in 2020, and 43 percent in 2021.

During FFY 2022, Hawaii conducted a variety of countermeasures including high visibility enforcement of its Operating a Vehicle Under the Influence of an Intoxicant

(OVUII) laws, media campaigns, court monitoring, and hosting an Impaired Driving Summit.

High Visibility Enforcement (HVE)

As COVID-19 restrictions lifted, police departments recognized an uptick in fatalities and responded by revamping statewide sobriety checkpoints, saturation patrols and local media efforts.

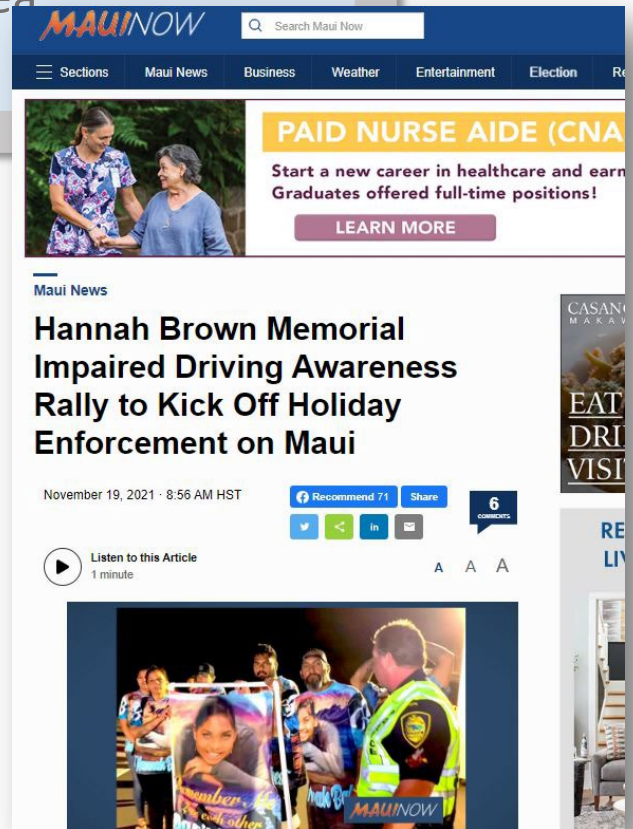
- KPD addressed an ongoing issue of underage drinking by deploying enforcement efforts in areas known for young individuals congregating and drinking alcohol.
- HCPD participated in the national *Drive Sober or Get Pulled Over* mobilization efforts and focused enforcement operations in the Injury/ Fatality corridors highlighted by the Hawaii County Vision Zero Action Plan and in the HCPD grants.
- MPD continued to honor victim’s families by hosting memorial efforts during the national mobilization efforts.
- HPD provided monthly press releases to bring awareness to impaired driving enforcement throughout the year.

Impaired Driving Enforcement Activities					
Activities (Grant Funded)	Honolulu	Hawaii	Maui	Kauai	Total
# Of operations (sobriety checkpoints, saturation patrols, youth deterrence, and community events)	167	177	99	9	452
# Of vehicles checked/contacts	131	7,868	7,799	918	16,716
# Of OVUII alcohol and drug arrests	112	DNR	50	6	168
# Of other arrests	DNR	DNR	25	3	27
# Of citations	1,406	DNR	104	148	1,658

*DNR represents agencies that did not report activities listed.

Program Area

Impaired Driving

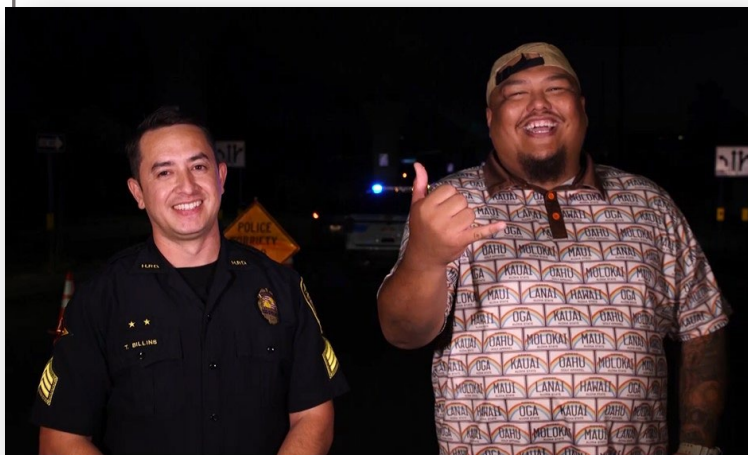


Court Monitoring

- Court monitors revamped data collection software
- Court monitors participated in the Impaired Driving Summit

Trainings / Conferences

- Borkenstein Alcohol and Drug Course
- Intoxilyzer Supervisors Training
- Intoxilyzer User's Group Conference
- IACP International Association of Chiefs of Police DAID Conference
- Lifesavers Conference
- DRE Certification Nights
- (ARIDE) Advanced Roadside Impaired Driving



Enforcement Training

- (SFST) Standardized Field Sobriety Test Instructor Development Course
- (PAS) Passive Alcohol Sensor V Training and Screening Class

Impaired Driving Summit

- Impaired Driving Summit
- HDOT enhanced enforcement mobilizations both during the holidays and summertime with additional media buys, which included social media interviews, television specials and radio broadcasting. As part of the Labor Day Alcohol-Impaired Driving paid media

campaign, HCPD's Sgt. Thomas Koyanagi, HPD's Sgt. Tom Billins and MPD's Officer Stephen Kelly were interviewed by Mikey Monis for Living808 segments that aired separately throughout September. Those interviews were also posted to KHON's website.

Drug Impaired Driving Initiatives

- HPD and HCPD both hosted DRE Instructor Development Courses, DRE School and DRE Certification Nights on their respective islands where the other agencies were invited to attend. HPD assisted with HCPD's training by sending instructors.
- HPD, HCPD and MPD attended the DRE Conference.
- Labor Day Drugged Driving Campaign which included paid radio, television, and social media spots, HPD DREs showcased in KITV "Island Life", Sgt. Thomas Koyanagi featured in Pacific Media

Program Area

Impaired Driving

- Group's "Traffic Safety Talks" that was posted to social media sites, Sgt. Tom Billins interviewed by radio personality and influencer Steezy, Collaborated with Coalition for a Drug-Free Hawaii and worked with iHeart Media on developing a 15-second "If You Feel Different, You Drive Different" video for Twitch and Coordinated radio interviews.
- Worked with City & County of Honolulu Emergency Management Services to continue blood alcohol testing for agencies statewide.

Judicial Initiatives

- County police departments continued with E-search warrant program utilizing DocuSign.
- Three (3) district court judges attended National Drug Court Professionals Annual Conference.
- Five (5) district court judges attended National Judicial College's *Drugged Driving Essentials for the Judiciary* course.
- Full-time district court judges attended a full-day District Court Impaired Driving trainings.
- DWI Court Team decided to use the CARS (Computerized Assessment and Referral System) screening tool to screen potential participants of the DWI Court Program prior to referring them to get an assessment with a treatment provider.
- DWI Court Program has 67 graduates and 10 participants with a 73.6 percent graduation rate and has demonstrated a 14 percent reduction in recidivism for subsequent OVUII arrests after 2 years and an 11 percent reduction after 5 years in comparison to those who were eligible but did not enter the program. DWI Court Program graduates also show a 29 percent reduction in recidivism for subsequent H.R.S. §291E-62 (Driving While License Suspended or Revoked for OVUII) charges in comparison to those who were eligible but did not enter the program.

TSRP Prosecutorial Initiatives

- Representatives from Hawaii and Kauai counties' Office of the Prosecuting Attorney attended the Lifesavers Conference.
- Kauai County TSRP was selected and will be on the evaluation committee for the Ignition Interlock Executive Committee.
- A representative from the Maui County's Department of the Prosecuting Attorney attended the DRE Conference.
- Maui County Prosecutors maintained an 83 percent OVUII conviction rate.

Planned Activities/Projects Not Implemented:

- Due to COVID-19 restrictions, HPD and University of Hawaii Public Health Studies Alcohol did not implement their Compliance Checks grant.
- Due to ongoing traffic commanders and Impaired Driving Summit planning, HDOT did not host Impaired Driving Working Group meetings.
- Hawaii Alcohol Impaired and Drug Impaired Driving Media Contractor positions were not solicited
- Due to DOH's competing administrative and laboratory priorities HDOH did not set up a State Laboratory
- The Honolulu Prosecutors did not implement their Impaired Driving grant.
- Due to fiscal and procurement delays HPD Impaired Driving Intoxilyzer User's Group Conference
- HDOT DRE In-Service Training due to scheduling conflicts

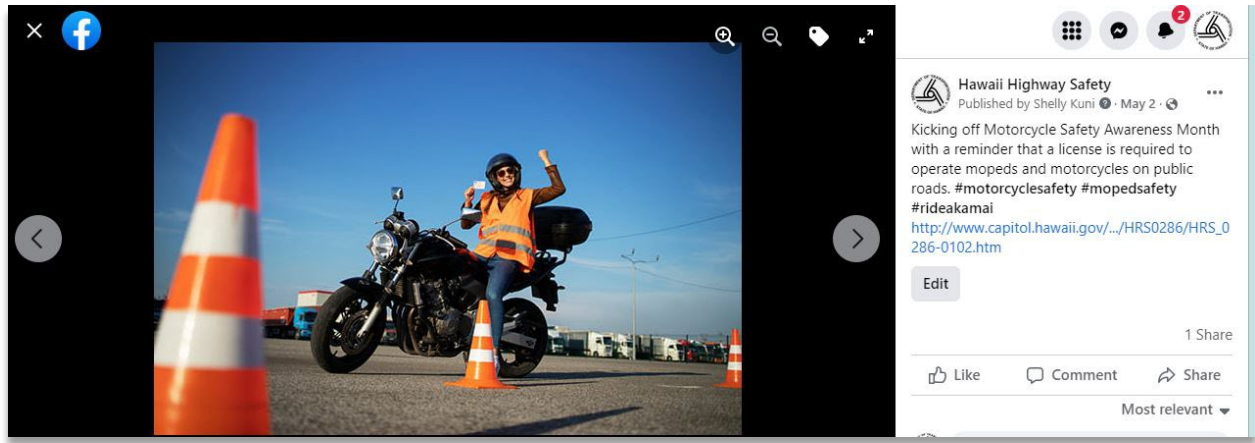
Program Area

Impaired Driving

- MPD was unable to coordinate attendance to IACP DAID Conference, 2 for Lifesavers and DRE instructor school
- Hawaii County Prosecutors statewide TSRP conference has been postponed due to inability to find an appropriate venue combined with procurement delays

Program Area

Motorcycle, Motor Scooter and Moped Safety



FARS 2021 and early State data demonstrated a rise in motorcycle, motor scooter and moped related fatalities in Hawaii. The increase in motorcycle, motor scooter and moped related fatalities, correlates with the increase in gas prices as people look for ways to save money while trying to get to and from their destinations.

The State has been left with only one provider for the basic rider course on the island of Oahu. The State continues to work with our partners to support the motorcycle safety program with earned media outreach, policy adjustments, and social media effort to encourage the public to obtain a motorcycle endorsement and that they can still take the basic rider course at Leeward Community College on Oahu.

Planned Activities/Projects Not Implemented:

- HCC funds to support motorcycle rider training courses because HCC chose not to apply for funds
- Due to competing priorities with state funded motorcycle activities, grant funded program management funds were not used

Program Area

Occupant Protection

According to 2021 there were 20 unrestrained occupant fatalities in Hawaii compared to 13 fatalities in 2020 and 16 fatalities in 2019.

The front-seat daytime seat belt use rate in Hawaii increased from 94.32% in Winter 2021 to 95.99% in Winter 2022. In the Winter 2022 study, 70,376 vehicles and 96,441 daytime front-seat occupants were observed. The highest counts were collected in Honolulu, Hawaii's most populous county, with 45,904 vehicles and 61,890 front-seat occupants recorded during the daytime. In the neighboring counties, 11,757 vehicles (16,153 front-seat occupants) were observed in Maui, 6,140 vehicles (9,003 front-seat occupants) in Kauai, and 6,575 vehicles in Hawaii (9,395 front-seat occupants) during the daytime.

According to the University of Hawaii's Observational Study, the 2022 Child Restraint Use the overall restraint rate among infants (<1 year) and toddlers (1-3 years) decreased from 68.31% in 2021 to 68.11% in 2022. The overall restraint rate among infants and toddlers is lower in Hawaii compared to the

National Child Restraint Use Special Study (NCRUSS) in 2011 (Released by NHTSA in May 2015), which found that 98% of infants and 96% of toddlers were restrained. The 2022 infant restraint rate was 12.78% lower than the national average of 98% (NHTSA, 2011). The toddler restraint use rate slightly increased from 63.61% in 2021 to 63.64% in 2022, which is lower than the national average rate of 96% (NHTSA, 2011). Overall child restraint use rate in Hawaii is 68.11%.

On June 27, 2022, Act 122 was passed. This was an update to Hawaii's Child Passenger Safety (CPS) laws. It addressed the gaps in the previous statute and aligns Hawaii with the latest research and with national recommendations- from the American Academy of Pediatrics (AAP) and the National Highway Safety Administration (NHTSA).

Old	New
Nothing in the old law about rear facing at any age - law is silent on this	Under 2 YO properly restrained in rear-facing restraint with harness
Under four properly restrained in child passenger restraint system	Two or older to less than 4 YO rear or forward facing with harness
Booster to under 8 years, unless at least 4 feet 9 inches and over 40lbs if no lap shoulder belt	4YO to less than 10 years, child passenger restraint system with harness or booster with lap and shoulder seat belt assembly and provided that unless the child is over 4 feet and 9 inches tall. Removes weight restrictions.
Allows for child to not be restrained if all seat positions are occupied.	Removes these allowances. All children under 10 YO need to be properly restrained regardless of how many seat belt assemblies are in the vehicle.
Violators are required by the court to attend a CPS class conducted by judiciary DE	Violators can take a judiciary approved class.
Fines - 2nd offense	
minimum \$100; max \$200	minimum \$250; max \$500
Fines - 3rd offense and more	
minimum \$200; max \$500	minimum \$500; max \$800

Program Area

Occupant Protection

Enforcement Efforts

Tables below provide a summary of the overall occupant protection enforcement efforts conducted statewide.

**ALL - FFY 2022 Occupant Protection
Enforcement Report
(October 1, 2021-September 30, 2022)**

ACTIVITIES BREAKDOWN

GROUP EVENTS

# of Events Total	TOTAL
# of nighttime seat belt events	39
# of child seat events	62
# of sign wavings	15
# of other public outreach events	9
Results:	13
# of contacts*	2,227
# of seat belt citations	1,682
# of child safety seat violations	674
# of suspended licenses	178
# of driving without a license violations	133
# of uninsured motorists	127
# of speeding citations	219
# of cell phone violations	310
# of reckless driving violations	0
# of OVUII arrests	7
# of drug arrests	1
# of DRE drug arrests	0
# of other arrests	33
# of other citations	751
# of truck bed violations	3

INDIVIDUAL EFFORTS

# of Individual Efforts Total	TOTAL
# of nighttime seat belt focus	1
# of child seat focus	0
General enforcement	138
Results:	0
# of contacts*	1,444
# of seat belt citations	712
# of child safety seat violations	35
# of suspended licenses	2
# of driving without a license violations	2
# of uninsured motorists	1
# of speeding citations	0
# of cell phone violations	874
# of reckless driving violations	0
# of OVUII arrests	0
# of drug arrests	0
# of DRE drug arrests	0
# of other arrests	3
# of other citations	221
# of truck bed violations	3

GRANT FUNDED VS COUNTY FUNDED

	TOTAL
Total Seat Belt Contacts*	3,652
# of SB citations only (Grant funded)	3,877
# of SB citations only (County funded)	7,146
Total Child Restraint Contacts	47
# of CR citations only (Grant funded)	165
# of CR citations only (County funded)	370
TOTAL CONTACTS	5,644
TOTAL CITATIONS	9,613

* Contacts- Total of warnings, teachable moments and citations

Program Area

Occupant Protection



All 4 county police departments were able to participate in the national mobilization Click It or Ticket (CIOT) campaign from May 23 through June 4th, 2022.

Enforcement Highlights:

The Honolulu Police Department successfully conducted car seat technician training and certified ten officers and assisted with the car seat checks at the Waimanalo Health Center and Waipio Shopping Center, during Child Passenger Safety Week. HPD also issued six car seats to the public

Maui County Police Department focused on enforcing in areas with low restraint use compliance and conducted at least two nighttime checkpoints which resulted in approximately 1,500 contacts addressing child passenger restraint and seat belt use.

Hawaii County Police Department held two child safety seat training sessions where nine officers were trained as technicians. They hosted a child safety seat training where the newly trained officers provided briefing training to shifts and participated in child safety seat inspections.

Child Restraint Programs

Keiki Injury Prevention Coalition (KIPC)

Hosted three (3) certification trainings which included a pilot hybrid in-person and online training. Out of the trainings, 22 new technicians were trained.

Hosted technician updates were held June 17, and September 13 and 14 (repeat session) with over sixty instructors and technicians attended the sessions and earned six or seven CEUs for each class. There are now ten certified CPS instructors on Oahu. One of these instructors was able to attend the Lifesavers Conference in Chicago in March 2022 with grant funds.

KIPC provided both in-person and virtual car seat check appointments, which helped them reach caregivers and parents in rural and harder to reach communities resulting in 523 car seats checked, 61 new car seats provided to families in need. KIPC also hosted 8 in-person community car seat checks where 156 seats were checked with a combined total of 679 seats checked at individual appointments and community events.

Program Area

Occupant Protection

KIPC helped promote and distribute information regarding the new changes in the child passenger restraint law along with other child passenger safety information through their website, which reached 25,880 individuals this year.

East Hawaii Kiwanis Foundation

Conducted two standardized CPS trainings in Hawaii County, specifically with one in Hilo and one in Kona. Through the trainings, fifteen new CPS technicians and one instructor were gained. These new technicians are critical to the county's CPS program because many work in rural areas and do outreach work. Some of the police officers that were trained are based on school campuses and will support our

FFY 2022 Child Passenger Safety Activities	
SAFETY SEAT CHECKS	
# of Events/Clinics	11
# of vehicles	0
# of child safety seats checked	192
# of child safety seats issued	4
# of cars checked for recalls	0
# of recalls	2
# of One on One & Virtual	0
# of vehicles	0
# of child safety seats checked	732
# of child safety seats issued	3
# of cars checked for recalls	28
# of recalls	2
# of child safety seats issued total	342
TRAINING	
# of Instructor Training Classes	0
# of Instructors Trained	11
# of Tech Training Classes	8
Recertifying Techs Trained	60
New Techs Trained	44

Belt on Bones Project. One of the new instructors is the administrator for the Maternal Child Health program and has staff that provide services to the target group island wide. They were able to restart community car seat clinics finishing with three clinics and a total of 36 car seats checked.

The *Belts on Bones* project was implemented at several schools throughout Hawaii County. The project is also working with a Department of Health epidemiologist and a sociology professor at the University of Hawaii -Hilo for surveillance and data collection to determine effectiveness of the program.

They also held a CPS Standardized Training in Panaewa (a Hawaiian Homestead Community) and another in Kona. Community clinics were held in Hilo, Pahoia, and Kona.

Through individual outreach, 159 car seats were checked and identified majority (75 percent) of the seats checked

Through the efforts of both KIPC and East Kiwanis's there are 73 certified technicians and 21 instructors

presented some form of misuse.

Through the efforts of both KIPC and East Kiwanis's there are 73 certified technicians and 21 instructors as of November 2022.

Hawaii Department of Transportation

Media Efforts

HDOT invested \$74,443.80 in paid media for occupant protection efforts, which included advising the public of seat belt use, updates to child passenger safety laws and promoting in-person events done during Child Passenger Safe Week.

Radio and television were used to reach target audience including parents and other caregivers aged 18 through 70 years old during morning commute time and midafternoon. They created and aired spots based on the Act 122 and posted to social media accounts.



Nearly all attendees at the Waipio Child Seat Check event said they saw the freeway message boards reminding them of the event

-Event Survey

In addition, Summit Media hosted a child passenger safety demonstration booth at Wet and Wild, a waterpark.

To support Child Passenger Safety Week, HDOT had issued a press release and put on the

electronic message boards over the freeways to remind drivers about the updated law.

During the Waipio Child Seat Check event, a quick survey of the attendees was taken to see where they heard about the event. The following table provides a recap of the survey.

Occupant Protection and Child Passenger Safety Media Contractor

Saw the Signs	Radio	Social Media	Hospital
5	2	4	5
Police / Pulled over	TV	Website	Word of mouth
1	4	1	3

As COVID-19 travel and gathering restrictions lifted, TLC PR focused on supporting police departments, child passenger restraint programs and HDOT to promote occupant protection and participating in child safety seat tech training.

With the increase of outreach opportunities, the New Baby Expo was the first big event to come back in November, allowing for a total outreach of 450 caretakers.

In addition to their media coordination, TLC PR facilitated support for MPDs child passenger safety program by assessing inventory and storage, coordinating with KIPC to update CPS equipment.

Act 122 went into effect in June of 2022, and TLC PR worked with HDOT and TV and radio stations to secure paid media buys in time for National Child Passenger Safety Week.

TLC PR developed talking points for media interviews, copy for 30 and 60 second radio commercial spots, creative and art for TV spots, content for social media posts, in addition to coordinating on TV and radio interviews.

Total earned media for the year:

NATIONAL CLICK IT OR TICKET MEDIA OUTREACH

- Media Story Count: 21 (TV, Print, Radio, Online)
- Total Audience: 3,692,612(Viewers, Listeners, Readers)
- Calculated Publicity Value: \$41,165

Program Area

Occupant Protection

NATIONAL CHILD PASSENGER SAFETY WEEK MEDIA OUTREACH

- Media Story Count: 16 (TV, Print, Radio, Online)
- Total Audience: 385,233 (Viewers, Listeners, Readers)
- Calculated Publicity Value: \$28,396

TOTAL MEDIA OUTREACH

- Media Story Count: 37 (TV, Print, Radio, Online)
- Total Audience: 4,077,845 (Viewers, Listeners, Readers)
- Calculated Publicity Value: \$69,561

Paid Media Summary

Planned Activities/Projects Not Implemented:

- Due to personal injury, Hawaii County Police Department was unable to produce their PSAs.
- Due to staff changes, Maui Police Department was unable to coordinate CPS recertification trainings and inspections.
- Due to staff capacity, Kauai Police Department was unable to coordinate CPS recertification trainings and inspections.
- Due to lack of opportunity, lack of training for new techs and technology when in-person activities resumed, KIPC was unable to complete check for vehicle recalls.

Media outlet	Actual Cost	# of Spots	Target	Outreach	Summary of Activities
KITV	\$31,570.66	20	Adults 18+	88,235	Broadcasted on KITV and KIKU affiliate statewide, Island Life interview segment; create PSA and social media ready images.
Pacific Media	\$29,470.00	266	Adults 18+	543,506	Broadcast on all islands on 17 stations. Creation of banner ads and PSA segments with DJs from the county stations. Social media posts on their websites and promotions of the four community child seat check events.
Summit Media	\$13,403.14	655	Adults 18+	168,500	Created and broadcast PSA through the week before and during Child Passenger Safety Week. DJ live reads. Morning and afternoon drives. Streaming segments. Added value of Wet and Wild Labor Day event during Labor Day weekend for free. Social media posts on their websites and promotions of the four community child seat check events.
Total cost:	\$74,443.80				

Program Area

Pedestrian and Bicycle Safety

Hawaii's year-round temperate climate, high transit use, aging population, rising houseless population, and relatively active population, presents high demand and exposure of those who are walking and bicycling.

According to FARS, 25 pedestrian fatalities in 2021 compared to 21 fatalities in 2020. This a sixteen percent increase over last year. Also in 2021, four bicycle fatalities, same as the previous year.

Hawaii Department of Transportation took an aggressive approach by setting a goal of deploying up to 60 raised crosswalks throughout the state by the end of the calendar year, in addition deployed pedestrian and bicycle safety countermeasures such as lowering speed limits and constructing corridor improvements in communities that heavily rely on walking and biking. To complement the infrastructure efforts, the Highway Safety Section hosted Safe Systems Approach working groups at our Traffic Commanders meetings, which gave engineers and police departments an opportunity to discuss solutions to address speeding and impaired drivers which ultimately impacts pedestrians and bicyclists.



To promote pedestrian and bicycle safety efforts the Honolulu Police Department (HPD) and the City and County of Honolulu's Department of Transportation Services (DTS) partnered with the State of Hawaii Department of Transportation's (HDOT) pedestrian safety media coordinator, The Limtiaco Company dba TLCPR, to outreach to the public through the HDOT pedestrian safety initiative, WalkWise and DriveWise Hawaii.

Enforcement efforts

Honolulu Police Department used high injury corridor information from the Oahu Pedestrian Plan and HPD's Case Reporting System, to conduct at least half (38) of its engagement operations HPD also conducted operations based on areas of concern identified by the community.

- HPD conducted 7 community and educational events and distributed retro reflective bands for pedestrians.
- HPD garnered media coverage from all 4 TV stations during their University and King enforcement and public awareness effort during pedestrian safety month.
- HPD conducted 2 bicycle safety operations

Education and Public Awareness Efforts

City and County of Honolulu Department of Transportation Services (DTS)

DTS reached youth and adults through:

- Holiday caroling in Waikiki,
- Summer Fun Pedestrian Safety Poster Contest,
- Keiki Pedestrian Safety at elementary schools,

Program Area

Pedestrian and Bicycle Safety

- Event and information tables at farmer’s market, a senior club, sign-waving events, and pedestrian education during Bike Month,
- Mayoral proclamation that August Pedestrian Safety Month and the week of October 25 – 31, 2021 as Keiki Pedestrian Safety Week in the City and County of Honolulu,
- Produced two social media videos meant to educate drivers, about speeding and marked and unmarked crosswalks,
- Distributed 56,000 Halloween activity books during Keiki Pedestrian Safety Week,
- Produced pedestrian safety cartoon “Fox”. to teach children about safe walking habits

Pedestrian Safety Media and Outreach Coordinator

WalkWise and DriveWise coordinated by TLC PR conducted efforts statewide during the Pedestrian Safety Month which reached over 29,476 individuals through:

- 45 Sign waving events
- 70 Community talks/ presentations with a special attention in areas known for houseless outreach efforts. Houseless individuals were overrepresented in our 2022 pedestrian and bicycle fatalities.

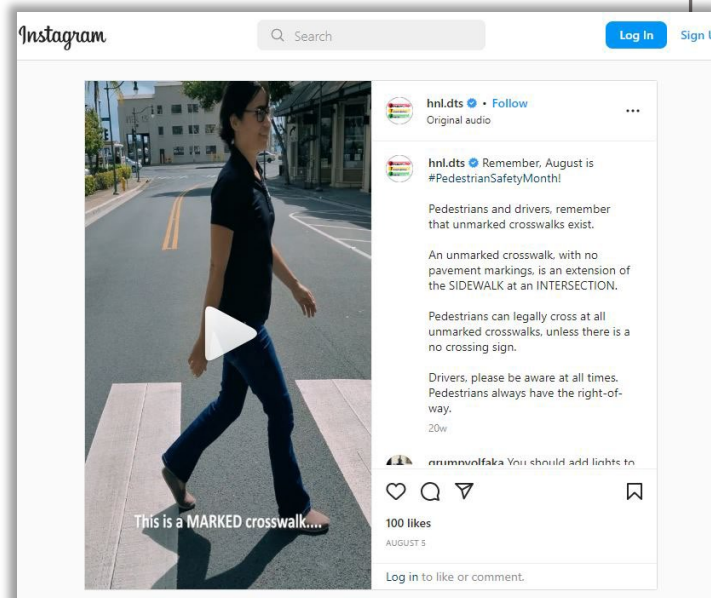
Media and Community Outreach

Halloween and Pedestrian Safety Month garnered exposure from the core TV stations through the following events:

- WalkWise, DOT, HPD, and DTS teamed together with a private partner Raising Cane’s Chicken Fingers to highlight High Visibility Enforcement efforts to draw attention to the walking public. Raising Cane’s “Be seen at night” visibility wristbands outside their restaurants and at community events.
- Mayoral proclamation at Kalihi Shopping Center

Total Earned Media for Federal Fiscal 2022:

- Media Story Count: 129 (TV, Print, Radio, Online)
- Total Audience: 3,009,676 (Viewers, Listeners, Readers)
- Calculated Publicity Value: \$164,209



Program Area

Pedestrian and Bicycle Safety

Planned Activities/Projects Not Implemented:

- Due to inability to coordinate, HPD was unable to conduct two educational events.
- Due to lack of timeliness in coordination, HDOT did not purchase paid media.

Program Area

Police Traffic Services

Hawaii's four county police departments and the Hawaii Department of Transportation (HDOT) prioritize timeliness of investigate a crash scene investigation and implementing the best investigation techniques. Crash scene investigation is a critical skill necessary to collect appropriate evidence in a crash. Through continual and advanced training, the police departments strive to minimize the amount of time roads are closed, without compromising the integrity of their investigations. Additionally, to integrate the skill throughout the police departments they have identified crash scene investigation as an essential training for new hires. Grant funds are also used to purchase and repair equipment that increases officers' efficiency in investigating and documenting crash scenes.

Law Enforcement Liaison

- Coordinated traffic commanders' meetings and data
- Coordinated ignition interlock training materials and program management data

Hawaii County Police Department

- HCPD sent two (2) Officers to the National IPTM Conference
- HCPD sent two (2) to EDR Technician Training Virtually and Sgt Riddle and Officer Duarte attended the EDR Recon Training virtually to obtain their instructor certification allowing them to teach other officers how to properly use the Bosch System.

Maui Police Department

- MPD certified two (2) two Traffic Investigators on the Crash Data Recorder CDR Train the Trainer Course.
- Sent two Officers to the 2022 Traffic Symposium on Traffic Safety Conference.
- MPD attended an Online ACTAR Test Prep Course and an Investigation of Motorcycle Crashes Class and exam.
- MPD purchased software and hardware for their crash data retrieval system (CDR) by along with a four-day certified training on the mapping software and one-week of certified training on MapScene 360 software and EVR updates.
- MPD officers attended the Virtual Paraben Training (cell phone forensics) with authorization to purchase software licenses.
- MPD purchased Online Subscription for (MSAB) software to analyze cell phone data records, and (Scanner GEOSYSTEMS)- Scanner GS18 T Tilt Rover & UHF Performance Smart Antenna, GS16 Base and the CS20 LTE Field Controller and AR PRO Dirigo Software Licenses.

Program Area

Police Traffic Services

Planned Activities/Projects Not Implemented:

Honolulu Police Department

Due to the lack of planning and procurement issues the following did not occur:

- Hosted collision investigation courses
- Pedestrian/Bicycle Crash Investigation course
- Motorcycle Crash Investigation course
- Crash Data Specialist and Reconstruction Training
- Attend EDR Summit

Kauai Police Department

Due to staff shortage the following did not occur:

- All police service grant activities

Hawaii County Police Department

Due to lack of planning and procurement issues from HPD, the following did not occur:

- Attend TEU and IPTM Courses hosted by Maui or Honolulu Police Departments.
- Purchase of a Socket/Tool Set, Battery Pack, or portable generator

Maui Police Department

Due to scheduling conflicts, the following did not occur:

- Two CDR Traffic Investigator trainings on the retrieval of crash data from the vehicle's crash data recorders (CDR's),
- Traffic Investigators to the CDR Analyst Course
- IPTM training classes,
- host the IPTM Event Data Recorder Use in Traffic Crash Reconstruction Level 2 course at MPD Facility,
- Host the IPTM Applied Physics for the Traffic Crash Investigator at MPD Facility and certify up to ten (10) Traffic Officers with (ACTAR Accredited) ScanStation training, with Software updates.

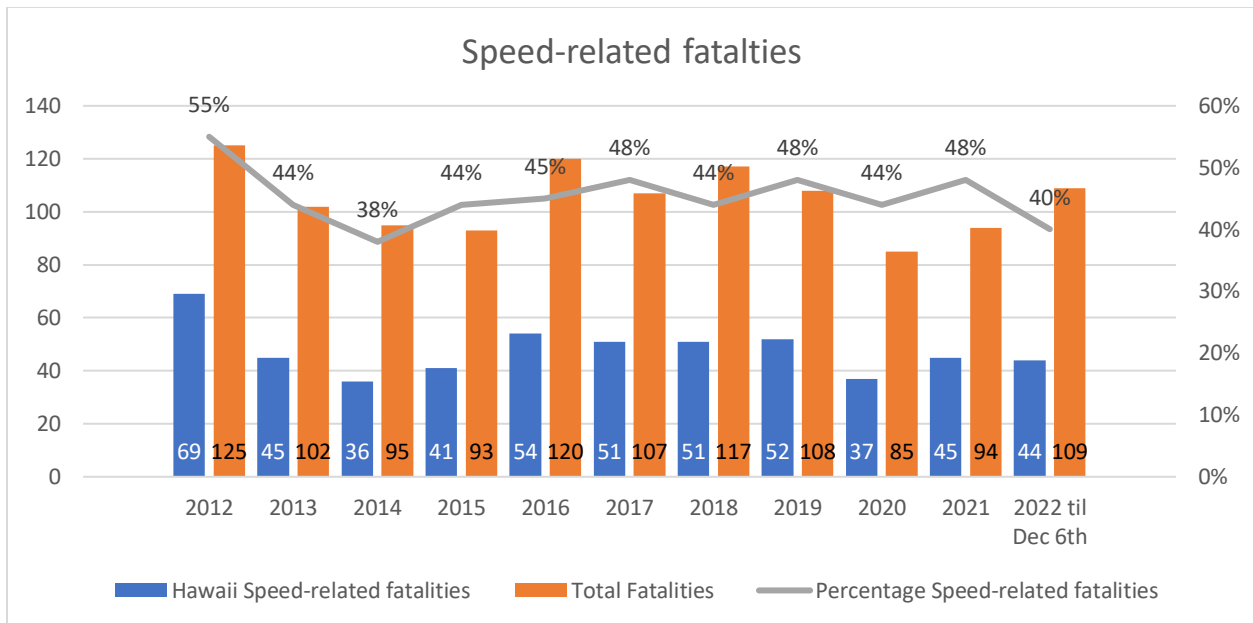
Program Area

Speed Management

Speeding continues to plague Hawaii’s roadways and endanger all roadway users. According to NHTSA’s 2020 Speeding Traffic Safety Facts (published in June 2022), Hawaii was ranked third among states with the highest percentages of speeding-related fatalities in 2020: South Carolina (46 percent), Colorado (46 percent), Hawaii (44 percent), District of Columbia (44 percent). In 2021, 45 out of 94 fatal crashes (or 48 percent) involved speeding, resulting in 45 fatalities. According to preliminary state data for 2022 (as of December 6, 2022), 39 out of 104 fatal crashes (or 38 percent) involved speeding, resulting in 44 fatalities.

Excessive speeding is an especially alarming concern as it has risen throughout the years. During FFY 2019, 357 excessive speeding citations were issued by law enforcement statewide. That number jumped dramatically to 915 in FFY 2020, decreased to 685 during FFY 2021, but increased again to 1,194 during FFY 2022 (see Speed Enforcement Activity table).

To address our speeding issue, Hawaii is utilizing the Safe System Approach, using a more holistic approach that incorporates education, enforcement, paid/earned media, engineering, and community engagement.



Speed Management Meetings

HDOT continued its statewide speed management meetings that included partners from county police departments and prosecutors; Hawaii State Department of Health; county and state planners and engineers; and NHTSA. These meetings allow these different agencies to work in conjunction with each other – rather than in silos and in isolation. During these meetings, attendees were grouped together according to counties and tasked with evaluating roadways in their communities that have been plagued with speed-related issues. Representatives from the different agencies applied their expertise and knowledge to the situations and through facilitated activities, discussed problem identification,

Program Area

Speed Management

objectives, existing/potential resources, possible solutions and next steps. Gathering these stakeholders to foster connections and continuing the discussions to develop and implement strategies has already led to actions such as lowering of speed limits in problem areas, discussions with driver's education and placement of speed data recorders to determine traveling speeds in high-crash locations.

HDOT also began integrating speed management discussions into weekly highway safety meetings led by the Highways Deputy and served as a bridge between HSIP efforts and HSP efforts. The discussions helped sustain infrastructure speed management priorities like raised crosswalks, lower speed limits, as well as non-infrastructure discussions like collecting observational and speed data to measure improvements and identify areas in need of additional enforcement.

Speed management meetings are where the nexus of integrating the Safe System Approach began in Hawaii and continues. These discussions are catalysts for short term and intermediate design and engineering solutions and tie in with other traffic safety concerns like vulnerable road users and impaired driving.

Law Enforcement Activities

The four county police departments stepped up their speed management efforts with particular focus on education and data-driven enforcement. They conducted speed operations during holidays and throughout the FFY in locations known to have speeding problems, utilizing data collected from speed data recorders and crashes. For instance, MPD placed speed data collectors to monitor speeds in locations identified by community members as problem areas. If average speeds exceeded the speed limit and warranted enforcement, MPD then conducted stepped-up enforcement in those areas. During FFY 2022, MPD's Traffic Division also focused on school zones, alternating different school districts, and urging the communities to obey speed limits and watch for children crossing the streets.

The departments shared the speed data with police district commanders and county and state traffic engineers. HCPD produced monthly traffic trends data reports and collected reckless driving complaints and provided these to district commanders to deploy resources and enforcement.

In addition, the police departments expanded their education efforts both on the roadways to speeding drivers and off the roadways to driver's education instructors and via letters to motorists. HCPD adopted the slogan, "No Good Excuse," and promoted it in news releases and earned media interviews. On Oahu, HPD created "Say Hi!" safety talks and spoke to communities and at schools about the importance of traffic safety and provided tips on staying safe.

Program Area

Speed Management

STATEWIDE Speed Enforcement Activity (grant-funded, unless otherwise specified)

	Honolulu	Hawaii	Maui	Kauai	FFY 2022 Totals	FFY 2021 Totals	FFY 2020 Totals
# of speed enforcement operations	199	609	463	77	1,348	1,900	1,661
# of speed enforcement operations (county-funded)	Unknown	254	5	129	388	413	120
Speeding-Related Contacts							
# of vehicle stops or contacts	18,670	4,982	463	753	24,868	55,602	19,161
# of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	6,819	3,269	1,932	670	12,690	9,996	16,967
# of speeding citations issued (county-funded)	32,197	10,292	726	1,710	44,925	47,102	39,733
# of warnings issued	2,649	0	1,289	85	4,023	9,096	3,654
# of excessive speeding citations issued	420	672	101	1	1,194	685	915
citations issued	24	7	193	0	224	267	53
# of citations for other violations	42	1,734	746	62	2,584	2,038	1,986
# of OVUII arrests	3	20	1	0	24	150	29
# of arrests for other violations	5	64	16	1	86	63	72
# of traffic safety presentations conducted (grant- and county-funded)	9	2	2	0	13	11	52
# of violation letters with educational materials to registered vehicle owners relative to speeding and		202			202	50	97

Speed Enforcement Tools

To ensure that officers can effectively enforce Hawaii's speeding laws, HDOT provided funding for the following speed detection devices and trainings:

- HCPD purchased 10 dual antennae radar units.
- KPD purchased four vehicle-mounted radar systems.
- MPD purchased four LTI lasers; and
- HPD provided speed enforcement training

Labor Day Campaign

HDOT and the four county police departments coordinated a statewide enforcement and media campaign focused on speeding and impaired driving. Leading up to and following the Labor Day weekend, HDOT and our partners conducted the following initiatives:

Program Area

Speed Management

- Conducted earned media interviews and aired the “No Excuses” public service announcements (PSA) on television, radio, and social media platforms. These PSAs reminded drivers that there is no excuse for driving while impaired or speeding, and to slow down and enjoy the ride.
- Strict enforcement of Hawaii speeding and impaired driving laws throughout the weekend and holiday. The county police departments also conducted sobriety checkpoints and/or saturation patrols in support of MADD Hawaii’s Saturation Saturday, a nationwide event to get impaired drivers off the road.

Planned Activities/Projects Not Implemented:

- Due to scheduling conflicts and capacity shortages, HCPD laser instructor training was not hosted and as a result, KPD was not able to send officers to the training, as planned.

Program Area

Traffic Records

Although Hawaii has made great strides in achieving more timely crash data and data sharing among partners, we recognize that we still have a long way to go to build up our traffic records system to better “paint an accurate picture” of traffic safety in our state. Having quality and meaningful data is more important than ever as HDOT applies the Safe System Approach to our traffic safety efforts. During this past FFY, the Hawaii Traffic Records Coordinating Committee (HTRCC) continued to discuss data gaps, challenges to data collection and ways to address these issues.

HTRCC

Throughout FFY 2022, the HTRCC and the eCitation Subcommittee continued its work on building the State of Hawaii Advanced Crash Analysis (SHACA) data system, integrating the Hawaii Incident Geo-Locating System (HIGLS) into SHACA, and moving the eCitation pilot program into a statewide and state-funded system. Meetings continued to be conducted using the virtual platform, which allowed more members from around the state to meet.

The HTRCC and eCitation Subcommittee members also shared their traffic data and best practices amongst themselves and with other partners, which proved to be extremely useful. HCPD’s Traffic Services Section Program Manager developed monthly Traffic Trends Data Reports and shared these with the eight District Commanders and two Traffic Enforcement Unit (TEU) sergeants in Hawaii County. District commanders and the TEU sergeants then used the reports to plan their enforcement efforts.

SHACA System

During FFY 2022, HDOT’s Traffic Safety Section worked closely with its consultant, SHACA vendors, the four county police departments and the departments’ Records Management System (RMS) vendors to complete Phases 3 and 4 and prepare for the Extended Phase in development and build of the SHACA system.

With the completion of Phases 3 and 4, the vendor has developed the following components for SHACA:

- Enhanced diagramming of intersections.
- Interface between MPD and SHACA.
- Enhanced data analysis and reporting.
- End-to-end validation testing of transmitted crash reports.
- External access to SHACA; and
- Crash data quality assurance

With the web based SHACA, HDOT personnel and select external users can access the SHACA database remotely and provide data to traffic safety partners. This was useful during HDOT’s Safe System Approach and Traffic Commanders meetings.

Program Area

Traffic Records

In addition, HDOT and its consultant prepared for scheduled, phased development and implementation of the Hawaii Incident Geo-Locating System (HIGLS) with on-site visits with the police departments, workflow workshops for stakeholders and preparation of technical specifications for HIGLS. HDOT worked closely with HCPD, and its RMS vendor pilot test the HIGLS integration.

eCitations

Grant funds were used towards equipment, engineering hours and training for the continuation of two eCitation projects on Maui and Oahu.

According to the Hawaii State Judiciary, eCitations comprised 24.43 percent of all citations issued on Oahu and entered the Judiciary Information Management System (JIMS), an increase from 16.47 percent in FFY 2020 and 20.54 percent in FFY 2021. These were processed 2.0 times faster than paper citations – an average of 3.93 days for eCitations compared to an average of 7.82 days for paper citations.

In Maui, eCitations comprised 53.01 percent of all citations issued and entered JIMS, an increase from 35.48 percent in FFY 2020 and 47.35 percent in FFY 2021. These were processed 2.4 times faster than paper citations – an average of 2.02 days for eCitations compared to an average of 4.80 days for paper citations.

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

- Clear and easy-to-read citations.
- Reduction in the time it takes to issue citations on the roads.
- Improvements in timeliness from citation issuance to entry into the Judiciary’s case management system.
- Improvement in deputy prosecutors and staffs’ efficiency in intake and screening of cases; and
- The ability to record and access supporting digital evidence.

A team from the University of Hawaii at Manoa (UHM) completed its evaluation of the eCitation pilot project.

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

Traffic Records Forum

Representatives from HDOT, HCPD and MPD attended the 2022 Traffic Records Forum, which was held in person after being conducted virtually for the past two years during the pandemic. Representatives

Program Area

Traffic Records

from HPD, KPD and Maui's Department of the Prosecuting Attorney were unable to attend due to staffing shortages, procurement issues and/or conflicts with other trainings.

Equipment Purchase

HCPD purchased an upgrade to its Easy Street Draw crash data diagramming software.

FARS Analyst

Grant funding was used to supplement the FARS Analyst position, covering any potential shortfall in FARS funding.

Planned Activities/Projects Not Implemented:

Traffic Records Forum

Representatives from HPD, KPD and Maui's Department of the Prosecuting Attorney were unable to attend due to staffing shortages, procurement issues and/or conflicts with other trainings.

HIGLS

Unforeseen issues with the police departments' RMS caused delays with the HIGLS project. HCPD has volunteered to pilot the program before work is done with the other county police departments.

HPD eCitation Pilot Project

Although HPD continued its eCitation pilot project, no expenditures were submitted to HDOT for reimbursement due to internal procurement issues.

UHM eCitation Evaluation Report

Although UHM completed its evaluation of Hawaii's eCitation pilot project and produced a final report, no expenditures were submitted to HDOT for reimbursement due to internal issues.

Evidence-Based Enforcement

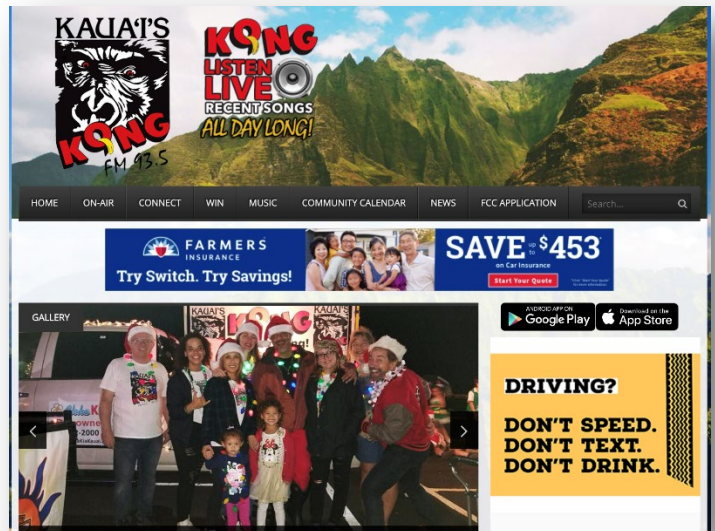
Using data resources such as FARS, SHACA, Vision Zero Action Plans, speed measurements from data recorders and citations, the four county police departments focused their enforcement activities in areas of highest risk or what Hawaii County labeled “high injury corridors.” Law enforcement continued enforcing Hawaii’s traffic laws in the high priority areas of impaired driving; speed management; occupant protection and child passenger safety; distracted driving; and pedestrian and bicycle safety. During FFY 2022, law enforcement continued their efforts to include more community engagement, reaching out to community members, victims’ families, and traffic safety advocates to partner in campaigns and share their stories. Law enforcement also took media opportunities to share their personal stories to why they dedicate their careers to traffic safety. Law enforcement also were able to identify key areas to focus on through our Traffic Commanders meetings.

The Distracted Driving Month campaign, CIOT mobilization, and two national Impaired Driving mobilizations were conducted along with the national schedule. All mobilizations were conducted with enforcement in combination with communication messages on television, radio, freeway message boards, and community awareness (sign waving). FFY 2022 marks another year where law enforcement first prioritized operations and police to community contacts over just issuing citations. This results in more warnings and teachable moments. Police continued to use both data and community stories as a catalyst to focus their enforcement in particular areas.

Table: Additional details on Enforcement/ Program Area and Correlating Pages

Hawaii’s Evidence-Based Traffic Enforcement	
Enforcement/ Program Area	Pages
Distracted Driving Enforcement	29
Impaired Driving Enforcement	32
Occupant Protection/ CPS Enforcement	38
Pedestrian & Bicycle Safety Enforcement	43
Speed Enforcement	50

Paid Media



Campaign	Program Areas	PSAs Utilized	Campaign Time Frame	Paid Media Outlets Utilized	Earned Media/ Other Outreach	Results	Budgeted	Expended	Funding Sources
"No Excuses" Labor Day Campaign	Speed Management	"Speed Kills" "Enjoy the Ride" "No Excuse for Speeding" radio spots	Labor Day (August-September 2022)	Radio, digital media, social media	Radio interviews, media pitches, sign waving	1,609 radio spots Impressions: 755,338 Online impressions: 203,726	\$200,000.00	\$16,139.78	FAST NHTSA 402
"No Excuses" Labor Day Campaign	Drugged Driving	"Medicated Driving May Cause DUI" "No Excuse for Drugged Driving" radio spots	Labor Day (August-September 2022)	Television, radio, digital media, social media	Radio interviews, media pitches, sign waving	4,424 TV spots 5,597 radio spots Impressions: 9,120,240 Online impressions: 1,334,880	\$300,000.00	\$230,141.75	FAST 405d
"No Excuses" Labor Day Campaign	Alcohol-Impaired Driving	"Sober Driver" "Ride Sober Motorcycle"	Labor Day (August-September 2022)	Television, radio, digital media, social media	Radio interviews, media pitches, sign waving	7,264 TV spots 10,873 radio spots Impressions: 368,689 Online Impressions: 294,281	\$500,000.00	\$499,280.93	164 PM
ACT122 - CPS Law Campaign	Occupant Protection/Child Restraints	Paid media created PSAs with messaging about updated CPS law	September 1-30 for Child Passenger Safety Week (most concentrated during 9/8-24th.)	Television, radio, digital media, social media; Summit Media Wet and Wild booth	Press releases, overhead digital messaging, radio, TV, and 2 car seat check events on Oahu and 2 on Hawaii Island	20 TV spots, 921 radio and social media spots; Impressions: 800,241	\$85,000.00	\$74,443.80	FAST NHTSA 402

Behavioral and Attitudinal Survey

Hawaii Department Transportation conducted a statewide attitudinal survey during FFY 2022. SMS research conducted the survey and collected 516 responses from individuals 18 and older representing all counties. The survey was organized to collect both attitudes and admitted transportation behaviors surrounding core performance measures. One challenge was collecting a decent sample size of motorcyclists, however HDOT plans to continue looking for ways to supplement behavior and attitudes from all users in the future, as they are important in shaping our messaging and communication efforts.

Summary of Results

Transportation patterns

Majority of the respondents frequently either walk, drive, or are a passenger of a vehicle (92 percent, 87 percent, and 65 percent).

Minority of the respondents frequently drove a truck, rode a bike, e-powered scooter, operated a motorcycle or a moped (74 percent, 83 percent, 91 percent, 94 percent, and 91 percent).

Unsafe behaviors

Majority of drivers (cars, trucks, motorcycle operators) admit to driving 5-10 miles an hour above the speed limit

A small minority of drivers (cars, trucks, motorcycle operators) admit to driving after consuming alcohol or using cannabis.

A slight majority of drivers (cars, trucks, motorcycle operators) suggest they never drive while texting or looking at their phone.

Majority of those who walk, bike, drive, or operate a motorcycle observe other drivers running through red lights, yet majority of those surveyed suggest they never run through a red light.

Majority of those who walk, bike or drive do not use rideshare, call a friend, or use public transportation because they or the driver had too much to drink.

Positive behaviors

Majority of drivers (cars, trucks, motorcycle operators) do not drive through a crosswalk without looking for a pedestrian crossing.

Majority of drivers (cars and trucks) move over to the side of the road and stop upon seeing or hearing first responders.

Most drivers (cars and trucks) give bicyclists a minimum of 3 feet.

Majority of drivers (cars and trucks) confirm they and their passengers are wearing a seat belt or children are using a proper seat before they drive.

Most truck drivers do not allow passengers in the cargo space of their truck if they are either too young or there is sufficient room in the cab.

HSP Modifications

HSP modification #1 Approved March 23, 2022

Project	Modification
University of Hawaii at Manoa TR22-S-11	Added a grant in the amount of \$29,907 for the University of Hawaii to complete their evaluation of the eCitation project that began in FY 2021 using the remaining funds from that grant. UH was unable to complete its evaluation of Hawaii's eCitation pilot project due to unexpected demands on staff time when the State requested that their team prioritize COVID-related projects and reports. As part of the FFY 2022 project, UH continued to conduct an evaluation of the eCitation pilot program in Maui County and the City & County of Honolulu. This study included stakeholder consultation and review of the performance of the pilot system.
Maui Fire Department-EM22-M-02	Rolled over the FFY 2021 grant amount of \$39,754 to purchase airbag equipment into the FFY 2022 grant as they were unable to secure the equipment in FFY 2021 due to shipping delays. The new total would be for the FFY 2022 grant is \$96,182.28.
Maui Police Department Impaired Driving- AL22-M-06	Increased MPD's total grant funding amount listed in the FFY 2022 Projects List, from \$419,114.40 to \$468,021.51, as we were remiss in revising it prior to submitting our HSP. The updated total grant funding amount now matches MPD's promised project grant agreement total.
Maui Prosecutors Office – AL22-M-12	Added the equipment for this already approved promised project to the Equipment List.
HDOT Impaired Driving Media Contractor AL22-S-15	Combined the Alcohol- and Drug- Impaired Driving Media Contractor (AL22-S-21) grants into one Impaired Driving Media Contractor grant, to be used to hire one media consultant to develop and implement an overall impaired driving media and educational campaign.
HDOT Impaired Driving Program Management-AL22-S-23	Increased total grant funding amount by \$100,000, from \$150,000 to \$250,000, to be used to hire an Impaired Driving Program Coordinator to provide support for Hawaii's Impaired Driving program.

HSP modification #2 Approved July 27, 2022

Project	Modification
Maui Prosecutors Office AL22-M-12	Increased total grant funding amount in FFY22 HSP project list from \$33,365.00 to \$63,413.50, to match the Promised Project grant agreement total, as we were remiss in revising it prior to submitting our HSP. The updated total grant funding amount now matches the Maui Prosecutors Office's promised project grant agreement total.
Hawaii Prosecutors Office AL22-S-10	Added \$25,000 to conduct an annual statewide TSRP training for a total of \$177,378.75. The increase would allow them to provide travel and training to 69 people (12 more people than originally planned) and cover the increase in travel and hotel costs for three instructors.

Grant Expenditures

FFY 2022

Project Number	Agency	Project Title	Awarded	Expended
Program Administration				
PA22-S-01	Hawaii Department of Transportation	Program Administration	\$135,000.00	\$82,351.71
PA22-S-02	Hawaii Department of Transportation	HDOT Fiscal Coordinator	\$68,000.00	\$459.00
		Sub-total:	\$203,000.00	\$82,810.71
Distracted Driving				
DD22-O-01	Honolulu Police Department	HPD Distracted Driving	\$234,583.75	\$56,955.34
DD22-H-02	Hawaii County Police Department	HCPD Distracted Driving	\$73,128.80	\$66,467.00
DD22-M-03	Maui Police Department	MPD Distracted Driving	\$76,263.39	\$50,369.73
DD22-K-04	Kauai Police Department	KPD Distracted Driving	\$15,660.22	\$5,725.78
DD22-S-05	Hawaii Department of Transportation	HDOT Distracted Media Campaign	\$100,000.00	\$61,341.16
DD22-S-07PM	Hawaii Department of Transportation	Program Management	\$30,000.00	\$11,503.89
		Sub-total:	\$529,636.16	\$252,362.90
Emergency Medical Services				
EM22-O-01	Honolulu Fire Department	HFD eDraulic Extrication	\$65,892.00	\$64,155.00
EM22-M-03	Maui Fire Department	MFD Extrication	\$96,182.28	\$39,754.00
EM22-S-04PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$5,947.08
		Sub-total:	\$167,074.28	\$109,856.08
Impaired Driving				
AL22-O-01	Honolulu Police Department	HPD Impaired Driving	\$1,081,935.16	\$291,474.67
AL22-H-04	Hawaii County Police Department	HCPD Impaired Driving	\$424,917.10	\$205,343.74
AL22-K-05	Kauai Police Department	KPD Impaired Driving & Youth Deterrence	\$114,979.76	\$19,906.53
AL22-M-06	Maui Police Department	MPD Impaired Driving & Youth Deterrence	\$468,021.51	\$231,174.37
AL22-S-07	Hawaii State Department of Health	DOH State Laboratory & Intoxilyzer Training	\$2,144,656.20	\$38,274.96
AL22-S-10	Hawaii County Office of the Prosecuting Attorney	Traffic Safety Resource Prosecutor Training	\$152,380.00	\$9,061.22
AL22-S-11	Kauai County Office of the Prosecuting Attorney	Traffic Safety Resource Prosecutor	\$114,094.63	\$101,999.68
AL21-M-12	Maui County Department of the Prosecuting Attorney	Maui Prosecutors Office Impaired Driving	\$63,413.50	\$29,656.13
AL22-S-13	Judiciary	Judicial Training	\$62,150.00	\$22,050.28
AL22-O-14	Judiciary	DWI Court Honolulu	\$91,549.00	\$26,385.33
AL22-S-16	Hawaii Department of Transportation	Attitudinal/Behavioral Survey	\$100,000.00	\$14,387.44
AL22-S-18	Hawaii Department of Transportation	Impaired Driving Court Monitoring	\$100,000.00	\$100,000.00
AL22-S-19	Hawaii Department of Transportation	Alcohol-Impaired Driving Media Campaign	\$500,000.00	\$499,280.93
AL22-S-22	Hawaii Department of Transportation	Drug-Impaired Driving Media Campaign	\$300,000.00	\$230,141.75
AL22-S-23PM	Hawaii Department of Transportation	Program Management	\$250,000.00	\$239,120.32
		Sub-total:	\$5,968,096.86	\$2,058,257.35
Motorcycle Safety				
MC22-H-01	Hawaii Community College	Hawaii CC Motorcycle Safety Education	\$4,316.76	\$0.00
MC22-S-03PM	Hawaii Department of Transportation	Program Management	\$20,000.00	\$4,619.96
		Sub-total:	\$24,316.76	\$4,619.96
Occupant Protection				
OP22-O-01	Honolulu Police Department	HPD Seat Belt Enforcement	\$120,348.60	\$77,411.60
OP22-O-02	Keiki Injury Prevention Coalition	Oahu Child Restraint Program	\$126,384.08	\$87,349.67
OP22-H-03	Hawaii County Police Department	HCPD Seat Belt Enforcement	\$120,059.20	\$54,217.63
OP22-H-04	East Hawaii Kiwanis	Hawaii County Child Restraint Program	\$56,650.00	\$34,094.53
OP22-M-05	Maui Police Department	MPD Seat Belt Enforcement	\$102,510.02	\$48,067.20
OP22-M-06	Maui Police Department	Maui Child Restraint Program	\$55,328.21	\$4,270.35
OP22-K-07	Kauai Police Department	KPD Seat Belt Enforcement	\$40,724.88	\$9,127.39
OP22-S-08	University of Hawaii at Manoa	UH Seat Belt Observational Survey	\$100,000.00	\$100,000.00
OP22-S-09	Hawaii Department of Transportation	HDOT OP Media Contractor	\$93,445.86	\$88,203.73
OP22-S-11	Hawaii Department of Transportation	HDOT CPS Media Campaign/ Click it Or Ticket	\$85,000.00	\$74,443.80
OP22-S-12PM	Hawaii Department of Transportation	Program Management	\$25,000.00	\$36,552.31
		Sub-total:	\$925,450.85	\$613,738.21

Grant Expenditures

FFY 2022

Project Number	Agency	Project Title	Awarded	Expended
PS22-O-01	Honolulu Police Department	HPD Pedestrian Enforcement	\$111,347.70	\$49,393.24
PS22-O-02	Honolulu Police Department	HPD Bicycle Enforcement	\$84,624.25	\$19,885.57
PS22-O-03	City & County of Honolulu Department of Transportation Services	DTS Pedestrian Safety	\$42,000.00	\$18,378.21
PS22-S-04	Hawaii Department of Transportation	Pedestrian Safety Media Contractor	\$95,344.10	\$93,163.62
PS22-S-05	Hawaii Department of Transportation	HDOT Pedestrian Media Campaign	\$80,000.00	\$0.00
PS22-S-06PM	Hawaii Department of Transportation	Program Management	\$50,000.00	\$17,840.35
		Sub-total:	\$463,316.05	\$198,660.99
Police Traffic Services				
PT22-O-01	Honolulu Police Department	HPD Traffic Services	\$162,110.00	\$6,957.40
PT22-H-02	Hawaii County Police Department	HCPD Traffic Services	\$136,240.00	\$12,653.52
PT22-M-03	Maui Police Department	MPD Traffic Services	\$258,044.00	\$96,073.38
PT22-K-04	Kauai Police Department	KPD Traffic Services	\$44,509.00	\$15,560.00
PT22-S-05	Law Enforcement Liaison	Law Enforcement Liaison	\$78,567.00	\$61,799.86
PT22-S-06	Hawaii Department of Transportation	HDOT Traffic Branch - Lifesavers and Safety Meetings	\$39,336.00	\$0.00
PT22-S-07PM	Hawaii Department of Transportation	Program Management	\$15,000.00	\$8,418.52
		Sub-total:	\$733,806.00	\$201,462.68
Speed Management				
SC22-O-01	Honolulu Police Department	HPD Speed Enforcement	\$447,882.45	\$300,315.16
SC22-H-02	Hawaii County Police Department	HCPD Speed Enforcement	\$254,020.00	\$177,677.61
SC22-M-03	Maui Police Department	MPD Speed Enforcement	\$154,184.25	\$139,261.98
SC22-K-04	Kauai Police Department	KPD Speed Enforcement	\$86,275.84	\$38,783.73
SC22-S-05	Hawaii Department of Transportation	HDOT Speed Media Campaign	\$200,000.00	\$16,139.78
SC22-S-06PM	Hawaii Department of Transportation	Program Management	\$35,000.00	\$14,035.20
		Sub-total:	\$1,177,362.54	\$686,213.46
Traffic Records				
TR22-S-01	Hawaii Department of Transportation	HDOT Traffic Records System Update	\$118,107.00	\$113,658.36
TR22-O-02	Honolulu Police Department	HPD Traffic Records	\$374,384.00	\$0.00
TR22-H-03	Hawaii County Police Department	HCPD Traffic Records	\$71,835.00	\$14,430.02
TR22-M-04	Maui Police Department	MPD Traffic Records	\$256,875.50	\$160,803.72
TR22-K-05	Kauai Police Department	KPD Traffic Records	\$62,660.00	\$48,750.00
TR22-S-06	Hawaii State Judiciary	Judiciary eCitation Traffic Records	\$62,706.00	\$58,307.81
TR22-M-07	Maui County Department of the Prosecuting Attorney	Maui Prosecutors Traffic Records	\$5,675.00	\$3,266.02
TR22-O-08	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors E-citations	\$21,244.00	\$21,244.00
TR22-S-11	University of Hawaii at Manoa	UH eCitation Pilot Program Evaluation	\$29,900.11	\$0.00
TR22-S-09	Hawaii Department of Transportation	FARS Analyst	\$40,000.00	\$13,742.12
TR22-S-10PM	Hawaii Department of Transportation	Program Management	\$50,000.00	\$19,495.59
		Sub-total:	\$1,093,386.61	\$453,697.64
		Total	\$11,285,446.11	\$4,661,679.98

Federal Aid Reimbursement

FFY 2022

Federal Fiscal Year 2022 Federal Reimbursement						
Program Area/Project	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
154 Alcohol	\$816,972.18	\$581,046.53	\$816,972.18	\$816,972.18	\$816,972.18	\$0.00
154 Transfer Funds Total	\$816,972.18	\$581,046.53	\$816,972.18	\$816,972.18	\$816,972.18	\$0.00
164 Alcohol	\$299,878.94	\$316,144.73	\$299,878.94	\$299,878.94	\$299,878.94	\$0.00
164 Paid Media	\$499,280.93	\$0.00	\$499,280.93	\$499,280.93	\$499,280.93	\$0.00
164 Transfer Funds Total	\$799,159.87	\$316,144.73	\$799,159.87	\$799,159.87	\$799,159.87	\$0.00
Planning and Administration	\$82,810.71	\$0.00	\$165,621.42	\$82,810.71	\$82,810.71	\$0.00
Emergency Medical Services	\$164,207.86	\$162,969.22	\$205,259.83	\$164,207.86	\$164,207.86	\$0.00
Motocycle Safety	\$1,125.33	\$0.00	\$1,406.66	\$1,125.33	\$1,125.33	\$0.00
Occupant Protection	\$230,673.71	\$95,960.76	\$288,342.14	\$230,673.71	\$230,673.71	\$0.00
Pedestrian/ Bicycle Safety	\$17,840.35	\$11,564.95	\$22,300.44	\$17,840.35	\$17,840.35	\$0.00
Police Traffic Services	\$201,462.68	\$131,373.82	\$251,828.36	\$201,462.68	\$201,462.68	\$0.00
Traffic Records	\$31,849.37	\$28,994.95	\$39,811.72	\$31,849.37	\$31,849.37	\$0.00
Speed Management	\$680,977.91	\$611,716.24	\$851,222.41	\$680,977.91	\$680,977.91	\$0.00
Distracted Driving	\$252,415.64	\$182,534.26	\$315,519.55	\$252,415.64	\$252,415.64	\$0.00
FAST Act NHTSA 402 Total	\$1,663,363.56	\$1,225,114.20	\$2,141,312.53	\$1,663,363.56	\$1,663,363.56	\$0.00
405b High HVE	\$15,811.62	\$0.00	\$19,764.53	\$15,811.62	\$15,811.62	\$0.00
405b High Community CPS Services	\$5,973.72	\$0.00	\$7,467.16	\$5,973.72	\$5,973.72	\$0.00
FAST Act 405b OP High Total	\$21,785.34	\$0.00	\$27,231.69	\$21,785.34	\$21,785.34	\$0.00
FAST Act 405c Data Program Total	\$158,795.78	\$0.00	\$198,494.73	\$158,795.78	\$158,795.78	\$0.00
405d Mid HVE	\$64,699.09	\$0.00	\$80,873.86	\$64,699.09	\$64,699.09	\$0.00
405d Mid Paid/Earned Media	\$230,141.75	\$0.00	\$287,677.19	\$230,141.75	\$230,141.75	\$0.00
405d Impaired Driving Mid	\$137,163.72	\$0.00	\$171,454.65	\$137,163.72	\$137,163.72	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$432,004.56	\$0.00	\$540,005.70	\$432,004.56	\$432,004.56	\$0.00
405f Motocycle Safety Programs	\$3,494.53	\$0.00	\$4,368.16	\$3,494.53	\$3,494.53	\$0.00
FAST Act 405f Motocycle Safety Programs Total	\$3,494.53	\$0.00	\$4,368.16	\$3,494.53	\$3,494.53	\$0.00
405h Law Enforcement	\$22,782.84	\$0.00	\$28,478.55	\$22,782.84	\$22,782.84	\$0.00
405h Public Education	\$65,582.34	\$0.00	\$81,977.93	\$65,582.34	\$65,582.34	\$0.00
405h Nonmotorized Safety	\$6,749.80	\$0.00	\$8,437.25	\$6,749.80	\$6,749.80	\$0.00
FAST Act 405h Nonmotorized Safety Total	\$95,114.98	\$0.00	\$118,893.73	\$95,114.98	\$95,114.98	\$0.00
405b High HVE	\$160,826.44	\$0.00	\$201,033.05	\$160,826.44	\$160,826.44	\$0.00
405b High Public Education	\$68,526.13	\$0.00	\$85,657.66	\$68,526.13	\$68,526.13	\$0.00
405b High Community CPS Services	\$109,755.95	\$0.00	\$138,194.95	\$109,755.95	\$109,755.95	\$0.00
BIL 405b OP High Total	\$339,108.52	\$0.00	\$424,885.66	\$339,108.52	\$339,108.52	\$0.00
BIL 405c Data Program Total	\$237,434.25	\$0.00	\$296,792.83	\$237,434.25	\$237,434.25	\$0.00
405h Law Enforcement	\$33,452.17	\$0.00	\$41,815.21	\$33,452.17	\$33,452.17	\$0.00
405h Public Education	\$39,209.69	\$0.00	\$49,012.11	\$39,209.69	\$39,209.69	\$0.00
BIL 405h Nonmotorized Safety Total	\$72,661.86	\$0.00	\$90,827.32	\$72,661.86	\$72,661.86	\$0.00
405b High HVE	\$12,185.66	\$0.00	\$15,232.08	\$12,185.66	\$12,185.66	\$0.00
405b High Community CPS Services	\$9,984.88	\$0.00	\$12,481.10	\$9,984.88	\$9,984.88	\$0.00
Supplemental BIL 405b OP High Total	\$22,170.54	\$0.00	\$27,713.18	\$22,170.54	\$22,170.54	\$0.00
Supplemental BIL 405c Data Program Total	\$25,600.24	\$0.00	\$32,000.30	\$25,600.24	\$25,600.24	\$0.00
405h Law Enforcement	\$13,043.80	\$0.00	\$16,304.75	\$13,043.80	\$13,043.80	\$0.00
Supplemental BIL 405h Nonmotorized Safety Total	\$13,043.80	\$0.00	\$16,304.75	\$13,043.80	\$13,043.80	\$0.00
NHTSA Total	\$4,700,710.01	\$2,122,305.46	\$5,534,962.63	\$4,700,710.01	\$4,700,710.01	\$0.00
TOTAL	\$4,700,710.01	\$2,122,305.46	\$5,534,962.63	\$4,700,710.01	\$4,700,710.01	\$0.00