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Message from the Governor's Highway Safety Representative

Aloha!

Federal fiscal year (FFY) 2020 has certainly been a year to remember. We started the year off with new opportunities, renewed energy and a determination to make an impact on traffic safety in Hawaii.

And then the COVID-19 global pandemic happened.

Governor David Ige issued an emergency proclamation for all residents and visitors except essential workers to shelter in place. Our legislative session came to a grinding halt, and with it, all our traffic safety bills that were advancing through the committees. Hawaii Department of Transportation (HDOT) personnel, including our Highway Safety Section team, were urged to work from home. Conferences and trainings were interrupted or

canceled. Travel into the state and between the islands were severely restricted.

For months, all focus seemed to be on COVID-19 as our state worked to control the virus and keep our communities safe.

However, amidst the shutdowns, crashes did not go away. Initially, there were fewer cars on the roadways and a decrease in crashes, serious injuries and fatalities, but that didn't last very long. Fewer cars on the roadways also meant more room to speed. As detailed in the table below, the speeding

Statewide				
Week by Week	Basic speeding citations	Excessive speeding citations	Warnings	Totals
March 20-22, 2020	109	39	0	148
March 23-29, 2020	501	89	0	590
March 30-April 5, 2020	546	190	19	736
April 6-12, 2020	849	136	158	985
April 13-19, 2020	1,115	272	248	1,387
April 20-26, 2020	1,393	213	294	1,606
April 27-29, 2020	318	46	90	364
March 20-April 29, 2020 TOTALS	4,831	985	809	5,816
March 20-April 29, 2019 TOTALS	3,813	570	0	4,383

on our roadways became increasingly worse as the stay-at-home order continued. Law enforcement officers issued 4,831 basic speeding citations and 985 excessive speeding citations statewide from March 20 through April 29, 2020, compared to 3,813 and 570 during the same time last year. That's a 72.8 percent increase in excessive speeding violations.

Although we had an average 30-percent reduction in traffic volume during the state and county COVID-19 orders, the number of traffic-related fatalities continued. Overall, statewide totals for traffic fatalities have decreased, with the exception of Oahu. In fact, as of November 1, 2020, we have had more traffic fatalities on Oahu this year compared to the same time last year. This shows us that even with a pandemic, strict orders to shelter in place and fewer cars on

the roads, we cannot let our guard down or lose momentum in changing unsafe roadway behaviors.

Adapting and Innovating

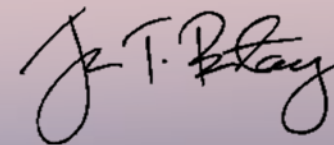
2020 brought with it many challenges, but it also spurred many opportunities. The pandemic forced the traffic safety community to think outside the box and sparked innovation, as well as accelerated implementation of projects long talked about but hardly acted on.

Teleworking and virtual meetings created more focused discussions and collaborations. Child passenger safety technicians moved to virtual car seat checks so that they could continue providing much-needed services and safety trainings to caregivers. National conferences and regional trainings also transitioned to the virtual platform, which opened these trainings from renowned

experts up to more of our traffic safety partners. These trying times seem to have inspired more motivation and dedication to traffic safety and saving lives.

As we move forward and live with this “new normal,” we at HDOT and in Hawaii will strive to continue along this path of thinking progressively and unconventionally to keep our communities safe. If nothing else, this pandemic has shown us that although unsafe driving behaviors have proven to be stubbornly prevalent and ingrained, we are resilient and just as stubborn to address them.

With warmest aloha,



JADE T. BUTAY
Director of Transportation



Federal
Fiscal Year
2020
Annual
Report

P R E P A R E D B Y

The Hawaii Department of Transportation's
Highway Safety Section

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List of Acronyms

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

ARF	Annual Report File	HVE	High Visibility Enforcement
CARES Act	Coronavirus Aid, Relief, and Economic Security Act	IID	Ignition Interlock Device
CAV	Connected and Automated Vehicle	IPTM	Institute of Police Technology and Management
CIOT	Click It or Ticket	KPD	Kauai Police Department
COVID-19	Novel Coronavirus Disease 2019	LCC	Leeward Community College
CPS	Child Passenger Safety	LEL	Law Enforcement Liaison
DAID	Drug and Alcohol Intoxicated Driving	MADD	Mothers Against Drunk Driving
DOH	Hawaii State Department of Health	MED	Mobile Electronic Device
DRE	Drug Recognition Expert	MFD	Maui Fire Department
DTS	City & County of Honolulu Department of Transportation Services	MPD	Maui Police Department
DWI Court	Driving While Impaired Court	MVAR	Motor Vehicle Accident Report
EMS	Emergency Medical Services	MVC	Motor Vehicle Crash
FARS	Fatality Analysis Reporting System	NHTSA	National Highway Traffic Safety Administration
FFY	Federal Fiscal Year	OVUII	Operating a Vehicle Under the Influence of an Intoxicant
GHSA	Governors Highway Safety Association	PSA	Public Service Announcement
GMSS	Grants Management Solutions Suite	RMS	Records Management System
HAV	Highly Automated Vehicles	SHACA	State of Hawaii Advanced Crash Analysis
HCC	Hawaii Community College	SHSC	State Highway Safety Council
HCFD	Hawaii County Fire Department	SHSP	Strategic Highway Safety Plan
HCPD	Hawaii Police Department	TARS	Traffic Accident Reporting System
HDOT	Hawaii Department of Transportation	TSI	Transportation Safety Institute
HFD	Honolulu Fire Department	TSRP	Traffic Safety Resource Prosecutor
HIGLS	Hawaii Incident Geo-Locating System	UHM	University of Hawaii at Manoa
HPD	Honolulu Police Department	VMT	Vehicle Miles Traveled
HSP	Highway Safety Plan	WWH	Walk Wise Hawaii
HTRCC	Hawaii Traffic Records Coordinating Committee	YTD	Year To Date

Traffic Safety Core Performance Measures

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

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

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

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

- Set goals;
- Connect goals to actions;
- Allocate resources;
- Monitor progress;
- Evaluate allocation of resources to program areas and efforts to meet targets; and

- Communicate the priorities, results and value to our communities of various traffic safety program areas and activities.

Throughout Federal Fiscal Year (FFY) 2020, as the Highway Safety Section worked with its traffic safety partners in finalizing the Hawaii Strategic Highway Safety Plan (SHSP) and creating action plans to address the SHSP strategies, we looked to align goals, strategies and efforts statewide, not only within the Highway Safety Plan (HSP), the SHSP and the Highway Safety Improvement Program, but also with other groups' plans and initiatives (Vision Zero, Hawaii State Opioid Initiative, Hawaii Partnership to Prevent Underage Drinking, Complete Streets, etc.). In doing this, groups across the state were able to maximize resources and ensure that traffic safety efforts were working cohesively and collaboratively. We have a long way to go to enhance and continue this process, but we believe that we are on the right path.

Most of FFY 2020 was an anomaly due to the Novel Coronavirus Disease 2019 (COVID-19). Many projects included activities that could not be implemented due to shelter-in-place

and social distancing orders. The April 2020 Distracted Driving Month Campaign and the May 2020 National Click It or Ticket (CIOT) mobilization campaigns were rescheduled to October 5-12, 2020 and November 9-29, 2020, respectively. Despite this, subrecipients strived to conduct as many grant activities as possible this year.

Even with the pandemic and its impacts on our traffic fatalities and serious injuries counts this year, our state will probably not meet performance targets for total traffic fatalities, serious injuries in traffic crashes, speeding-related fatalities, unhelmeted motorcyclist fatalities, young drivers involved in fatal crashes, pedestrian fatalities and bicyclist fatalities (using five-year moving averages). Our FFY 2022 HSP will use the data from the following performance measures to evaluate current distribution of funds and resources and determine how to redistribute funds so that targets that were not met will be adequately addressed. For instance, more needs to be done to protect the most vulnerable roadway users – pedestrians and bicyclists. We must also maintain certain existing efforts so that we don't fall behind on other targets.

Hawaii Core Performance Measure Target Chart

Assessment of Results in Achieving Performance Targets

Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source/ FY 20 Progress Results	On Track to Meet FY20 Target Y/N (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	100.8	2015 – 2019 FARS 109 2019 FARS - 108	In progress	96	2015-2019	2015 – 2019 FARS 109 2019 FARS - 108	N
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	401.40	2015 – 2019 STATE 432 2019 STATE - 537	In progress	413	2015-2019	2015 – 2019 STATE 432 2019 STATE - 537	N
C-3) Fatalities/VMT	5 year	2016-2020	0.935	2015 – 2019 FARS 1.020 2019 FARS - 0.984	In progress	0.916	2015-2019	2015 – 2019 FARS 1.020 2019 FARS - 0.984	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	21.0	2015-2019 FARS 18 2019 FARS - 16	In progress	20	2015-2019	2015-2019 FARS 18 2019 FARS - 16	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	35	2015-2019 FARS 38 2019 FARS - 36	In progress	32	2015-2019	2015-2019 FARS 38 2019 FARS - 36	N
C-6) Speeding-Related Fatalities	5 year	2016-2020	43	2015-2019 FARS 50 2019 FARS - 52	In progress	46	2015-2019	2015-2019 FARS 50 2019 FARS - 52	N
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	25	2015-2019 FARS 26 2019 FARS - 20	In progress	27	2015-2019	2015-2019 FARS 26 2019 FARS - 20	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	13	2015-2019 FARS 16 2019 FARS - 14	In progress	15	2015-2019	2015-2019 FARS 16 2019 FARS - 14	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	8	2015-2019 FARS 11 2019 FARS - 12	In progress	8	2015-2019	2015-2019 FARS 11 2019 FARS - 12	N
C-10) Pedestrian Fatalities	5 year	2016-2020	23	2015 – 2019 FARS 29 2019 FARS - 36	In progress	24	2015-2019	2015 – 2019 FARS 29 2019 FARS - 36	N
C-11) Bicyclist Fatalities	5 year	2016-2020	2	2015 – 2019 FARS 3 2019 FARS - 4	In progress	1	2015-2019	2015 – 2019 FARS 3 2019 FARS - 4	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	98%	State survey 97%	N	97	2019	State survey 97%	Y

C-1 Traffic Fatalities

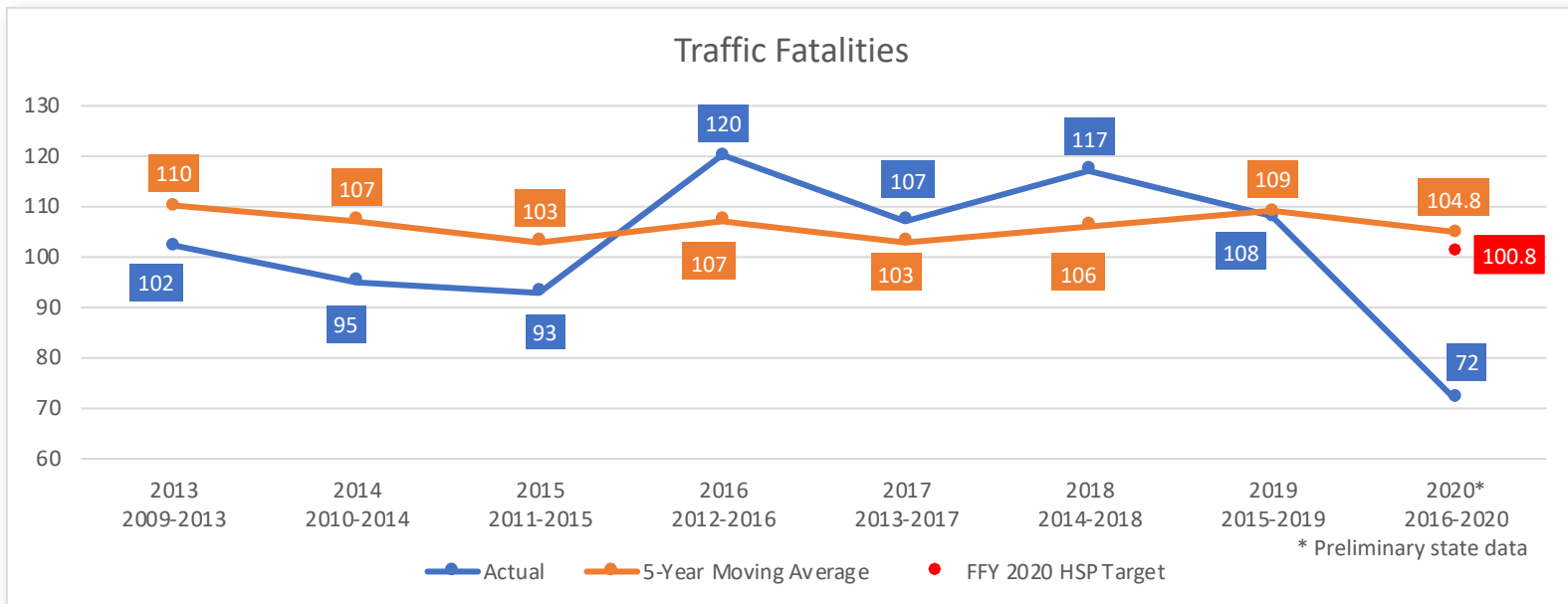
Goal: Our goal is to not exceed a five-year average of 100.8 fatalities by the end of 2020.

Result: The five-year average for 2019 (2015-2019) is 109 traffic fatalities, according to the Fatality Analysis Reporting System (FARS) 2019 Annual Report File (ARF) – 8.1 percent over the five-year average target of 100.8 fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 72 traffic fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas, including allocating more resources to vulnerable roadway users. In addition, the HSP will align with Hawaii's recently updated SHSP and Vision Zero strategies developed by the State Highway Safety Council (SHSC) and the counties.



C-2 Total Serious Injuries

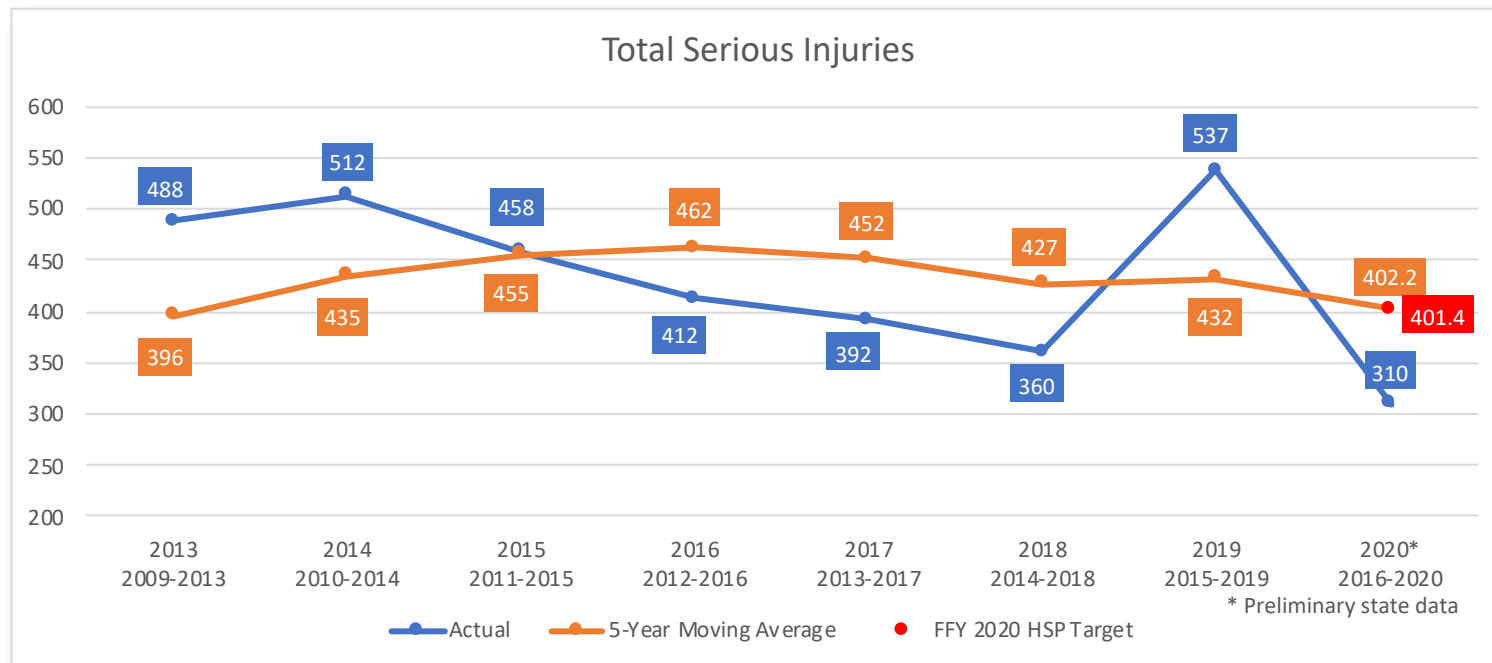
Goal: Our goal is to not exceed a five-year average of 401.40 serious injuries by the end of 2020.

Result: The five-year average for 2019 (2015-2019) is 432 serious injuries, according to the State of Hawaii Advanced Crash Analysis (SHACA) system – 7.6 percent over the target of 401.40 serious injuries. The increase in serious injuries crash reports may be a result of implementation of the recently revised Motor Vehicle Accident Report (MVAR), which included the change in terminology from “incapacitating injury” to “suspected serious injury.”

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 310 serious injuries. (This count does not include all crash reports from the four county police departments because some reports still need to be entered into the database.)

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce serious injuries on our roadways, HDOT’s FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas, including allocating more resources to vulnerable roadway users. In addition, the HSP will align with Hawaii’s recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



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

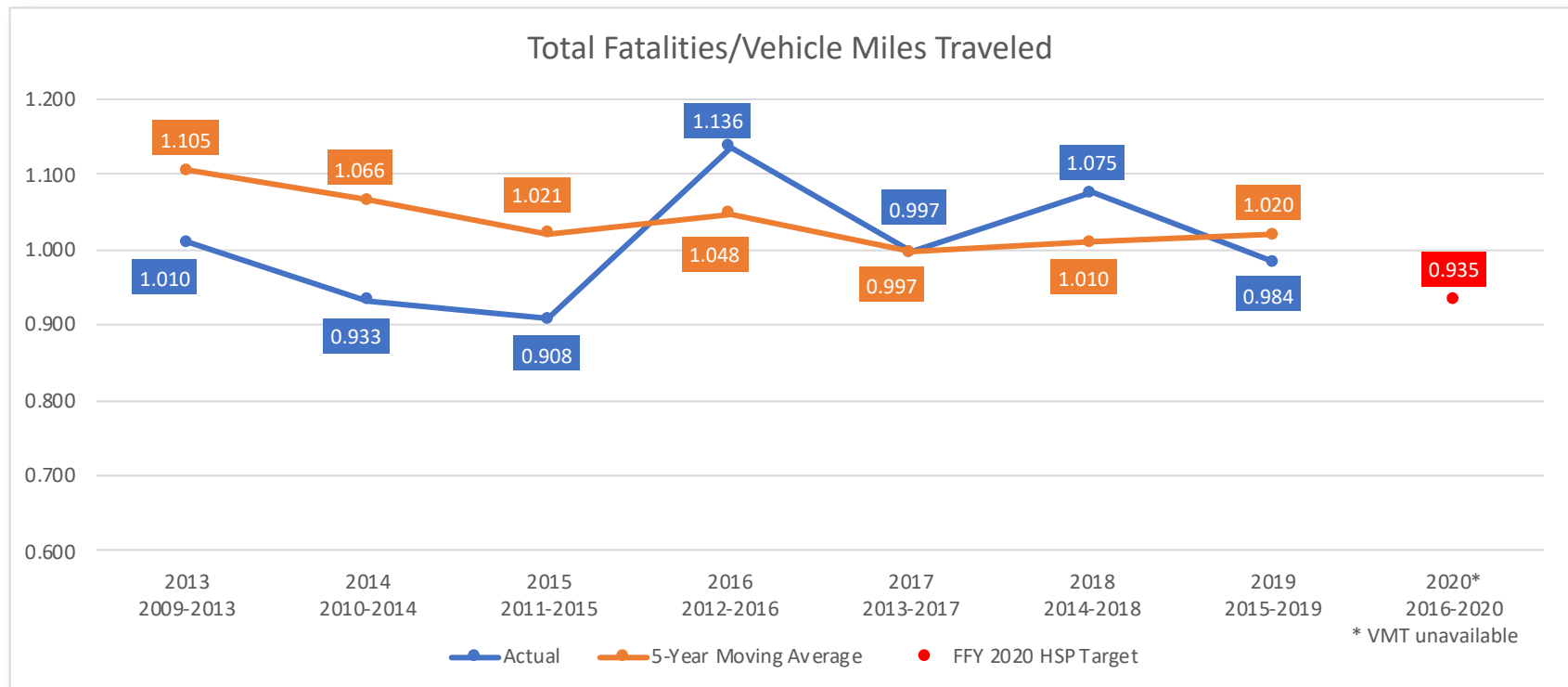
Goal: Our goal is to not exceed a five-year average Fatalities/VMT rate of 0.935 by the end of 2020.

Result: The five-year average Fatalities/VMT rate for 2019 was 1.020, which exceeds the target rate of 0.935.

2020 State VMT data is not yet available.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: : To reduce the Fatalities/VMT rate, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas, including allocating more resources to vulnerable roadway users. In addition, the HSP will align with Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



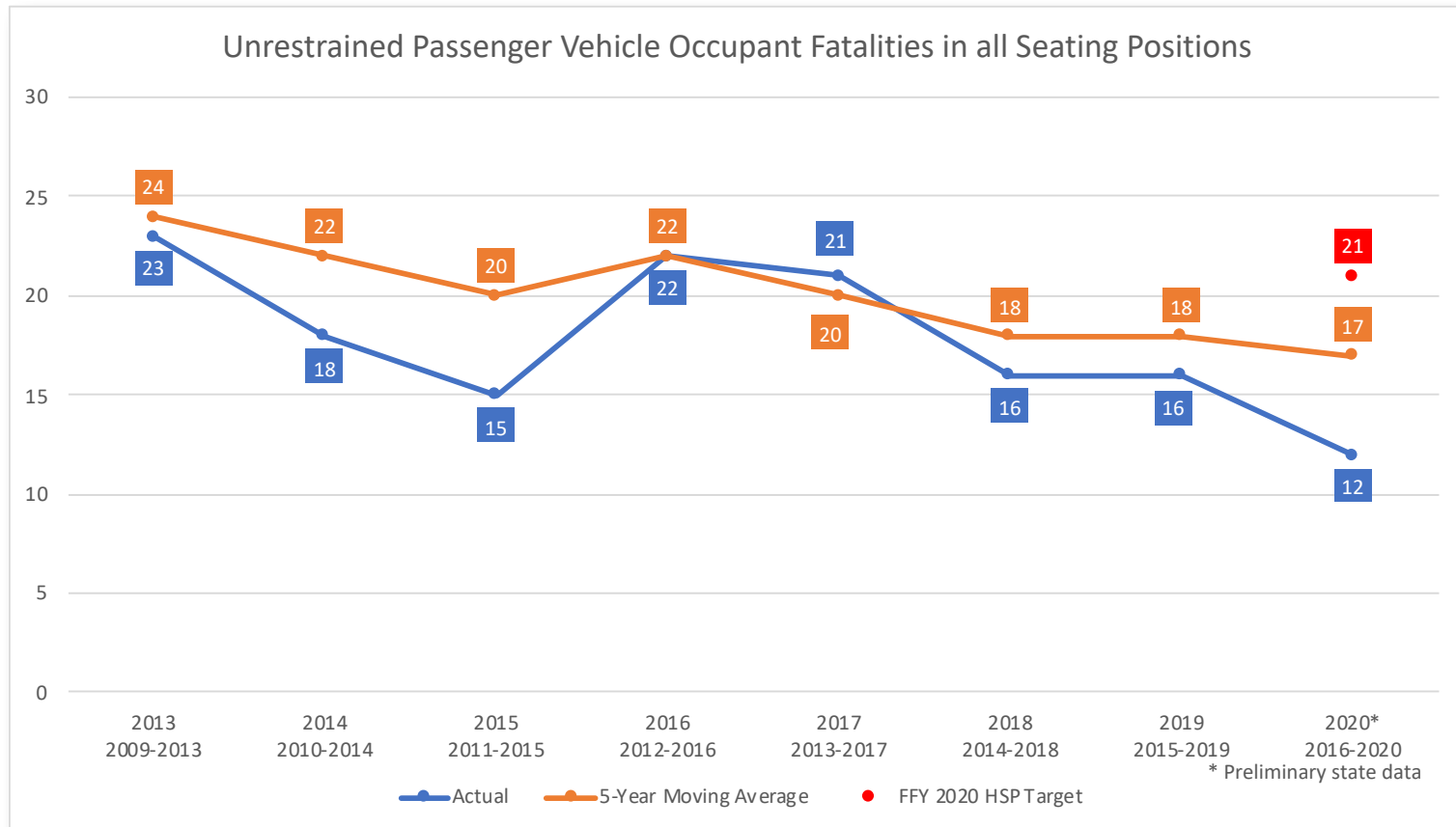
C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions

Goal: Our goal is to not exceed a five-year average of 21 unrestrained

Result: The five-year average for 2019 (2015-2019) is 18 unrestrained passenger vehicle occupant fatalities for all seat positions, according to the FARS 2019 ARF – 14 percent below the target of 21.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 12 unrestrained passenger vehicle occupant fatalities for all seat positions.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2020 performance target.



C-5 Alcohol-Impaired Driving Fatalities

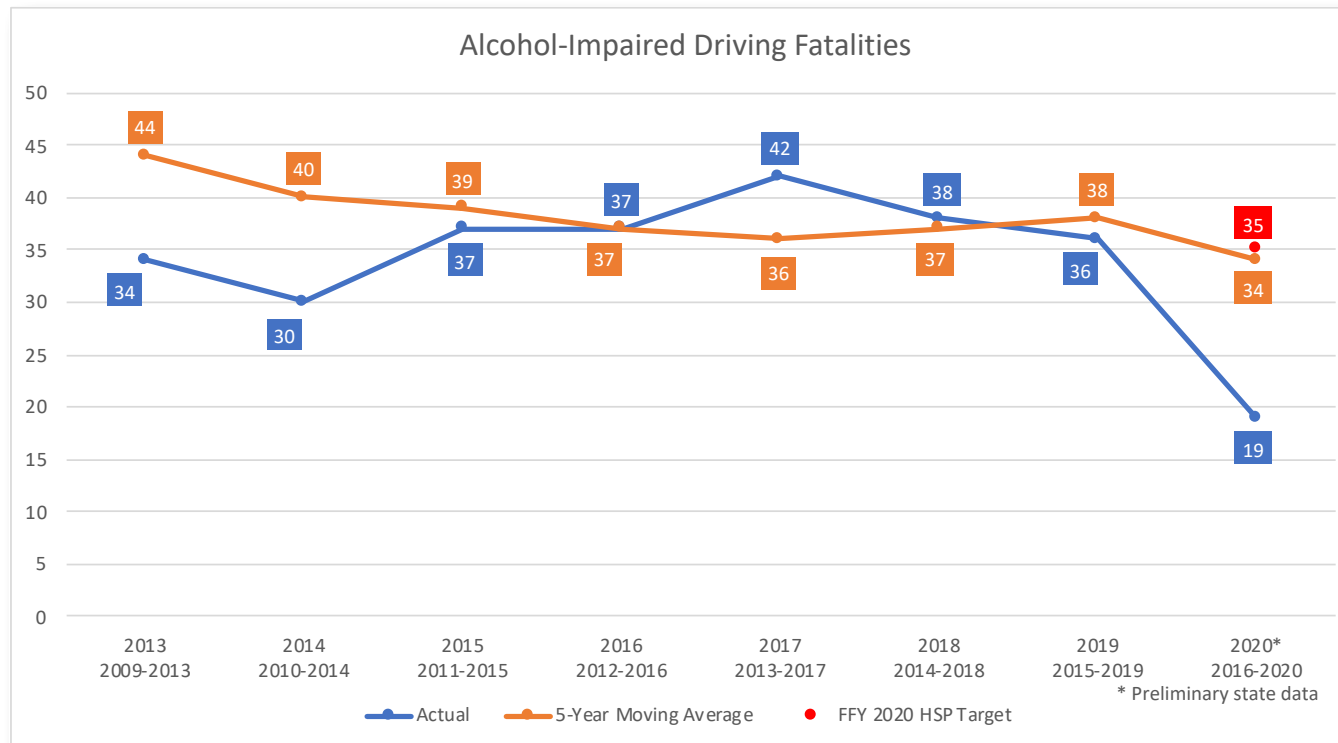
Goal: Our goal is to not exceed a five-year average of 35 alcohol-impaired driving fatalities by the end of 2020.

Result: The five-year average for 2019 (2015-2019) is 38 alcohol-impaired driving fatalities, according to the FARS 2019 ARF – 8.6 percent over the target of 35 alcohol-impaired driving fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 19 alcohol-impaired driving fatalities. This number may not be a true indication of the number of alcohol-impaired driving fatalities as all of the toxicology results have not been submitted.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce alcohol-impaired driving fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. The Highway Safety Section will work closely with the Hawaii Drug and Alcohol Intoxicated Driving (DAID) working group, the SHSP Core Committee and Vision Zero groups to align projects with the groups' priorities.



C-6 Speeding-Related Fatalities

Goal: Our goal is to reduce speeding-related fatalities to a five-year average of 43 by the end of 2020.

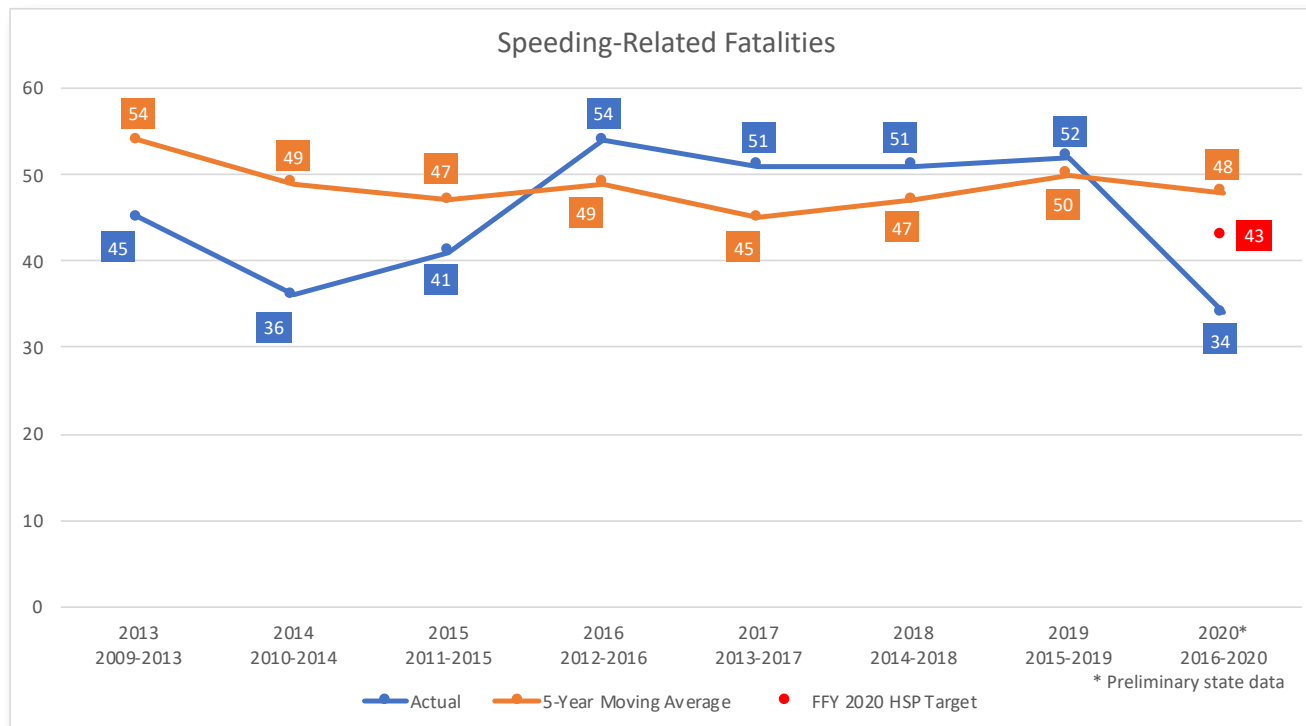
Result: The five-year average for 2019 (2015-2019) is 50 speeding-related fatalities, according to the FARS 2019 ARF – 16.3 percent over the target of 43 speeding-related fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 34 speeding-related fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education and program areas. In particular, HDOT will work closely with the law enforcement agencies to ensure that enforcement is conducted in areas shown to

have speeding issues. HDOT will also work with its traffic safety partners to develop a statewide speed communications/education campaign and mobilization, as well as aligning the HSP with Hawaii's recently updated SHSP and state and county Vision Zero plans.



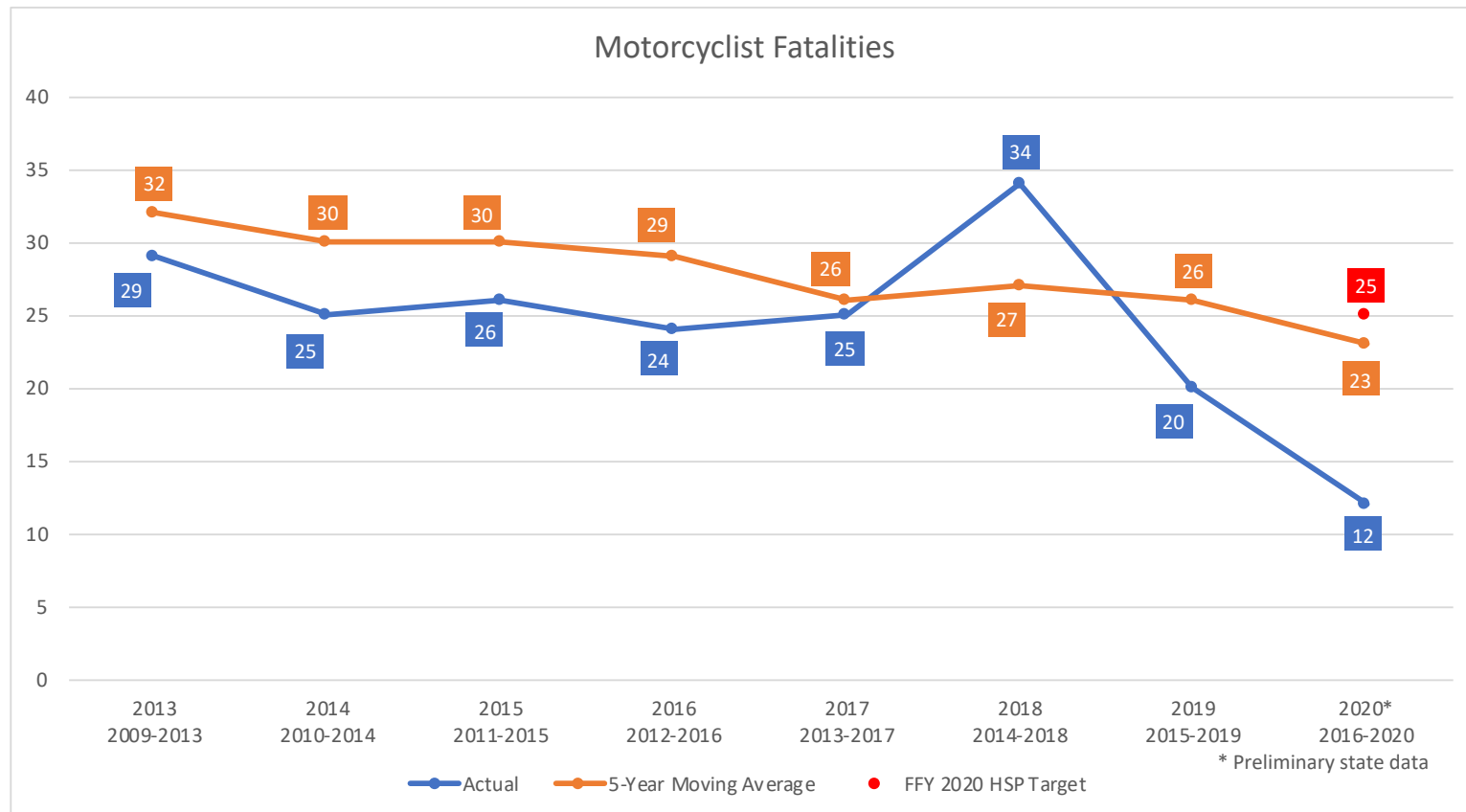
C-7 Motorcyclist Fatalities

Goal: Our goal is to not exceed a five-year average of 25 motorcyclist fatalities by the end of 2020.

Result: The five-year average for 2019 (2015-2019) is 26 motorcyclist fatalities, according to the FARS 2019 ARF – 4 percent over the target of 25 motorcyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will achieve our 2020 performance target.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 12 motorcyclist fatalities.



C-8 Unhelmeted Motorcyclist Fatalities

Goal: Our goal is to reduce unhelmeted motorcyclist fatalities to a five-year average of 13 by the end of 2020.

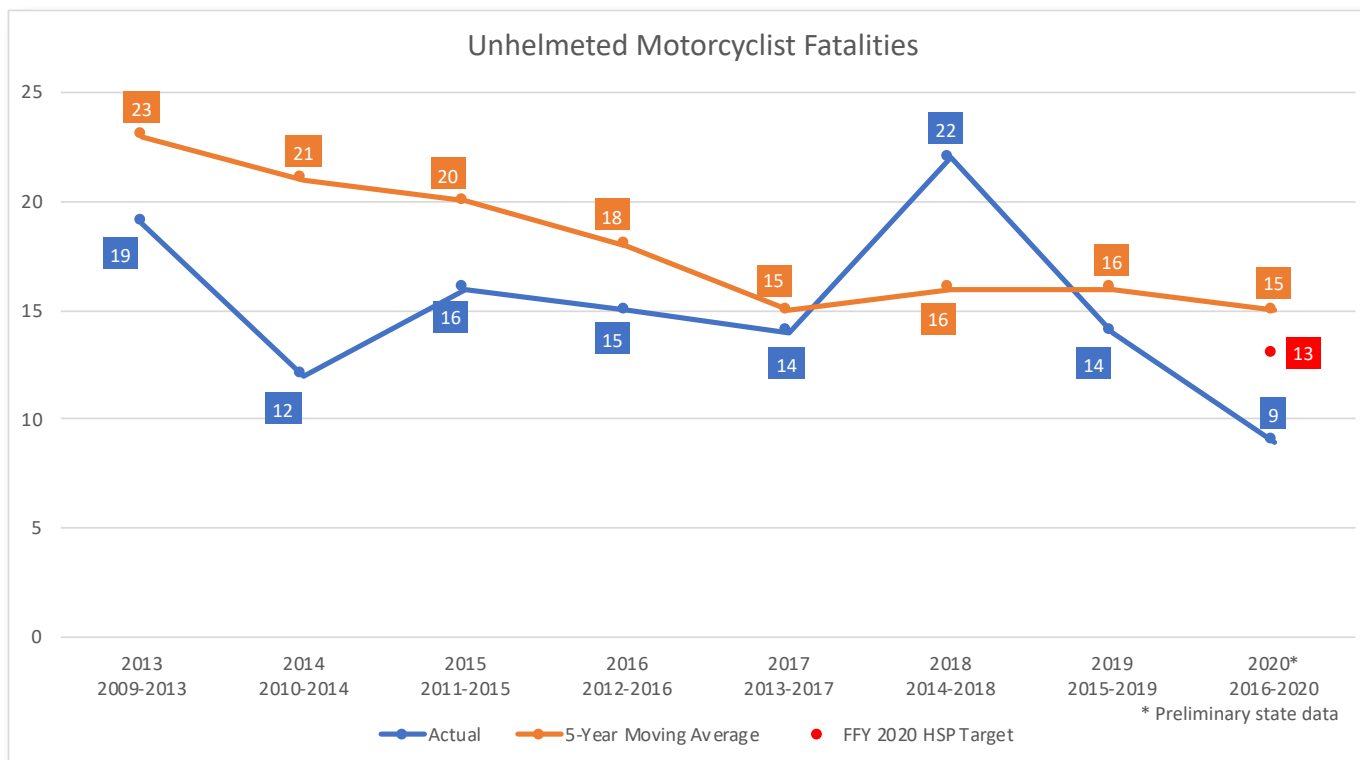
Result: The five-year average for 2019 (2015-2019) is 16 unhelmeted motorcyclist fatalities, according to the FARS 2019 ARF – 23 percent over the target of 13 unhelmeted motorcyclist fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 9 unhelmeted motorcyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce unhelmeted motorcyclist fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs

and apply a more data-driven approach to address any deficiencies in public education and program areas. In particular, HDOT will continue to review current training needs and possible compulsory basic rider training for new and existing motorcycle operators. In addition, the HSP will align with Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



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

Goal: Our goal is to reduce the number of drivers age 20 and younger involved in fatal crashes to a five-year average of 8 by the end of 2020.

Result: The five-year average for 2019 (2015-2019) is 11 drivers age 20 and younger involved in fatal crashes, according to the FARS 2019 ARF – 37.5 percent over the target of 8 underage drivers.

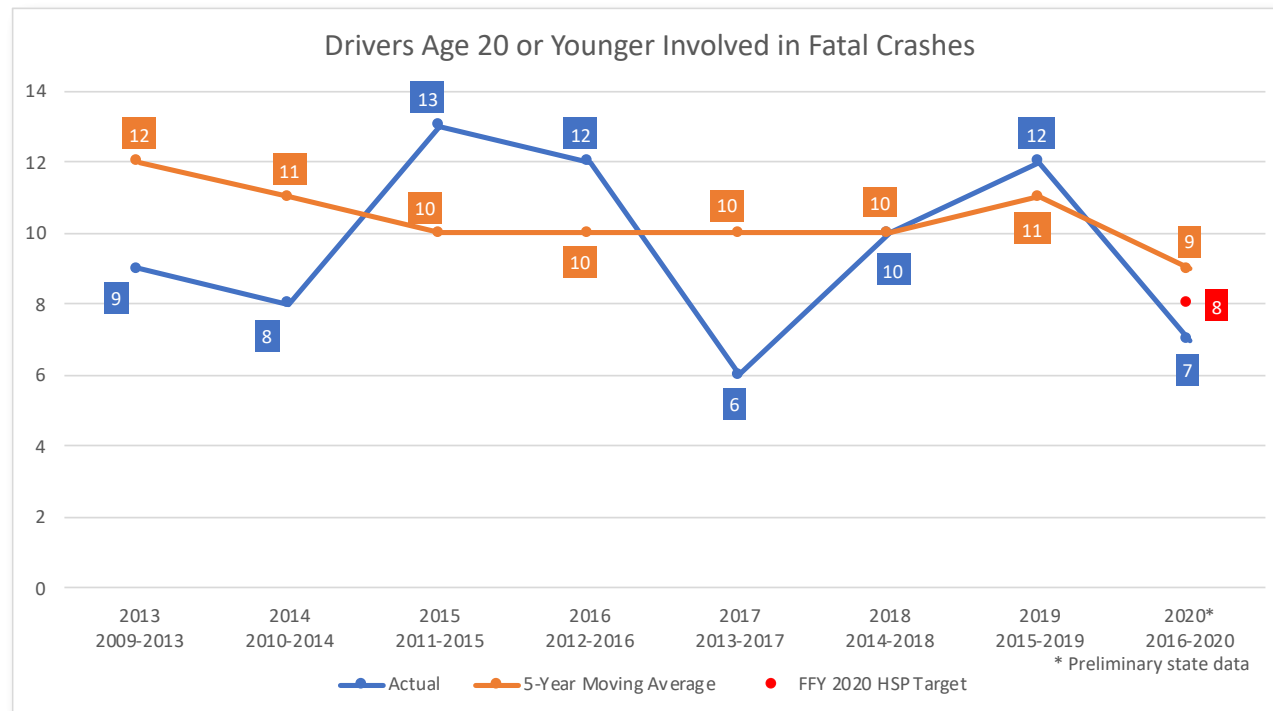
According to preliminary state data for calendar year 2020 (as of November 20,

2020), there are 7 drivers age 20 and younger involved in fatal crashes.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce the number of fatal crashes involving drivers age 20 and younger, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any

deficiencies in enforcement, public education and program areas. In addition, driver's education instructors will be implementing a new curriculum that was developed by the American Driver and Traffic Safety Education Association, AAA and the State of Hawaii. Hawaii is currently developing a train-the-trainer program for driver's education instructors that will align with national standards and requirements; this train-the-trainer is scheduled to be implemented during FFY 2022.



C-10 Pedestrian Fatalities

Goal: Our goal is to reduce pedestrian fatalities to a five-year average of 23 by the end of 2020.

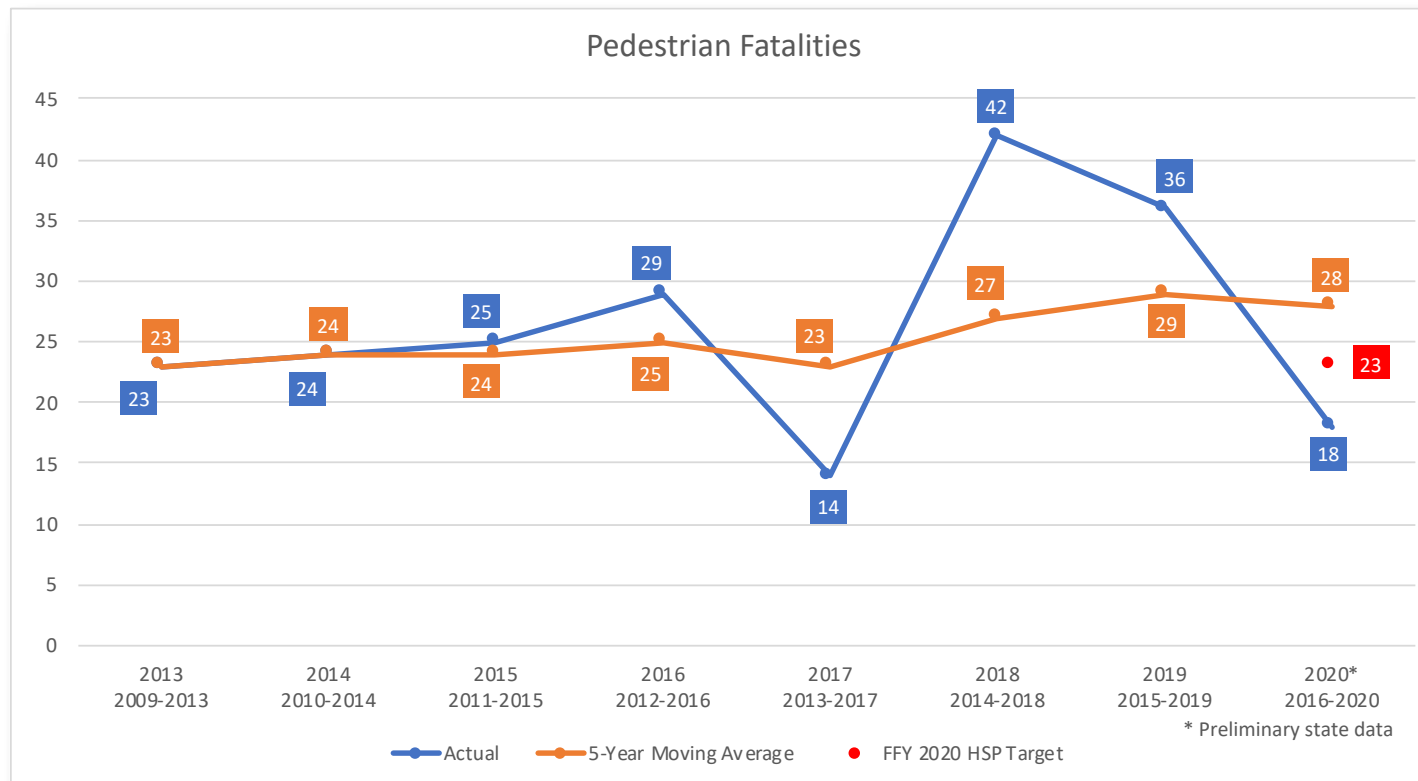
Result: The five-year average for 2019 (2015-2019) is 29 pedestrian fatalities, according to the FARS 2019 ARF – 26.1 percent over the target of 23 pedestrian fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 18 pedestrian fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce pedestrian fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education

and program areas, including allocating more resources to vulnerable roadway users. In particular, the Highway Safety Section will consult with and collaborate with HDOT's State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



C-11 Bicyclist Fatalities

Goal: Our goal is to reduce bicyclist fatalities to a five-year average of 2 by the end of 2020.

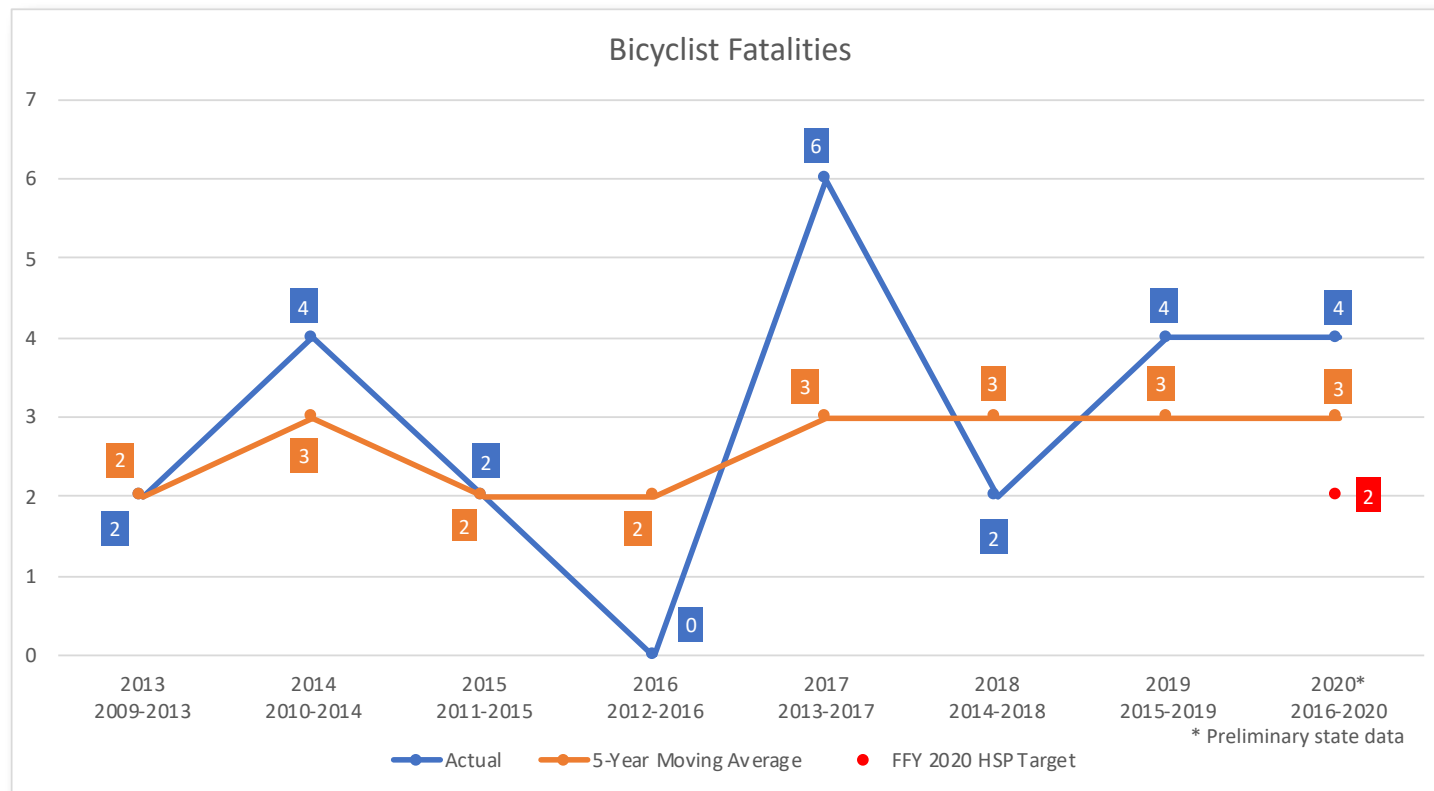
Result: The five-year average for 2019 (2015-2019) is 3 bicyclist fatalities, according to the FARS 2019 ARF – 50 percent over the target of 2 bicyclist fatalities.

According to preliminary state data for calendar year 2020 (as of November 20, 2020), there are 4 bicyclist fatalities.

Based on the known data and using the five-year average dataset, we believe we will miss our 2020 performance target.

Countermeasure: To reduce bicyclist fatalities, HDOT's FFY 2022 HSP will re-evaluate existing projects and programs and apply a more data-driven approach to address any deficiencies in enforcement, public education

and program areas, including allocating more resources to vulnerable roadway users. In particular, the Highway Safety Section will consult with and collaborate with HDOT's State Bicycle and Pedestrian Coordinator on ideas and projects. In addition, the HSP will align with Hawaii's recently updated SHSP and Vision Zero strategies developed by the SHSC and the counties.



B-1 Observed Seat Belt Use

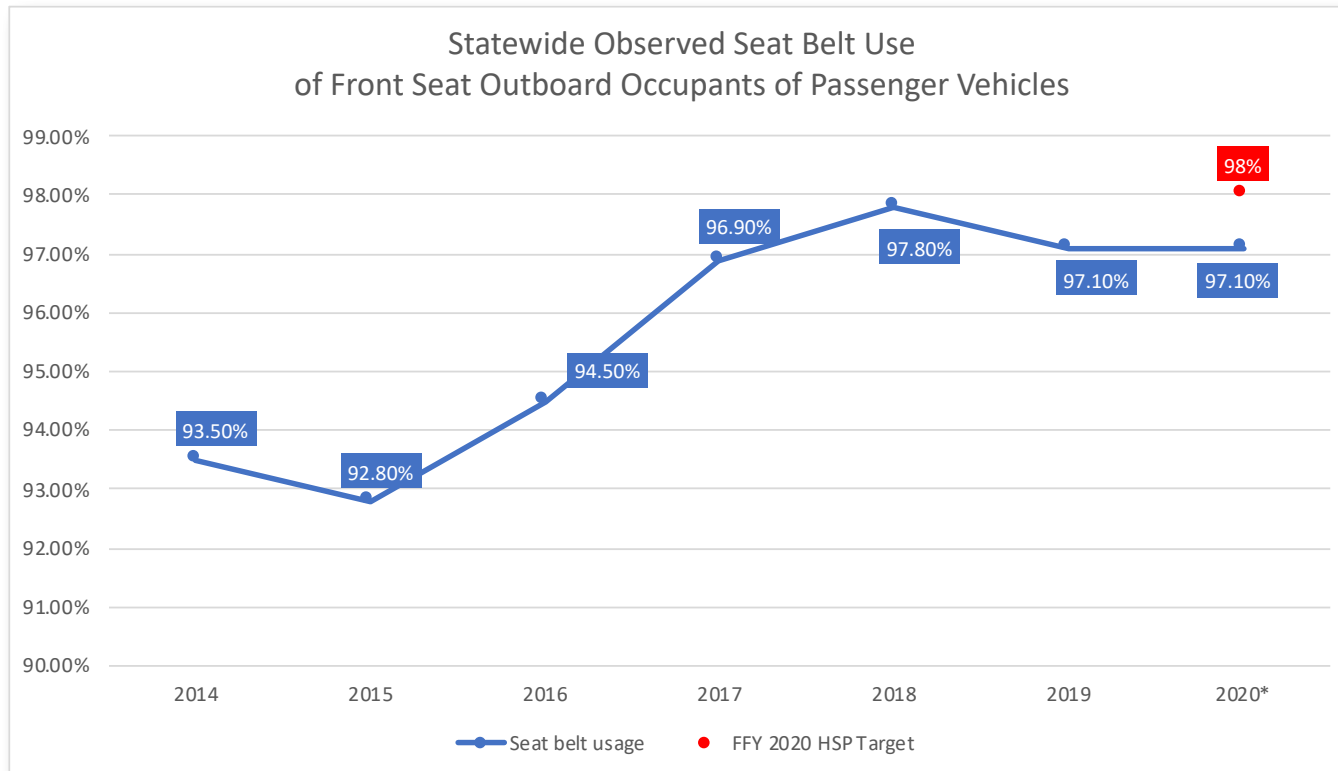
Goal: Our goal is to increase our observed seat belt usage for passenger vehicles, front seat outboard occupants, to 98 percent by the end of 2020.

Result: During calendar year 2019, Hawaii's observed seat belt usage for passenger vehicles, front seat outboard occupants, was 97 percent, falling short of the target of 98 percent.

Hawaii opted to use the Coronavirus Aid, Relief, and Economic Security (CARES) Act waiver for the Annual Seat Belt Use Survey.

Therefore, based on Hawaii's Summer 2019 Seat Belt Use Survey, we have missed our 2020 performance target.

Countermeasure: To increase Hawaii's seat belt usage rate, HDOT's FFY 2022 HSP will use a data-driven approach and historical data from past seat belt surveys to determine which areas and populations to focus resources, including enforcement and education.

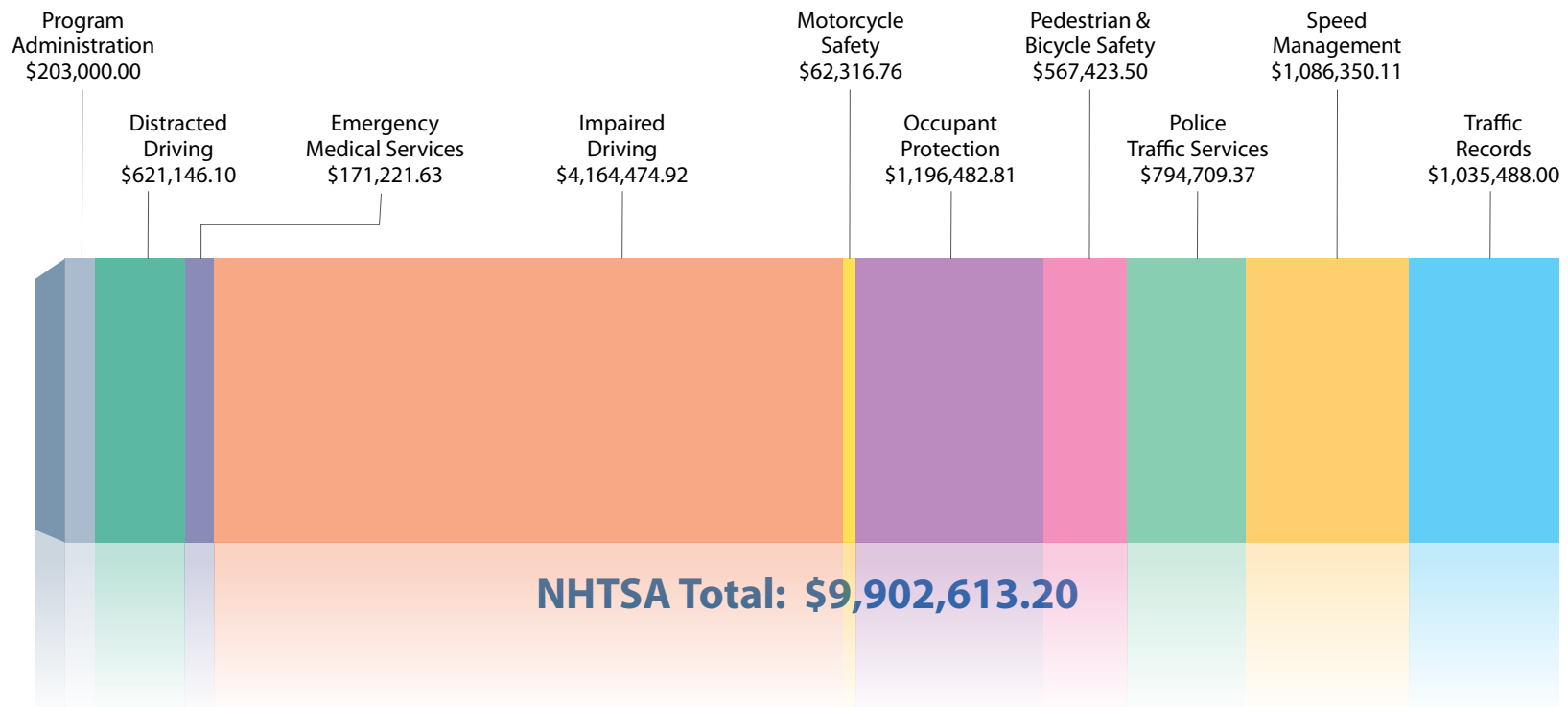


Federal Fiscal Year 2020 Funding Distribution

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 the salary of the Acting Highway Safety Manager, the Fiscal Coordinator and operating costs of the Highway Safety Section, including staff salaries, travel expenses, purchase of three laptops for highway safety specialists, meeting room rentals and membership dues to national traffic safety organizations such as the GHSA.

The Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. The Fiscal Coordinator continued to provide much needed budgetary support for the Highway Safety Section staff, including assisting with the NHTSA subrecipient reimbursement process.



FEDERAL FISCAL YEAR 2020

Impacts of COVID-19

The COVID-19 pandemic impacted our programs and initiatives in the following ways:

Highway Safety Section

- Our team members opted to work remotely and adjusted to collaborating and maintaining productivity in the virtual environment;
- Project monitoring and inspection of training sites were conducted virtually;
- All in-person meetings between team members and traffic safety partners became virtual meetings; and
- Team members developed new partnerships since we were able to participate in other groups' online meetings, including community coalitions and national organizations.

CARES Act Waivers Used

- Annual Seat Belt Use Survey;
- Maintenance of Effort;
- Local benefit/share to local;
- Additional year to expend FFY 2016 expiring funds, specifically Section 405f funding for a Motorcycle Safety media campaign; and
- Participation in rescheduled, CIOT and Distracted Driving Month campaigns.

Trainings and Conferences

- Grant-funded trainings such as police, prosecutors and judges trainings were either disrupted or cancelled due to state and county orders prohibiting large gatherings and instituting travel restrictions;
- More Hawaii representatives were able to attend national conferences and webinar trainings since travel was no longer an issue and registration was sometimes free for all attendees; and

- Some states opened up their virtual trainings to other states so Hawaii traffic safety partners could benefit from renowned presenters speaking about the latest trends and research.

Enforcement

- County police departments stepped up speed enforcement to address increased speeding, excessive speeding and racing on our roadways;
- There was reduced enforcement in some program areas (distracted driving, occupant protection, etc.) while officers were tasked to work COVID-related duties; and

- Law enforcement implemented changes in traffic stop procedures, such as wearing proper protective equipment and asking drivers to show their licenses rather than holding the licenses themselves.

Adjustments to Projects/Programs

- Car seat checks were conducted virtually, with child passenger safety (CPS) technicians and instructors using video conferencing apps to guide parents and caregivers as they installed the car seats themselves and taught them how to properly secure a child in the child restraint;

- Since the Judiciary was closed for a significant amount of time and then reopened with strict guidelines and restrictions, DWI (Driving While Impaired) Court and court monitoring of impaired driving cases were conducted virtually;

- HDOT's behavioral survey was cancelled; and

- Since travel was restricted, meetings, trainings, conferences, project monitoring, etc. were held virtually, with meeting durations shortened and discussions more focused.

Communications and Education

- HDOT reduced its media buys because planned advertising venues and platforms (movie theaters and radio) were no longer viable options and/or would have less reach than before the pandemic; and

- HDOT's media contractor and subrecipients came up with innovative ways to reach the communities and share vital traffic safety information, such as taking part in drive-through and drive-in events.

Additional details on the pandemic's impact on projects can be found in their respective program areas.



FEDERAL FISCAL YEAR 2020

Project Distribution

The following is a summary of the number of grants and types of grants that were funded under each program area during FFY 2020.

Distracted Driving

- 4 Enforcement
- 2 Education and public awareness

Emergency Medical Services

- 3 First responder equipment
- 1 EMS Assessment

Impaired Driving

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

Motorcycle Safety

- 1 Training
- 1 Education and public awareness

Occupant Protection

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

Pedestrian & Bicycle Safety

- 2 Enforcement
- 4 Education and public awareness

Police Traffic Services

- 4 Training
- 1 Law Enforcement Liaison
- 1 Traffic Safety Liaison
- 1 Strategic Highway Safety Planning
- 1 Travel to Lifesavers Conference

Speed Management

- 4 Enforcement
- 1 Education and public awareness

Traffic Records

- 9 eCitations/traffic records system
- 1 Travel to Traffic Records Forum
- 1 Fatality Analysis Reporting System

PROGRAM AREAS



Distracted Driving

According to NHTSA's latest Traffic Safety Facts on Distracted Driving, 2,841 (or 8 percent) of people killed in motor vehicle crashes involved distracted drivers in 2018.

Our latest FARS statistics indicate that 37 (or 34.3 percent) of Hawaii's 108 traffic fatalities involved distracted drivers in 2019. In addition to FARS data, our overall cellular phone usage rate increased during 2019, from .92 percent (January) to 3.55 percent (June).

During FFY 2020, our subrecipients' traffic safety-related efforts were greatly impacted as Hawaii succumbed to the effects of the COVID-19 pandemic during March. In light of the circumstances, police were tasked with added pandemic-related responsibilities, which understandably became a priority over implementing grant activities.

As part of our high visibility enforcement countermeasure, all four county police departments had planned to participate in April's National Distracted Driving Awareness Month but decided to align their efforts with the rescheduled national mobilization in October. Despite the unexpected additional demand on their time with pandemic-related duties, police statewide were still able to use grant funding to enforce Hawaii's distracted driving law and, as a result, issued 4,167 mobile electronic device (MED)



citations and 1,162 citations for other violations. The FFY 2020 Distracted Driving Enforcement chart in this section provides a breakdown of enforcement data by county.

In addition to the MED citations, the police departments conducted the following grant activities:

- On Oahu, Honolulu Police Department (HPD) provided 41 traffic safety talks/presentations, which included informing the public at community and school events about the dangers, consequences and penalties



of driving distracted. Besides distributing distracted driving flyers at these events, HPD also provided tips to drivers to avoid distracted driving.

- On Maui, Maui Police Department (MPD) made one arrest and issued warnings to 157 of their drivers.
- Hawaii County Police Department (HCPD) conducted 155 Distracted Driver checkpoints on the Big Island (Hawaii), as well as issued 894 seat belt and child restraint violations to drivers. Additionally, they issued 170 distracted driver violation warning letters with educational materials to drivers who were reported as driving and using electronic devices.

To supplement the enforcement efforts, HDOT contracted with TLC PR to assist with earned media and create a statewide,

distracted driving educational awareness campaign. As part of their Distracted Driving Simulator outreach presentations, TLC PR utilized the Drive Square Simulation System, a lightweight and portable virtual reality video system that attaches to any motor vehicle. There were 71 simulator participants that attended the initial (pre-COVID) outreach presentations, which were held at the University of Hawaii's Hilo Campus and Hilo High School on the Big Island. Also, 659 distracted driving brochures were distributed at these presentations.

The remaining outreach presentations coincided with the original National Distracted Driving Awareness Month and were scheduled to take place during the First Hawaiian International Auto Show (Motor Trends Auto Show) on Oahu in late March and at community events on the neighbor islands

throughout April. However, because of the pandemic and state and counties' orders, the events were cancelled.

In an effort to fulfill requests from parents while still following Centers for Disease Control and Prevention guidelines and state/counties' orders, TLC PR implemented COVID-19 protocols to conduct smaller presentations to "bubble" groups of students who were from the same family or social group of families that attended the same high school. Since the Hawaii Department of Education had closed schools, the smaller presentations were held in private driveways of students' homes. As a result, 190 participants learned about the dangers of distracted driving while using the simulator, and 1,279 distracted driving brochures were distributed during these mini events.

Planned Activities/ Projects Not Implemented

HDOT Distracted Driving Media
HDOT did not implement a distracted driving media campaign. Although HDOT had



planned to conduct a paid media campaign to support Hawaii's high visibility enforcement efforts during April, the Highway Safety Section reconsidered paid media platforms due to the pandemic, its impacts and the rescheduling of the national campaign. For instance, movie theater Public Service Announcement (PSA) placements were no longer an option since movie theaters were closed. Instead, Hawaii focused its efforts on earned media and high visibility enforcement.

CARES Act Waiver

Hawaii opted to utilize the CARES Act waiver for Distracted Driving Month and participated in the rescheduled campaign (October 5-12, 2020).

FFY 2020 Distracted Driving Enforcement					
	Hawaii	Honolulu	Kauai	Maui	Total
# of grant-funded distracted driving citations	433	3,220	4	510	4,167
# of county-funded distracted driving citations	2,045	2,362	173	994	5,574
# of grant-funded citations for other violations	814	228	2	118	1,162



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 crash victims if they receive care within the “golden hour.”

Recognizing this, HDOT issued three grants, one to each of the following counties – Honolulu, Maui and Hawaii Island. The standard Jaws of Life, Spreaders and Ram are powered by an auxiliary power unit supplying pressurized hydraulic fluid to the rescue devices via long hoses, these units are very heavy, bulky and take precious time to move, set up and start. A new series of self-contained, lithium-ion battery powered rescue tools that are rigorously performance tested and proven to provide

the same cutting and spreading force of any hydraulic unit on the market are now available and ready to step into action to swiftly extricate victims trapped within a vehicle crushed by the forces of a motor vehicle crash (MVC). The 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 it more imperative that the victim is extracted quickly and safely.

Honolulu Fire Department (HFD) – eDraulics Cordless Extrication System

During FFY 2020, HFD purchased one cordless vehicle extrication kit to aid personnel responding to a MVC to quickly gain access to the victim and begin life safety measures. From 2017 to present, HFD responded to 8,669 overall traffic-related incidents. Of this amount, there were 4,772 motor vehicle crashes that involved injuries and crashes requiring extrication. There were

2,836 crashes solely on the state highways involving vehicle crash injuries and extrication. This kit was allocated to the Waikiki Fire Station (Station 7), which is located in a highly populated and dense area with heavy tourist traffic (prior to the pandemic). From January 1, 2017 through September 30, 2020, that station responded to 1,734 roadway incidents.

Year	MVC response times for the Waikiki area (Station 7) for the past three years at 90% fractile	
2017	2:48	
2018	2:56	5%
2019	2:23	-23%
2020	3:52	62%

Station 06 - Captain Cook			
	2017	2018	2019
Overall Traffic Related Incidents	73	67	95
MVCs involving injuries / extrisatic	41	17	39
Motor Vehicle / Pedestrian Crashes	2	2	7
MVCs Average Response Times	13:34	12:14	12:00

Hawaii County Fire Department (HCFD) – eDraulic Extrication Tools

HCFD purchased one set of eDraulic extrication tools for the engine company in the Captain Cook area. As the primary 911 Emergency Medical Services (EMS) provider for the County of Hawaii, HCFD responds to each and every one of these MVCs, which has accounted for 1,293 HCFD responses to date in 2019. The Captain Cook fire station is one of the most geographically remote stations on Hawaii Island, with a history of some of the most catastrophic MVCs in the state of Hawaii. Even though the response time is improving for this area, it is still too long. These specialized extrication tools provide fire company personnel the ability to rapidly gain access to entrapped MVC victims and begin life safety measures as well as increase the ability to get the victim to the hospital in less time.

Maui Fire Department (MFD) – eDraulic Extrication Tools

MFD purchased two sets of smaller cordless extrication tools for the Kula and Napili districts. Although the main fire apparatus for Kula and Napili do have auto extrication equipment, the smaller more maneuverable auxiliary vehicles do not. There are areas in these two districts with narrow roadways that the main engines are unable to access. Having extrication equipment in these smaller vehicles provides a quicker response time to vehicle crashes in this area. Firefighters save time by not having to transport heavy equipment from the engines to a scene that is inaccessible. Ultimately, it allows firefighters to extricate vehicle crash victims quicker. Total response times to the Kahikinui and Kaupo areas of Maui are 50 minutes, 90 percent of the time. Fire fighters depart the Kula Fire

Station when going to Kahikinui. The ability to take a smaller vehicle with the auto extrication equipment reduces the arrival time at vehicle crashes in this remote area. Currently, they have set a goal of arriving within 35 minutes by using a smaller vehicle with equipment. In Napili, it currently takes 32 minutes to get to Honokohau Valley and nearly 40 minutes to Nakalele Point. Their goal is to reduce response time to these areas to 24 minutes and 32 minutes respectively to ensure that the crash victim is given more time to reach lifesaving medical assistance.

Planned Activities/ Projects Not Implemented

EMS Assessment

The EMS Assessment did take place during FFY 2020, but grant funding was not used for it. Instead, DOH was able to secure alternative funds for the assessment, and the NHTSA Assessment team funded their own travel to the state.





Impaired Driving



Hawaii continues to combat drug- and alcohol-impaired driving on our roadways statewide. According to FARS, 51 out of 108 traffic fatalities (or 47 percent) in 2019 involved drivers who tested positive for having alcohol and/or drugs in their systems.

A further breakdown of the impaired driving-related fatalities is detailed in the chart below.

During FFY 2020, notwithstanding the challenges of the COVID pandemic, Hawaii utilized a multi-pronged approach to impaired driving and accomplished grant activities ranging from enforcing Hawaii's Operating a Vehicle Under the Influence of an Intoxicant (OVUII) laws and conducting youth deterrence to DWI Court program monitoring.

High Visibility Enforcement (HVE)

As part of the statewide HVE initiatives, our four county police departments held 468 grant-

funded sobriety checkpoints throughout the year, despite being tasked with additional pandemic-related responsibilities.

Additionally, HPD, HCPD and MPD conducted 137 saturation patrols, as well as participated in NHTSA's "Drive Sober or Get Pulled Over" national mobilizations. The Impaired Driving Enforcement Activities chart in this section provides additional details of their efforts.

In addition to their statewide HVE efforts, police also included the following activities in their respective impaired driving enforcement operations:

- On Oahu, HPD distributed press releases to remind the public to drive sober and that sobriety checkpoints would be set up at various locations during the upcoming months. They also participated in a sign waving event with Mothers Against Drunk Driving (MADD) Hawaii to raise awareness about the dangers of driving while impaired, as well as worked with a victim's family and MADD to utilize a sobriety checkpoint as



an earned media opportunity to promote impaired driving.

● On Maui, MPD conducted four youth deterrence projects, which generated 16 cases that resulted in five arrests. Additionally, they held their first ever Drug Recognition Expert (DRE) Certification Night, which provided the opportunity for officers to conduct 20 DRE training evaluations.

Additionally, police used funds to purchase items such as Powerflares for sobriety checkpoints, preliminary breath testing instruments, nitrogen gas cylinders (for verifying the accuracy of Intoxilyzers), and DRE kit components.

Media

To support Hawaii's enforcement activities and deter drivers from driving under the influence, HDOT aired its "Bling" PSA on television and radio. The paid media buy with the Hawaii Association of Broadcasters, Inc. and its Public Education Program guaranteed a minimum of \$70,000 in free additional airtime.

Impaired Driving Enforcement Activities					
	Honolulu	Hawaii	Maui	Kauai	Total
ENFORCEMENT (grant-funded)					
# of sobriety checkpoints	222	128	115	3	468
# of vehicles checked	19,863	11,129	11,198	854	43,044
# of OVUII alcohol arrests	133	954	103	1	1,191
# of OVUII drug arrests	42	89	26	5	162
# of other arrests	113	74	76	2	265
# of citations	464	941	261	49	1,715
# of saturation patrols	12	85	40	N/A	137
Average blood/breath alcohol concentration levels (calendar year 2020 up to November 30, 2020)	0.140	0.133	UNK	0.178	0.113
# of Youth Deterrence Projects	N/A	N/A	4	4	8
# of DRE enforcement evaluations (calendar year 2020 up to November 20, 2020)	33	97	7	2	139
NATIONAL MOBILIZATIONS					
# of sobriety checkpoints	165	28	21	N/A	214
# of saturation patrols	8	8	14	N/A	30
# of cars checked	12,041	968	2,697	N/A	15,706
# of OVUII alcohol arrests	93	15	46	N/A	154
# of OVUII drug arrests	25	9	3	N/A	37
# of other arrests	66	15	13	N/A	94
# of citations	1,487	97	47	N/A	1,631
# of earned media	1	9	17	N/A	27
DRE/SFST Trainings (Calendar Year 2020)					
# of DRE Schools	1	0	0	0	1
# of newly certified DREs	2	4	0	0	6
# of DRE Instructor Schools	1	0	0	0	1
# of newly certified DRE instructors	2	4	0	0	6
# of ARIDE trainings	1	0	0	0	1
# of students	8	0	0	0	8
# of SFST trainings	4	2	3	1	10
# of SFST students	149	45	28	10	232
# of SFST Instructor trainings	1	0	0	0	1
# of SFST Instructor students	2	0	0	0	2

Conference, Trainings and Meetings

To enhance their enforcement initiatives, police attended the following local and national conferences, trainings, and meetings, to keep up-to-date on impaired driving and related emerging issues. Locally, police attended Traffic Commanders and the Hawaii DAID working group meetings in person prior to COVID, then attended meetings virtually for the remainder of the FFY.

In addition, county police attended a DRE Instructor Development Course and DRE School hosted by HPD and supported by HDOT on Oahu. The classroom portions of the DRE Instructor Development Course and DRE School were completed before the shutdown, but the Certification Nights were delayed. Because of the uncertainty with travel restrictions, the Hawaii DRE Advisory Committee decided that each agency would conduct their own DRE Certification Nights in their respective counties. As a result, there were delays



in certifications because of individual counties' COVID-19 orders, training procedures, etc.

Although HDOT's DRE in-service training was cancelled due to the pandemic and restrictions on large gatherings, online curricula were allowed with the State Coordinator's approval. Because many other states' trainings moved online, the trainings were opened up to other states, which allowed Hawaii DREs and prosecutors to access trainings from renowned presenters.

Nationally, the 2020 International Association of Chiefs of Police Training Conference on Drugs, Alcohol, and Impaired Driving

was converted into a virtual conference, and more of Hawaii's representatives were able to attend since they didn't need to pay for travel costs. Also,



Photo credit: The Maui News/Lila Fujimoto



registered attendees are able to access the recorded online sessions for up to six months after the conference. The Lifesavers Conference, Intoxilyzer Users Group conference and the Borkenstein Alcohol Course were among the national conferences that were cancelled due to COVID.

Prosecution and Adjudication

In addition to the enforcement component, the following judicial and prosecutorial initiatives were incorporated into Hawaii's multi-pronged approach:

- County prosecutors used grant funds to attend the first quarter's Traffic Commanders meeting, as well as virtually

attended the DRE Conference. Additionally, our Traffic Safety Resource Prosecutor (TSRP) with the County of Kauai's Office of the Prosecuting Attorney continued to provide statewide support by responding to legislative and technical assistance requests, and attending virtual Traffic Commanders, toxicology, National Governors Association Impaired Driving Learning Collaborative and Hawaii DAID meetings to provide guidance.

- In an effort to adapt to the COVID pandemic, the Honolulu DWI Court's program reallocated their funds to increase their electronic monitoring



Photo credit: The Maui News/Lila Fujimoto

Impaired Driving Media

PAID MEDIA

October-December 2019

of radio spots 2,859

of TV spots 416

Total # of spots 3,275

Total value \$199,217.00

August-September 2020

of radio spots 2,205

of TV spots 303

Total # of spots 2,508

Total value \$155,569.00

NATIONAL MOBILIZATIONS

"Drive Sober or Get Pulled Over" Mobilizations

of radio spots 4,347

of TV spots 612

Total # of spots 4,959

Total value \$296,860.00

on transdermal and remote breathalyzer devices. In addition, their court hearings and case management meetings were moved online and conducted via Zoom, while in-person visits were limited to an as-needed basis.

● As part of the Judiciary's Judicial Training grant, three judges attended the American Bar Association's Judicial Division 2020 Traffic Court Seminar, which focused on highway safety and impaired driving. The attendees returned and shared information via a statewide webinar on the following topics:

- Judicial Ethics In and Out of the Courtroom;
- "RENEW-Driver's License Recovery" - A New Method of Dealing With an Old Problem!;
- Fines, Fees, and Bail...A Movement Sweeping the Nation, and Things You Need to Consider;
- Efficiently and Effectively Managing High-Volume Caseloads;
- Drug Evaluation and Classification for the Drug Impaired Driver; The Impact of Incarceration on Recidivism;



- The Horizontal Gaze Nystagmus (HGN) Test;
- A View from the Bench on Traffic Cases;
- Search and Seizure in Traffic Cases;
- Promoting Fairness in Traffic Courts; and
- Tall Cop Says Stop.

Because of the pandemic, the Judiciary's statewide training was cancelled.

● Volunteers trained by HDOT staff were able to monitor Honolulu's OVUII court proceedings in District Court and Circuit Court until the shutdown. The data was collected using a standardized form created by HDOT, then entered into HDOT's database.

HDOT Initiatives

Throughout FFY 2020, HDOT maintained existing relationships with traffic safety partners who recognized the need to address Hawaii's impaired driving issue and met regularly prior to the pandemic and even more frequently during the pandemic. In particular, the economic impacts of COVID-19 forced Hawaii's law enforcement agencies and key stakeholders to evaluate the existing policies and resources for forensic toxicology testing.

In an effort to improve upon Hawaii's impaired driving initiatives, our state applied for and was chosen to take part in the National Governors Association's Impaired Driving Learning Collaborative. The core Hawaii team [comprised of representatives from HDOT, Hawaii State Department of Health (DOH), Kauai County's Office of the Prosecuting Attorney and Judiciary] met with national experts, other states and Hawaii's impaired driving partners to determine Hawaii's impaired driving goals and create an action plan. The Hawaii team's efforts were further supported by the HTRCC to identify gaps in Hawaii's impaired driving data.

Planned Activities/ Projects Not Implemented

HDOT did not implement the following impaired driving planned activities/projects due to the COVID-19 pandemic:

- Department of Health's Intoxilyzer Training
- Hawaii County's Office of the Prosecuting Attorney's Prosecutors Training
- Alcohol- and Drug-Impaired Driving Media Contractors
- Behavioral Survey
- DRE In-Service Training
- Drugged Impaired Driving Media Campaign



Photo credit: The Maui News/Lila Fujimoto

Impaired Driving Adjudication & Youth Deterrence Activities

DWI COURT

# of participants	18
# of new participants	9
# of graduates	5
Graduation rate	1
Reduction in recidivism of subsequent OVUII arrests after 5 years	20%
Reduction in recidivism of subsequent HRS 291E-62 (driving while license suspended or revoked for OVUII) arrests	28%

TSRP

# of technical assistance request responses	35
# of legislative assistance request responses	1
# of community outreach meetings attended	1
# of state & local task force meetings attended	38
# of appearances in traffic safety cases	50
Social media counts	26 Tweets; 679 impressions

HONOLULU YOUTH DETERRENCE

# of compliance checks (retail outlets)	447
# of citations	43
# of Alcohol Park Operations	0
# of citations	0

KAUAI YOUTH DETERRENCE

# of compliance checks (retail outlets)	54
# of underage alcohol purchase attempts	77
# of outlets that sold alcohol to a minor	3

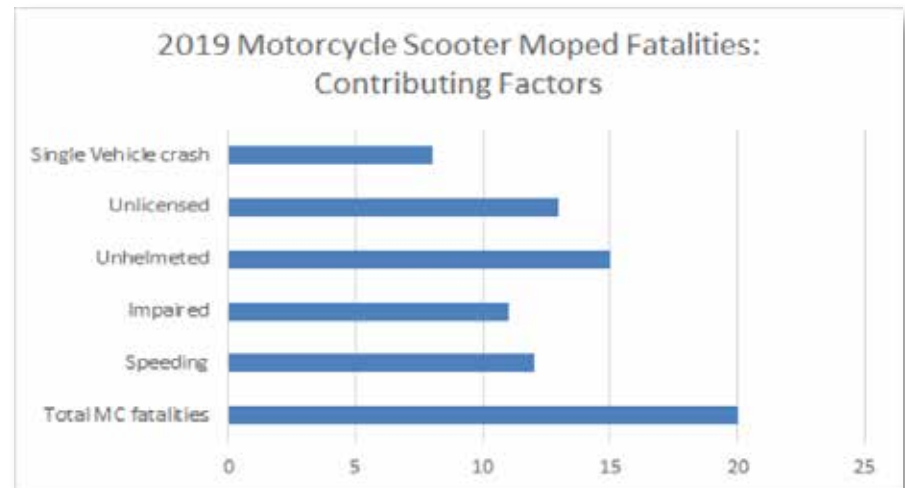
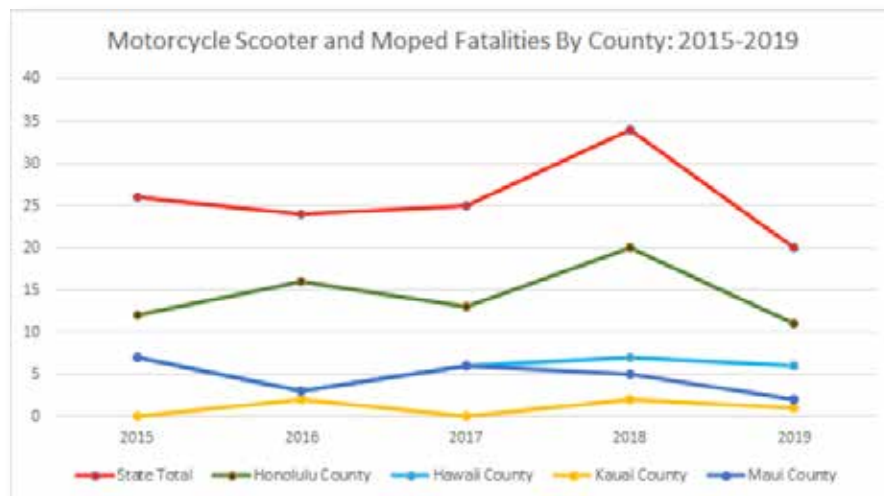


Motorcycle, Motor Scooter and Moped Safety

In Hawaii, fatalities for those that operate motorcycles, scooters and mopeds continue to be a problem on our roadways.

Although 2019 experienced a record low of being down 41 percent from 2018's near record 34 fatalities with 20 motorcycle, moped, motor scooter deaths in Hawaii, fatalities for these modes of transportation are still high in relation to the number of vehicles that are registered with the state.

According to the 2018 vehicle registration numbers from the Department of Business, Economic Development & Tourism and 2019 FARS data, motorcycles, scooters and mopeds represent only approximately 3 percent of registered vehicles in the state, yet they accounted for 19 percent



of all roadway fatalities in 2019. (It's important to note that FARS data counts moped fatalities with the motorcycles and scooters but they are not represented in the total number of registrations for this category; therefore the data for number of fatalities per registrations is inaccurate.)

On January 1, 2017, mopeds were required to be registered and safety checked in efforts to curb the illegally modified mopeds. Currently, the numbers are small, but it is anticipated that as the

moped registration in the state grows, it will help to increase the accuracy of our data.

This accounting for the moped population will eventually allow for a better assessment of the riding population as well as the need for additional trainings such those for moped operations.

According to FARS, during the calendar year for 2019, the consistent major contributing factors in the motorcycle, motor scooter and moped fatalities are

speed, impaired riding and lack of licensing, training and proper riding equipment like helmets.

Licensing shows that potential riders had enough of the rider skills to pass the road test but it does not ensure that all riders are safe riders. Basic rider training can make people better riders because they will be trained to operate their vehicles safely on our roadways and may be more likely to use protective riding gear since training classes cover the benefits of protective gear and the dangers of riding impaired and speeding.

To ensure that the state can service all those that wish to take the courses, there are motorcycle safety training ranges on each of the three major islands: Oahu, Maui and Hawaii Island. Because the lack of demand for training on Kauai has made it economically unsustainable as an independent site, the Kauai training range was closed in 2018, and now Leeward Community College (LCC) from Oahu handles the training for Kauai County. Trainers from LCC maintain a waitlist and fly over to train as soon as they are able to, using existing facilities. This allows each county to continue to service the population demands for their respective areas.

2019	State Total		Honolulu County			Hawaii County		
Population*	1,420,491		980,080		69%	200,983		21%
MC registration*	39,936		26,927		67%	5,600		21%
Training numbers	#of classes	# of students	#of classes	# of students	% of Total	#of classes	# of students	% of Total
	75	970	42	767	79%	15	103	11%

*Population and registration numbers have not been updated for 2019 by DBEDT

Hawaii Community College (HCC)

Despite the restrictions placed on the ranges, LCC and HCC were able to continue training in limited and modified capacities when it was allowable under the Governor's proclamations during the COVID-19 pandemic.

In addition, HCC used funds to purchase replacement batteries for training motorcycles. We continue to struggle to replace our aging training motorcycle fleet. Although HDOT found a way to purchase training motorcycles using alternate funding, all equipment purchases were put on hold due to budget concerns despite the dedicated funds for the program. We will continue to work with the challenges that have come up due to COVID-19 and its economic impacts so that we may continue to bring motorcycle safety education to the public.

Planned Activities/ Projects Not Implemented

HCC

HCC's grant included conducting educational outreach to at least two established riding groups in an effort to remind them of the dangers of speeding and riding impaired. However, due to the COVID-19 pandemic and the restrictions implemented to stem the spread, the instructors were not able to bring this education to the rider clubs.

HDOT Motorcycle Media

A motorcycle safety PSA was scheduled to be shown in Hawaii theaters during NHTSA's Motorcycle Safety Month in May. However, due to the COVID-19 situation, this was postponed.

Hawaii has opted to use the CARES Act waiver for an additional year to expend FFY 2016 expiring funds for the Motorcycle PSA and HCC training/education.

Registered Mopeds in the State by Year				
County	2017	2018	2019	% change over LY
Oahu	6,174	8,662	8,999	4%
Maui	1,306	1,607	1,573	-2%
Big Island	629	740	687	-7%
Kauai	114	152	186	22%
Total	8,223	11,161	11,445	2%



Occupant Protection & Child Passenger Safety

Hawaii continues to have one of the highest seat belt usage rates in the nation. Although our seat belt usage rate is high at 97.12 percent (according to the results of our Summer 2019 seat belt observational survey), our backseat usage rate is 86.56 percent.

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

Despite this, of the 47 motor vehicle fatalities in 2019, 17 or 36 percent were unrestrained.

During normal grant period, the four county police departments

used HVE to increase compliance with Hawaii's universal seat belt law and child restraint law. Police focused their efforts in areas with low seat belt and/or child restraint use, as identified in our observational surveys.

Also, those who conducted child safety seat inspection stations and training would offer year-round child safety seat inspection as well as training for new and current child safety seat technicians.

The COVID-19 pandemic restrictions curtailed many of these events and activities. With social distancing and stay-at-home orders in place, many initiatives could not be conducted. Because it was a national crisis, NHTSA allowed the states to apply for a waiver from certain national mobilization and required activities. These events were moved to FFY 2021.

However, a few grant activities were conducted during the first quarter and some in the second quarter but much of the third and fourth quarter activities were cancelled or had to be modified and reduced in outreach capacity.

CPS Activities

Despite the challenges that the COVID-19 created, all four counties were able to do some form of car seat inspections and checks, with traditional community outreach and car seat checks done in the first two quarters and modified versions implemented in the last two quarters. Not wanting to see people going unassisted in providing proper seat usage for their children, virtual car seat checks were conducted where possible. Parents were given "homework" to read about their car seats and vehicles before the appointment. Then, using video conferencing technology and smartphones, tablets or





laptops, the parents/caregivers (or soon-to-be parents) were assisted virtually by at least three technicians to guide the parents/caregivers through the process of installing the child restraint and instructed them on how to properly buckle the child up. Follow-up appointments were set so that parents/caregivers could consult with the CPS technician in person in the future and to confirm proper installation of the car seat.

Training

A Technician Certification Training was held February/March 2020 at Shriners Hospital. A total of 22 new technicians completed the training and were certified:

four each from Kapiolani Medical Center for Women and Children and Waianae Coast Comprehensive Health Center; three from Shriners; two from TLC PR; one each from Tripler Army Medical Center, Marine Corp Base Hawaii, Kaiser Permanente, the Judiciary, HDOT, and



Nordstrom Kids; and four other participants who were not with an organization. This training was the first with the newly revised NHTSA standardized curriculum.

Events and Inspection Stations
Inspection Stations on Oahu have provided education to the public

in a variety of ways, including at classes, well child appointments, and through written and video material. Kaiser Permanente provided information through their clinics and other community sites on Oahu, Maui and the Big Island.

FFY 2020 Occupant Protection Enforcement					
	Oahu	Hawaii	Maui	Kauai	Statewide
# of grant-funded seat belt citations	541	626	416	20	1,603
# of county-funded seat belt citations	1,186	2,689	929	356	5,160
# of grant-funded child restraint citations	6	63	26	1	96
# of county-funded child restraint citations	312	315	0	24	651
TOTAL	2,045	3,693	1,371	401	



Since social distancing has been instituted, technician participation in educational activities at their sites has been limited. Inspection stations provided direct and indirect education to 25,621 individuals this grant year.

Public Education

As part of the media and public outreach, TLC PR was hired to conduct year-round community outreach, educational

presentations and garner earned media. The virtual car seat checks were particularly successful in creating media buzz.

Enforcement

In addition, although Hawaii's four county police departments conducted high visibility enforcement as part of their grant activities, all four counties were unable to reach their enforcement goals due to the COVID-19 restrictions.

Along with enforcement activities, HPD's Traffic Division was able to conduct 41 traffic safety talks/presentations. During these traffic safety events, the dangers, consequences and penalties of failing to use seatbelts and other occupant safety measures were discussed. The speaker also gave tips on occupant safety and distributed occupant safety flyers. Approximately 3,939 people from the community and schools attended these events. Due to COVID-19 pandemic, safety talks and presentations were limited in size and availability.

FFY 2020 Child Passenger Safety Activities

	Honolulu	Hawaii	Maui	Kauai	Statewide
3-Day Classes	1	0	0	0	1
Trained	22	0	0	0	22
Types of Participants (EMS, Police, etc.)	Hospital, Community, Health Center, Military, Judiciary	Hospital, Community, Health Center	Hospital Community, Health Center	Hospital Community, Health Center	
Inspection Stations	392	0	3	0	395
# checked at inspection stations	479	0	20	0	499
# of community car seat checks	392	5	3	10	410
# of seats checked at community events	134	61	17	0	212
# of seats checked total	605	94	20	0	719
# of car seats issued	90	8	0	0	98
# of car seats checked virtually*	74	15	3	0	92

*Due to COVID-19 restrictions, all events were cancelled during the third and fourth quarters. Virtual car seat checks allowed CPS technicians to teach parents how to put in the seats themselves. No contact, drive-through events allowed brochures to be passed out and education to be provided, but no seats were checked.

Planned Activities/ Projects Not Implemented

CPS Update Training

Planning for an update class with presenters from Safe Kids Worldwide and several car seat manufacturers was started at the end of 2019 but was put on hold because of the pandemic. No recertification trainings have been held since social distancing was instituted.

HCFD Child Restraint Program

HCFD did not conduct any child seat inspections due to the pandemic and social distancing requirements.

Occupant Protection and CPS Media Campaigns

HDOT did not implement a paid CIOT media campaign nor implement a paid media campaign to support the national Child Passenger Safety Week campaign since they were cancelled as well.

CARES Act Waivers

Hawaii opted to utilize the CARES Act waiver for the seat belt usage survey; therefore, our state will use 2019 data instead. The CIOT mobilization was also moved to align with the rescheduled national mobilization.

Public Relations, Media and Community Outreach

Child Passenger Safety Week Campaign 2020

# of news releases	1
# of stories generated (TV, radio, print, etc.)	19 (15 television, 4 online stories)
# of views	621,513 viewers/readers
Calculated publicity value	\$37,376
# of CPS Week events	8
Total reach of CPS Week events	1,159 parents with infants
# of virtual car seat checks	1 (20 expecting parents)

General Child Passenger Safety Outreach Events FFY 2020

# of booster seat education events	6
Total reach of booster seat education events	2,883 (parents with infants and booster-age children)





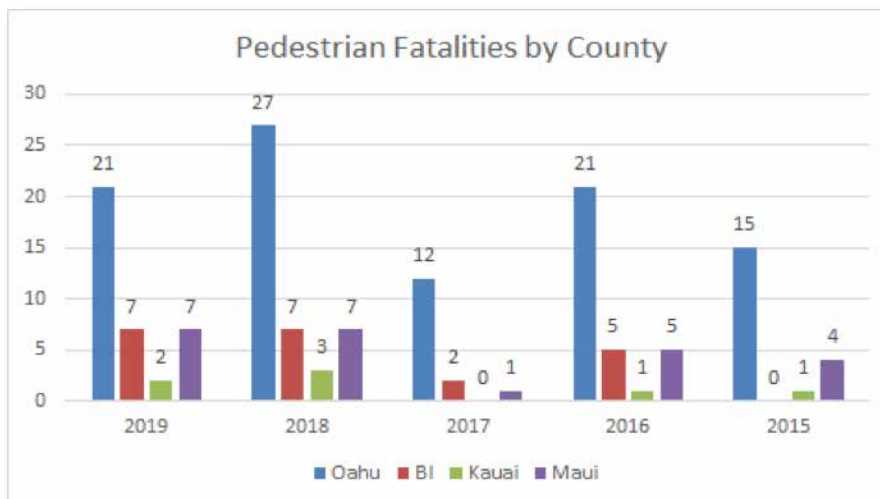
Pedestrian & Bicycle Safety



With beautiful, year-round weather, walking and biking are healthy and attractive modes of transportation in Hawaii, especially on the most populated island of Oahu.

According to state data, in 2019, there were 37 pedestrian fatalities (including personal conveyances), with pedestrian fatalities down 16 percent from 2018's 44 fatalities. Pedestrian deaths represent 34 percent of the 108 roadway fatalities for 2019. Also

in 2019, there were four bicyclist fatalities compared to two in 2018. Although the number of bicyclist fatalities are small, it is one death too many. HDOT and our partners continue to seek new ways to protect these vulnerable roadway users.



Pedestrian safety did not stop becoming an important issue in early FFY 2020, even as the COVID-19 pandemic restrictions were enacted. As people sought to maintain their health by walking and running, it increased their exposure rate to careless drivers. However, it became a challenge to conduct outreach to the public due to the shutdowns and, consequentially, many of the events being cancelled. Where possible, creativity was used to ensure that some of the messaging was getting to both drivers and pedestrians.

Walk Wise Hawaii (WWH)

HDOT contracted with TLC PR to continue its WWH initiatives to increase awareness of pedestrian safety through community events, presentations and media events, ensuring that communities receive the pedestrian awareness education that they need as our population



continues to grow and our infrastructure changes.

Before the pandemic hit Hawaii and COVID-19 shelter-in-place orders were implemented, TLC PR shared the Be Safe Be Seen and Drive Wise Hawaii education and messaging at Halloween and winter holiday events and

community parades. In addition, TLC PR conducted outreach to senior citizens, participated in sign waving events and distributed multi-language brochures to universities and language clubs.

The pandemic and the shutdowns, unfortunately, momentarily stopped the momentum. At least 10 public events that TLC PR had planned to be a part of were cancelled, and with it, the possibility of reaching more than 16,000 attendees.

Forced to adjust their plans, TLC PR used television and radio to reach audiences who were now sheltering in place but walking and running outdoors for health and to alleviate the monotony of being at home. Using these media to share the importance of good pedestrian behavior and driver awareness of pedestrians during this, TLC PR estimates that the messaging reached a total of 124,000 viewers and listeners.



In July, the State of Hawaii rescinded its stay-at-home order, and interisland travel was resumed. TLC PR was able to

proceed with some of its planned Pedestrian Safety Month events and outreach for the month of August.

With proper sanitizing procedures, safety mask and social distancing protocols in place, WWH scheduled 35 separate outreach events on the Pedestrian Safety Month calendar. These events included farmers markets, which were considered essential, and the new pop-up drive-in movies experiences that were happening across Oahu. The WWH Team fulfilled 28 events with only seven cancellations due to the Governor's renewed stay-at-home order that took place on August 25 due to the sudden increase in COVID-19 cases across the state. At each of the events, participants received the WWH and Drive Wise Hawaii brochures along with WWH pedestrian safety clip-on lights.

Walk Wise Hawaii Public Relations, Media and Community Outreach					
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Total # of Safety Presentations & Events to Seniors*	4	4	0	0	8
Total # of Seniors Reached*	2,600	1,276	0	0	3,876
Total # of Safety Presentations & Events to Children*	6	0	0	0	6
Total # of Children Reached*	2,840	0	0	0	2,840
Total # of Driver-Focused Safety Presentations & Events*	6	3	0	25	34
Total Reach of Driver-Focused Safety Presentations/Events*	43,000	4,889	0	3,309	51,198
Total # of Pedestrian-Focused Safety Presentations & Events*	10	1	0	25	36
Total Reach of Pedestrian-Focused Safety Presentations/Events*	3,990	1,369	0	3,309	8,668
Total Outreach for August Pedestrian Safety Month	N/A	N/A	N/A	3,309	3,309
Total Walk Wise Hawaii Brochure Distribution	2,300	2,000	0	3,309	7,609
Total Drive Wise Hawaii Brochure Distribution	1,900	0	0	3,309	5,209
Total WWH Presentations & Community Direct Outreach	16	7,441	0	35	7,492
Media Stories - TV, Print, Radio, Online	31	0	21	0	52
Media Impressions - TV, Print, Radio, Online	488,852	0	1,270,463	0	1,759,315
Media Calculated Publicity Value	\$77,125	0	\$57,322	0	\$134,447

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



City & County of Honolulu's Department of Transportation Services (DTS)

DTS partnered with HDOT's WWH program and other local programs to educate the community about pedestrian safety. Due to COVID-19 and the subsequent "Stay at Home, Work at Home" order, several events were cancelled. While DTS usually conducts Walk Ed presentations and walking field trips with summer funs during the summertime, these were reduced since summer fun was cancelled for June and was held only for the month of July. As such, DTS only attended four summer funs where they provided Walk Ed pedestrian safety presentations and conducted walking excursions with several groups limited to only 10 students and adult leaders. In total, they presented to 353 students and 74 adults and

distributed 102 children safety vests and 54 adult safety vests to the City Parks for future walking excursions.

HPD Pedestrian and Bicycle Safety

HPD's goal in FFY 2020 was to reduce pedestrian-related injuries by 10.5 percent or a decrease of approximately 35 pedestrian-related injuries in FFY 2020 as compared to the 2014 to 2018 calendar year average of 335, and to reduce pedestrian-related fatalities by 26.4 percent or a decrease of five pedestrian-related fatalities in FFY 2020 as compared to the 2014 to 2018 average of 20.4. To achieve this, the department used grant funding to conduct high visibility enforcement of pedestrian laws and increase the perception of risk (i.e., whether the pedestrian perceives that he or she will be

caught jaywalking or involved in a motor vehicle collision, etc.).

Even though bicycle enforcement is and has always been an important priority for HPD, Oahu's bicycle fatalities continued to occur on our island roadways. For FFYs 2014 through 2018, there were a total of six bicyclist fatalities on Oahu (bicyclists who were involved in a MVC). Of the 274 total traffic fatalities that occurred during this period, six were bicyclists or 2.2 percent.

To address this, HPD conducted high visibility enforcement of bicyclist-safety laws to increase compliance and achieve the following goals for FFY 2020:

- Increase police visibility on state and county roadways to reduce bicycle-related fatalities

by approximately 100 percent or a decrease of approximately one bicycle-related fatality in FFY 2020 as compared to the 2014 to 2018 average of 1.2;

- Increase police visibility on state and county roadways to reduce bicycle-related injuries by 18.8 percent or a decrease of approximately 34.8 bicycle-related injuries in FFY 2020. The result would lower the number of bicycle crashes to 150 in FFY 2020, as compared to the 2014 to 2018 average of 184.8; and

- Expand enforcement efforts to encompass areas with heavier density and higher bicycle usage, especially in high-volume areas where bicycle rentals are prevalent and increasing in popularity.

City & County of Honolulu's Department of Transportation Services Traffic Safety Presentations & Events

Total # of Safety Presentations & Events to Seniors*	0
Total # of Seniors Reached*	0
Total # of Safety Presentations & Events to Children*	4
Total # of Children Reached*	353
Total # of Driver-Focused Safety Presentations & Events*	0
Total Reach of Driver-Focused Safety Presentations/Events*	0
Total # of Pedestrian-Focused Safety Presentations & Events*	4
Total Reach of Pedestrian-Focused Safety Presentations/Events*	427

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



However, pedestrian and bicycle enforcement activities were not achievable to the numbers that were originally projected for due to the COVID-19 restrictions and focus on compliance to the Governor's and Mayor's proclamations regarding the pandemic rules.

Talks/Presentations

During FFY 2020, HPD's Traffic Division conducted 41 traffic safety talks/presentations. During these traffic safety events, the importance of obeying bicycle safety laws and regulations were discussed. The speaker also gave tips on how to share the roadway with motorists and pedestrians. Approximately 3,939 people from the community and schools attended these events.

With the growing COVID-19 concerns, HPD ceased the educational presentations.

Planned Activities/ Projects Not Implemented

DTS Bicycle Safety

DTS was unable to conduct any grant activities or presentations due to the COVID-19 pandemic.

HDOT Pedestrian Media Campaign

HDOT did not implement a pedestrian media campaign because, as a result of the COVID-19 pandemic, the Highway Safety Section reconsidered paid media platforms that were planned for FFY 2020. For instance, movie theater PSA placements were no longer an option since movie theaters were closed. Instead, Hawaii relied on earned media to educate community members on safe pedestrian behaviors, especially while social distancing, and to remind drivers to watch for pedestrians and drive safely.

HPD Pedestrian & Bicycle Safety Enforcement

FFY 2020 Pedestrian Citations

	Pedestrians Cited	Motorists Cited	Total	Non-Citation Contacts
Grant-funded	2,050	43	2,093	674
County-funded	3,386	318	3,704	
Total	5,436	361	5,797	

FFY 2020 Top Four Pedestrian Violations

1. Pedestrian – control signals [HRS291C-33(2)]
2. Crossing other than crosswalk [HRS291C-73(c)]
3. Pedestrian yield right-of-way to vehicle [HRS291C-73(a)]
4. Pedestrian right-of-way – same side [HRS291C-72(a)(1)]

FFY 2020 Traffic Safety Presentations

# of Traffic Safety Presentations	41
Audience Size	3,939

FFY 2020 Bicycle Citations

	Bicyclists Cited	Non-Citation Contacts
Grant-funded	208	211
County-funded	1,261	
Total	1,469	

FFY 2020 Top Three Bicycle Violations

1. Lamps and other equipment on bicycles (HRS291C-147)
2. Bicycle fees/registration (HRS249-14)
3. Riding on roadways and bikeways (HRS291C-145)
4. Riding Bicycle on Sidewalk in Business District (HRS, Section 291C-148)
5. Use of Bicycles Restricted (Revised Ordinances of Honolulu, Section 15-4.6)

FFY 2020 Distracted Pedestrian Citations

	2017	2018	2019	2020 (as of 11/24/2020)
# of citations issued	17	137	56	80

According to Revised Ordinances of Honolulu 15-24.23 (otherwise known as the Distracted Walking law), "no pedestrian shall cross a street or highway while viewing a mobile electronic device."



Police Traffic Services



Hawaii's four county police departments and HDOT view reducing the amount of time it takes to investigate a crash scene while improving investigation techniques as an ongoing priority.

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

However, due to the COVID-19 pandemic, travel had been restricted and many of the trainings were cancelled. As the pandemic progressed, a few agencies were able to adapt to the situation by enrolling in

online courses, which allowed for more attendees in their county offices to attend training with less cost:

- Nine MPD officers completed the Institute of Police Technology and Management (IPTM) Fundamental Techniques of Crash Investigation course;
- Five MPD officers completed the IPTM UAVs in Crash Reconstruction course; and
- Three officers completed the IPTM Event Data Recorder Use in Traffic Crash Reconstruction Level I course.

Prior to the state and county's travel restrictions, MPD also sent officers to attend the following trainings:

- NHTSA and the Transportation Safety Institute's (TSI) Communications Skills for the Highway Safety Professional workshop on Oahu (two officers);
- NHTSA and TSI's Pedestrian and Bicycle Safety Program Management Workshop on Oahu (1 officer);
- ACTAR Accredited Leica ScanStation P40 training (10 officers); and the
- 2020 EDR Summit in Houston, Texas (2 officers).

Tools and Resources

- MPD updated its crash investigators diagramming tools, purchasing software updates for the Leica ScanStation P40 program;
- MPD purchased a CDR50 FlexRay ACM Adapter and accessory cables and updated the crash data recorder retrieval system; and

- HCPD repaired its Leica ScanStation so that the Traffic Enforcement Unit may properly investigate serious injury and fatal crashes.

HDOT Traffic Safety Meetings

HDOT's Traffic Safety Section used grant funding to coordinate traffic safety meetings that included stakeholders from federal, state, county, private and non-profit advocate agencies. During the pandemic, these meetings were moved to the virtual arena, and online tools were used to foster collaborations.

Law Enforcement Liaison (LEL)

Throughout the year, the LEL's responsibilities included:

- Gathering information on updating traffic laws and sharing this knowledge with the police departments' Traffic Commanders and HDOT personnel;
- Inputting fatal data recording and analysis information on fatalities and OVUII arrests;



- Initiating and maintaining the ignition interlock program database for the state;
- Processing lifetime petitioners for re-entry of lifetime revocation drivers into the licensing system;
- Coordinating with Smart Start on servicing clients for ignition interlock devices (IID) during the pandemic;
- Disseminating newsletters from various safety organizations to the Traffic Commanders, county prosecutors and Highway Safety Section;
- Working on a new Request for Proposals from IID vendors for the state's ignition interlock program;

- Working on educating traffic safety partners on automated enforcement and IIDs;
- Participated in meetings for the SHSP, Highway Safety Section team, Hawaii Traffic Records Coordinating Committee (HTRCC), Traffic Commanders, blood alcohol testing, GHSA and LELs; and
- Attended traffic safety-related webinars and virtual conferences, such as the Lifesavers Conference and the Traffic Records Forum.

Traffic Safety Liaison

The Traffic Safety Liaison conducted the following activities during FFY 2020:

- Continued education on Highly Automated Vehicles (HAVs);

- Participated in teleconference calls and NHTSA webinars regarding HAVs and the updated American Association of Motor Vehicle Administrators guidelines for HAVs;
- Educated on “micro-mobility” options and its relation with traffic safety for potential legislation;
- Continued education on Hawaii Administrative Rules for the red light running (red light photo imaging detection system) program;
- Provided comments on potential legislative proposals and issues;
- Worked with the FARS Analyst and DOH on attaining death data of motor vehicle crash victims needed for the FARS program;
- Provided comments and assistance regarding any FARS issues; and
- Assisted with drafting legislation and a memorandum of understanding to establish and fund a state forensic toxicology laboratory to test for drugs and alcohol in impaired driving cases.

Planned Activities/ Projects Not Implemented

Due to COVID-19-related travel restrictions and prohibitions on large gatherings, the following planned activities/projects were not implemented:

HDOT Traffic Branch – Lifesavers Conference

Funds were expended to purchase air transportation before the in-person conference was cancelled; the airlines issued credits that can be used by September 2022.

HPD Police Traffic Services

Due to the pandemic, HPD was unable to host any of the planned traffic investigation courses in Honolulu or send any investigators to the EDR Summit and Symposium on Traffic Safety.

KPD Police Traffic Services

Because HPD did not host any traffic investigation courses, KPD did not attend any of the planned trainings.

HCPD Police Traffic Services

Because HPD did not host any traffic investigation courses, HCPD did not attend any of the planned trainings.



Speed Management

Each year, Hawaii struggles to curb speeding on our roadways, with speed-related fatalities consistently ranging between 44 percent and 50 percent of total traffic fatalities (based on a five-year average).

In 2018, 51 out of 117 traffic fatalities (44 percent) involved speeding – higher than the national average (26 percent) and ranks Hawaii as fifth in the nation for the highest percentage of speeding-related fatalities.

Even with the COVID-19 pandemic and Hawaii's state and counties shelter-in-place orders, speeding continues to be a persistent problem on our roadways. Speeding violations – especially excessive speeding – have risen dramatically, despite there being fewer cars on the roads. Compared to FFY 2019 counts, the number of grant-funded speeding citations issued in FFY 2020 increased 120 percent, from 7,699 to 16,967, respectively. This was in addition

to the 3,654 warnings that were given. Excessive speeding citations jumped 156 percent, from 357 issued during FFY 2019 to 915 issued during FFY 2020.

The chart below delineates the progression in speeding

violations on our roadways during our state's initial shutdown, with a comparison to 2019 numbers.

Unfortunately, these speeding incidences have sometimes led to tragic consequences. According to preliminary state data for 2020 (as of November 20, 2020), 34 out of 72 fatalities (47 percent) were related to speeding.

To address this alarming trend, the four county police departments stepped up their

high visibility speed enforcement efforts, focusing on areas known to have speeding problems, as well as high traffic and highly populated areas. Utilizing data collected from surveys and speed data recorders, the departments also expanded their enforcement into rural roads and residential areas and shared the data with district commanders to assist them in determining areas to conduct speed enforcement.

Statewide Speeding During the Pandemic
(grant- and county-funded)

Week by Week	Basic speeding citations	Excessive speeding citations	Warnings	Totals
March 20-22, 2020	109	39	0	148
March 23-29, 2020	501	89	0	590
March 30-April 5, 2020	546	190	19	736
April 6-12, 2020	849	136	158	985
April 13-19, 2020	1,115	272	248	1,387
April 20-26, 2020	1,393	213	294	1,606
April 27-29, 2020	318	46	90	364
March 20 -April 29, 2020 TOTALS	4,831	985	809	5,816
March 20-April 29, 2019 TOTALS	3,813	570	0	4,383



Equipment

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

- MPD purchased four StatTrak Data Collectors;
- HCPD purchased 19 LTI TruSpeed laser units and 40 Stalker II Moving Radar units; and
- KPD purchased 1 Stalker 360 Message Trailer.

Planned Activities/ Projects Not Implemented

HDOT Speed Media Campaign

HDOT did not implement a speed media campaign as we were unable to find or create materials for an impactful campaign. In addition, the Highway Safety Section reconsidered paid media platforms that were planned for FFY 2020 due to the COVID-19 pandemic. For instance, movie theater PSA placements were no longer an option since movie theaters were closed. Instead, Hawaii focused its efforts on high visibility speed enforcement.

Speed-Related Traffic Fatalities (annual numbers)

Year	Hawaii Speed-related fatalities	Total Fatalities	Percentage Speed-related Fatalities
2012	69	125	55%
2013	45	102	44%
2014	36	95	38%
2015	41	93	44%
2016	54	120	45%
2017	51	107	48%
2018	51	117	44%
2019	52	108	48%
2020 (preliminary YTD)	34	72	47%

Speed-Related Traffic Fatalities (using 5-year average)

Year	Hawaii Speed-related fatalities (5-year average)	Total Fatalities (5-year average)	Percentage Speed-related Fatalities
2012	55	111	50%
2013	54	110	49%
2014	49	107	46%
2015	47	103	46%
2016	49	107	46%
2017	45	103	44%
2018	47	106	44%
2019	50	109	46%
2020 (preliminary YTD)	48	105	46%

Speed-Related Training

To comply with the state and counties' COVID-19 social distancing orders and travel restrictions, KPD and HCPD did not conduct speed radar trainings.

FFY 2020 Speed Enforcement

(grant-funded, unless otherwise specified)

	Honolulu	Hawaii	Maui	Kauai	FFY 2020 Totals	FFY 2019 Totals
Number of speed enforcement operations	1,057	548	0	56	1,661	454
Number of speed enforcement operations (county-funded)	0	35	3	82	120	28
Speeding-Related Contacts						
- Number of vehicle stops or contacts	13,834	3,346	1,470	511	19,161	5,710
- Number of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	11,566	2,725	2,276	400	16,967	7,699
- Number of speeding citations issued (county-funded)	27,380	9,426	1,880	1,047	39,733	41,520
- Number of warnings issued	2,320	0	1,278	56	3,654	44
- Number of excessive speeding citations issued	393	431	87	4	915	357
- Number of speeding in a construction/school zone citations issued	0	38	15	0	53	82
Number of citations for other violations	540	1,105	286	55	1,986	872
Number of OVUII arrests	2	25	0	2	29	13
Number of arrests for other violations	14	48	7	3	72	31
Number of traffic safety presentations conducted (grant- and county-funded)	41	4	3	4	52	81
Number of violation letters with educational materials to registered vehicle owners relative to speeding and reckless driving violations		97			97	227



Traffic Records



In our data-driven environment, it is vital that we are equipped with quality data to ensure that all aspects of traffic safety can be properly addressed, whether it's to identify the issues; set goals and objectives; or evaluate processes and projects.

This need for more robust data has been the driving force behind our traffic records initiatives, including the continued development of the new SHACA system; and implementation of the electronic citation (or eCitation) pilot program. In addition, we've realized that robust data means acquiring quality data and the right data, looking not only to traditional data sources but also to other sources we have not considered in the past. This revelation came about in part from our participation in the National Governors Association's Impaired Driving Learning Collaborative this past year. While going through the process of evaluating

Hawaii's impaired driving data, we learned that to more accurately portray our state's impaired driving "landscape," we need to identify data gaps and work to fix those; the HTRCC and other traffic safety groups hope to accomplish these in the coming fiscal years.

HTRCC

Throughout FFY 2020, the HTRCC and the eCitation Subcommittee continued its work on the following prioritized projects despite the COVID-19 pandemic. In-person meetings were moved to a virtual platform, which allowed more members from around the state to meet.

Especially with the recent years' move from HDOT's archaic, stand-alone Traffic Accident Reporting System (TARS) to SHACA, HDOT personnel were able to telework and access the SHACA database remotely, and police departments could seamlessly send their crash reports.

SHACA System

During FFY 2020, 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 Phase 3 and start Phase 4 in development and build of the SHACA system. This new crash reporting and analysis system, which replaces the antiquated and outdated TARS, is a more comprehensive system that interfaces with each of the four county police departments, accept electronic crash data and provide analysis reports.

With the completion of Phase 3, the vendor has developed the following components for SHACA:

- Quality control on Intersection Inventory;
- End-to-end validation testing of transmitted crash reports;
- Enhanced diagramming; and
- External access to SHACA.

In addition, HDOT and its consultant prepared for scheduled, phased development and implementation of the Hawaii Incident Geo-Locating System (HIGLS) in FFY 2021 with presentations to the police departments, workflow workshops for stakeholders and preparation of technical specifications for HIGLS.

Electronic Citations

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

The County of Maui moved into the next phase of its pilot project, which included finalizing the interface between the eCitation system and MPD's RMS.

The interface between the eCitation system and the RMS improved upon timeliness and efficiency since officers were no longer required to manually input eCitation information into the RMS. MPD continues to use the analytics component of the eCitation system, which has resulted in better data that MPD can use towards problem identification; evaluations; implementation of enforcement efforts; and tracking officers' contacts with roadway users and results of those contacts (e.g., warnings and eCitations issued).

Honolulu completed its second full year of the eCitation pilot project with an average of 46 out of 70 units deployed. The project expanded to the rural courts, and officers are now able to cite traffic violators island wide with no geographical restrictions.

According to the Hawaii State Judiciary, there was a decrease in the number of eCitations issued during the COVID pandemic. Based on the citations that were issued, Honolulu's eCitations are processed 2.5 times faster

than paper citations, and the eCitations comprise 16.47 percent of all citations issued (paper and eCitations). In Maui County, eCitations are processed 2.0 times faster than paper citations, and the eCitations comprise 35.48 percent of all citations issued.

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 evidence.

An evaluation of the pilot project was initiated this FFY. A team from the University of Hawaii at



Manoa (UHM) developed surveys for the different stakeholder agencies and emailed them for completion. Although the original evaluation plan included in-person interviews and travel to Maui, those have been delayed or cancelled due to the pandemic.

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

Traffic Records Forum

The 46th annual International Traffic Records Forum that was set to be held in person in Nashville, Tennessee was moved online and conducted virtually. Although the virtual environment didn't allow for networking with counterparts

from other states, more of Hawaii's traffic safety partners benefited from the sessions because there were no registration costs or travel involved.

Equipment Purchase

HCPD purchased one mobile data terminal Toughbook computer to be used to enter crash data and other traffic-related information into the department's RMS.

FARS Analyst

Grant funding was used to supplement the FARS Analyst position, covering any potential shortfall in FARS funding, and to send the FARS Analyst to the FARS System-Wide Training.

Planned Activities/ Projects Not Implemented

HDOT Traffic Records Forum

HDOT did not use grant funds to travel to the International Traffic Records Forum since it was transformed into a virtual conference.



Evidence-Based Enforcement

One of Hawaii's primary countermeasures to address dangerous roadway behaviors is strict enforcement paired with other highly visible efforts (communications campaign, safety messaging, etc.)

Using data resources such as FARS, crash reports, speed measurements from data recorders and citations, the four county police departments focused their enforcement activities in areas of highest risk.

Even during the pandemic, 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.

However, adjustments were made due to the unprecedented times:

- Police stepped up speed enforcement after they noticed a dramatic increase in speeding and racing on our roads;

- The Distracted Driving Month Campaign and CIOT mobilization were rescheduled to October 5-12, 2020 and November 9-29, 2020, respectively;

- Some enforcement was reduced as police were tasked with enforcement of COVID-related violations;

- Police contacts resulted in more warnings and teachable moments as departments were cognizant of the state of the economy and its impacts on struggling families;

- Police exercised caution while conducting traffic stops, wearing the proper protective equipment and limiting close contact with roadway users; and

- HDOT media campaigns to supplement the enforcement and planned for movie theaters and radio advertising were suspended.

Additional details on Hawaii's evidence-based traffic enforcement are included in their corresponding program areas on the pages listed in the table.



Hawaii's Evidence-based Traffic Enforcement	
Program Area	Pages
Distracted Driving Enforcement	24
Impaired Driving Enforcement	28
Occupant Protection/CPS Enforcement	36
Pedestrian & Bicycle Safety Enforcement	40
Speed Enforcement	46



Other Traffic Safety Initiatives



Halfway through FFY 2020, Hawaii came to a virtual standstill and the roads were practically empty when the COVID-19 pandemic hit. However, HDOT didn't skip a beat and actually became busier than ever, using this opportunity to make safety improvements to our state's roadway infrastructures and implementing innovative ideas to keep our most vulnerable roadway users safe.

Utilizing Federal Highway Administration funding, HDOT pursued installation of raised pedestrian crosswalks, also known as speed tables, to elevate pedestrians and require drivers to slow when approaching the crosswalks. Completed and planned installations of raised crosswalks include:

On Kauai

- Kuhio Highway near Hanalei School;

On Oahu

- Fort Weaver Road near Pohakea Elementary and James Campbell high schools;
- Farrington Highway by Waialua High School;
- Pali Highway in Nuuanu at Upper Dowsett Avenue and Ahipuu Street;
- Fort Weaver Road at Parish Drive and Kiliha Street/Ewa Beach Road;

On Maui

- Hana Highway near Haiku Elementary and Haiku Community Center (supplementing Rapid Rectangular Flashing Beacons and speed feedback signs);
- Haleakala Highway near Lower Kimo Drive; and

On Hawaii Island

- Mamalahoa Highway at Naalehu School

HDOT engineers were also working on expanding school zone speed zones, improving highway lighting, and installing milled rumble strips and roundabouts.

Connected Signals and Vehicle Technology

HDOT unveiled its connected and automated vehicle (CAV) technology pilot project on Ala Moana Boulevard/Nimitz Highway. Approximately 720

detection zones (cameras and pucks) and 34 roadside units were installed to measure traffic through a combination of video detection and magnetometer. Data from the detection zones tells the controllers what types of vehicles are moving down the corridor and how efficiently they are moving.

The connected vehicle technology can provide alerts and other information about the corridor to motorists, bicyclists and pedestrians through the TravelSafely free application available for download in the Apple App Store and Google Play. For instance, these roadway users traveling through the intersections can receive safety information such as audible alerts when there are potential conflicts.



HDOT Moves Podcast

HDOT has hit the airwaves with a new podcast about the systems moving and connecting our island communities. The HDOT Moves podcast, which launched in August, features a new discussion each month on topics relating to transportation in Hawaii. Prior topics included speed management and countermeasures; the CAV project; teleworking in government; and public transportation during the pandemic.

SHSP

HDOT worked with its many partners on creating action plans for the SHSP, a five-year plan that serves as a guide for Hawaii's state, county and community organizations to address traffic-related issues. Strategies and action items developed by stakeholders focus

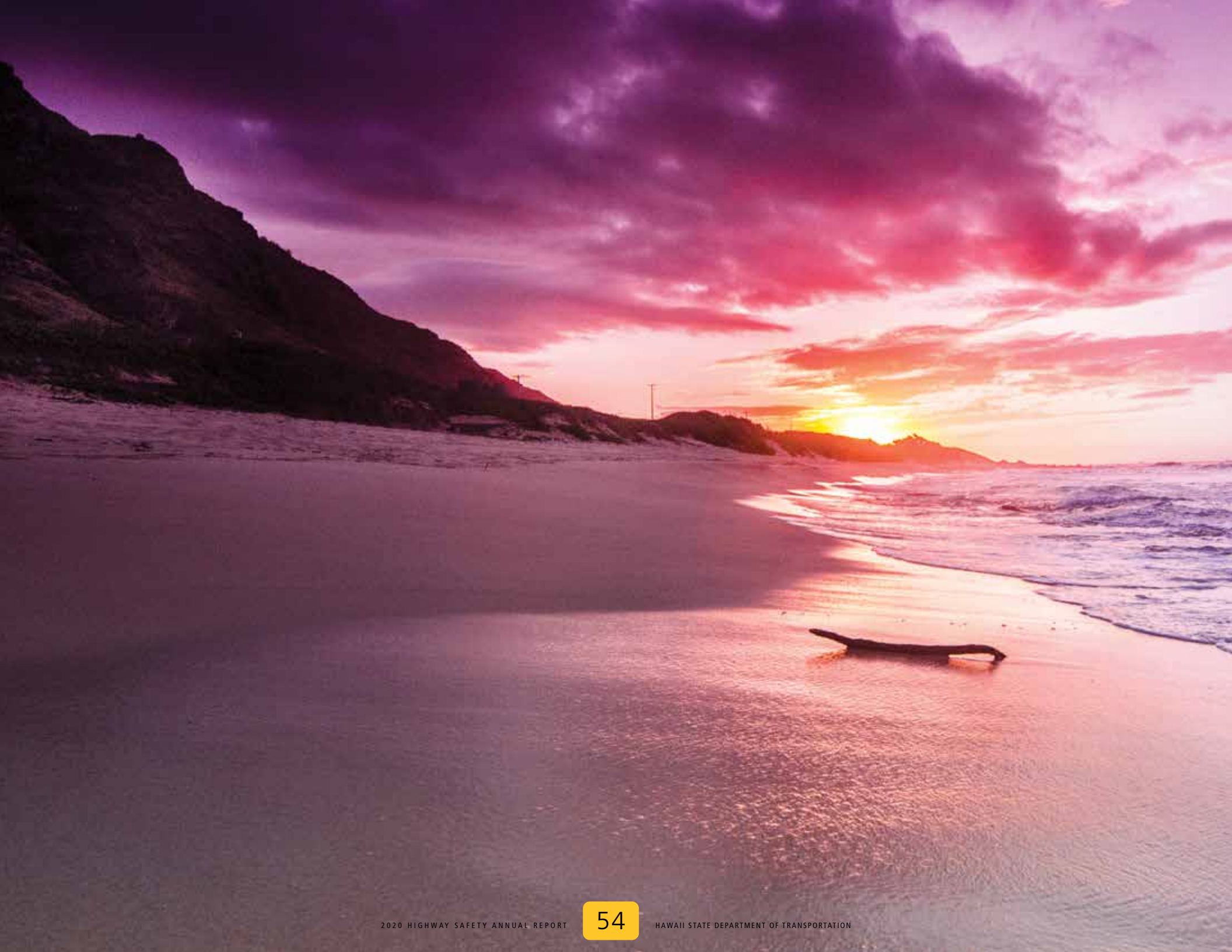


on eight priority emphasis areas: impaired driving; speeding; occupant protection; pedestrian and bicycle safety; motorcycle, moped and motor scooter safety; roadway design; first responder capabilities; and data management. The action plans serve to move the traffic safety groups and other stakeholders towards addressing the SHSP strategies and achieving progress.

Vision Zero

Propelled by Act 134 from Hawaii's 2019 Legislative Session, HDOT, the county transportation departments and the SHSC adopted a Vision Zero policy and developed engineering, enforcement, education and emergency response strategies focused on improving pedestrian and bicycle safety, as well as

combating impaired driving and speeding. While the SHSC worked on a statewide plan, county Vision Zero groups concentrated on community-level challenges and initiatives.



FEDERAL FISCAL YEAR 2020 Highway Safety Plan Modifications

The following modifications were made to Hawaii's HSP during FFY 2020:

HSP Modification #1 - Approved on February 3, 2020

FFY 2020 HSP	Uploaded a revised FFY 2020 grant funding chart to replace original chart, which did not accurately reflect all subrecipients and grant amounts requested in the HSP's planned activities.
HDOT Traffic Safety Meetings PT20-01 (08-S-01)	Increased total grant funding amount from \$11,034 to \$27,860. The subrecipient had requested \$27,860 in their grant application, but our Highway Safety Section inadvertently entered the same total as the FFY 2019 HSP funding amount.
University of Hawaii Kauai Compliance Checks AL20-02 (11-K-01)	Added the University of Hawaii at Manoa (UHM) as a subrecipient to the Impaired Driving Enforcement Planned Activity. Underage drinking enforcement, youth deterrence projects and compliance checks are already included in the Planned Activity Description, but UHM was not listed as an intended Subrecipient. The Planned Activity Estimated Funding Amounts remained unchanged since this project's costs (\$48,128.86) were already included in the total costs.
Honolulu Fire Department Extrication Equipment EM20-04 (01-O-01)	Added this project as a new project within the HSP. The HFD's grant application had been approved by our office but was inadvertently left out of the HSP. This project would fund the purchase of one extrication tool. Unit cost (including shipping/handling, taxes and accessories) is \$47,580. Total grant funding amount is \$47,580.
Hawaii County Fire Department Extrication Equipment EM20-04 (02-H-01)	Increased unit cost for cordless extrication tool by \$200, from \$37,353.62 to \$37,553.62.
Maui Fire Department Extrication Equipment EM20-04 (03-M-01)	Increased funding amount (and equipment funding amount) by \$100, from \$30,988.01 to \$31,088.01. We had changed the amount from \$30,988.01 to \$31,088.01 while completing the HSP in the Grants Management Solutions Suite (GMSS), but the change did not save; instead, it reverted to the original amount.
HDOT Pedestrian & Bicycle Safety Program Management PS20-08 (07-S-01)PM	Added program management for the Pedestrian & Bicycle Safety program area to the HSP, which was unintentionally left out in GMSS. Total funding requested for this is \$50,000.

<p>Kauai Police Department Speed Enforcement SC20-06 (01-K-04)</p>	<p>Increased total grant funding by \$5,995.88, from \$41,023.03 to \$47,018.91. The additional funds were used towards the purchase of a speed trailer to replace another speed trailer that was hit by a driver approximately two years ago. The original speed trailer had been purchased using NHTSA grant funds and is no longer functional due to the severity of the crash. A report by the driver's insurance company assessed the trailer's current market value at \$15,761; this amount, which was paid to KPD, was used towards the replacement trailer. The amount requested in this HSP modification covered the difference between the quote for a new/replacement speed trailer (\$21,756.88) and the insurance amount (\$15,761).</p>
<p>Honolulu Police Department Traffic Records TR20-03 (02-O-01)</p>	<p>Increased total grant funding amount by \$93,234, from \$250,680 to \$343,914. The additional funds were needed for the e-citation vendor to develop software for the e-citation program to run on Sonim mobile phone devices via a web-connected browser (currently, the system can only be used via an app on Apple products). HPD recently purchased Sonim mobile phones for all of their officers to use. Because of this, the Hawaii Traffic Records Coordinating Committee and Highway Safety Section would like to see if the e-citation system will work with the phones and/or other android devices. Rather than having the vendor develop an app specifically for android devices, HPD requested that they develop a web-based version that can be accessed with their mobile devices, in-car laptops, etc.</p>
<p>Hawaii County Police Department AL20-02 (01-H-02)</p>	<p>Increased total grant funding by \$31,020, from \$251,565 to \$282,585. The additional funds were used for the following activities:</p> <ul style="list-style-type: none"> •\$8,400 – Electronic search warrants •\$4,080 – Additional attendee to DAID Conference •\$11,620 – Send two officers to the Borkenstein Alcohol Course •\$5,360 – Send students and instructors to DRE-related trainings •\$780 – Purchase four additional popup OVUII checkpoint signs •\$780 – Purchase four additional portable sign stands

HSP Modification #2 - Approved on May 4, 2020

Honolulu Police Department Speed Enforcement SC20-06 (01-O-01)	Moved \$55,000 in 402 grant funding from the Honolulu Police Department's (HPD) Speed Enforcement Grant to HPD's Police Traffic Services Grant.
Honolulu Police Department Police Traffic Services PT20-01 (01-O-01)	<p>Requested use of the grant funds (\$55,000) to purchase 10 pole-mounted speed message boards instead of five speed trailers.</p> <p>In addition, HPD planned to place these message boards in areas where fatalities have occurred and display traffic safety messages related to contributing factors in the crashes. Since the messages may span the different traffic safety areas (speeding, impaired driving, pedestrian safety, etc.), the equipment purchases was moved to the Police Traffic Services Grant.</p> <p>As a result of these modifications, total grant funding for HPD's Speed Enforcement grant decreased from \$626,498.75 to \$509,898.75 and HPD's Police Traffic Services grant increased from \$151,110 to \$206,110.</p>

GRANT EXPENDITURES

Federal Fiscal Year 2020

Project Number	Agency	Project Title	Awarded	Expended
Program Administration				
PA20-00 (01-S-01)	Hawaii Department of Transportation	Program Administration	\$135,000.00	\$51,525.95
PA20-00 (02-S-01)	Hawaii Department of Transportation	HDOT Fiscal Coordinator	\$68,000.00	\$3,691.00
Sub-total:			\$203,000.00	\$55,216.95
Police Traffic Services				
PT20-01 (01-O-01)	Honolulu Police Department	HPD Traffic Services	\$206,110.00	\$0.00
PT20-01 (02-H-01)	Hawaii County Police Department	HCPD Traffic Services	\$173,840.98	\$5,975.59
PT20-01 (03-M-01)	Maui Police Department	MPD Traffic Services	\$190,324.39	\$55,939.14
PT20-01 (04-K-01)	Kauai Police Department	KPD Traffic Services	\$51,195.00	\$0.00
PT20-01 (05-S-01)	Law Enforcement Liaison	Law Enforcement Liaison	\$83,139.00	\$63,887.47
PT20-01 (06-S-01)	Traffic Safety Liaison	Traffic Safety Liaison	\$50,000.00	\$40,370.14
PT20-01 (07-S-01)	Hawaii Department of Transportation	HDOT Traffic Branch - Lifesavers	\$7,240.00	\$2,444.80
PT20-01 (08-S-01)	Hawaii Department of Transportation	HDOT Traffic Branch - Safety Meetings	\$27,860.00	\$3,201.82
PT20-01 (09-S-01)PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$29,682.82
Sub-total:			\$794,709.37	\$201,501.78
Impaired Driving				
AL20-02 (01-O-01)	Honolulu Police Department	HPD Impaired Driving	\$1,706,302.56	\$334,193.54
AL20-02 (01-H-02)	Hawaii County Police Department	HCPD Impaired Driving	\$282,585.00	\$133,638.21
AL20-02 (01-M-03)	Maui Police Department	MPD Impaired Driving/Youth Deterrence	\$458,406.78	\$275,524.36
AL20-02 (01-K-04)	Kauai Police Department	KPD Impaired Driving	\$93,989.57	\$6,996.08
AL20-02 (02-S-01)	Hawaii State Judiciary County of Hawaii	Judges Training	\$56,257.00	\$6,289.42
AL20-02 (03-S-01)	Office of the Prosecuting Attorney,	Prosecutors Training	\$143,228.00	\$2,135.43
AL20-02 (04-S-01)	Office of the Prosecuting Attorney, County of Kauai	Kauai Prosecutors Office	\$185,000.00	\$161,515.91
AL20-02 (05-M-01)	Department of the Prosecuting Attorney, Maui County	Maui Prosecutors Office	\$72,000.00	\$1,919.57
AL20-02 (06-O-01)	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors Office	\$8,795.00	\$2,880.00
AL20-02 (07-O-01)	Honolulu Police Department	HPD Compliance Checks	\$66,592.20	\$37,631.07
AL20-02 (08-K-01)	Kauai Police Department	KPD Youth Deterrence	\$45,699.45	\$5,709.43
AL20-02 (09-S-01)	Hawaii State Department of Health	DOH Intoxilyzer Training	\$27,000.00	\$0.00
AL20-02 (10-O-01)	Hawaii State Judiciary	DWI Court Honolulu	\$31,222.50	\$17,304.50
AL20-02 (11-K-01)	University of Hawaii at Manoa	UH - Kauai Compliance Checks	\$48,128.86	\$48,128.86

Project Number	Agency	Project Title	Awarded	Expended
Impaired Driving (cont.)				
AL20-02 (12-O-01)	Honolulu Police Department	HPD Intoxilyzer Training	\$39,268.00	\$8,306.15
AL20-02 (13-S-01)	Hawaii Department of Transportation	HDOT Alcohol Impaired Media	\$300,000.00	\$70,000.00
AL20-02 (14-S-01)	Hawaii Department of Transportation	HDOT Behavioral Survey	\$40,000.00	\$0.00
AL20-02 (15-S-01)	Hawaii Department of Transportation	HDOT Alcohol Media Contractor	\$150,000.00	\$0.00
AL20-02 (16-S-01)	Hawaii Department of Transportation	HDOT DRE In-Service Training	\$85,000.00	\$0.00
AL20-02 (17-S-01)	Hawaii Department of Transportation	HDOT Impaired Driving Task Force	\$50,000.00	\$0.00
AL20-02 (18-S-01)	Hawaii Department of Transportation	HDOT Drug Impaired Media Contractor	\$100,000.00	\$0.00
AL20-02 (19-S-01)	Hawaii Department of Transportation	HDOT Court Monitoring	\$65,000.00	\$64,871.68
AL20-02 (20-S-01)PM	Hawaii Department of Transportation	Program Management	\$110,000.00	\$197,113.42
Sub-total:			\$4,164,474.92	\$1,374,157.63
Traffic Records				
TR20-03 (01-S-01)	Hawaii Department of Transportation	HDOT Traffic Records System Update	\$90,604.00	\$85,885.75
TR20-03 (02-O-01)	Honolulu Police Department	HPD Traffic Records	\$250,680.00	\$182,538.50
TR20-03 (03-H-01)	Hawaii County Police Department	HCPD Traffic Records	\$24,520.00	\$4,384.28
TR20-03 (04-M-01)	Maui Police Department	MPD Traffic Records	\$196,859.00	\$143,490.53
TR20-03 (05-K-01)	Kauai Police Department	KPD Traffic Records	\$89,190.00	\$16,412.32
TR20-03 (06-S-01)	Hawaii Department of Transportation	HDOT Traffic Records Forum	\$10,569.00	\$0.00
TR20-03 (07-S-01)	Hawaii State Judiciary	Judiciary Citation Software	\$99,724.00	\$85,744.99
TR20-03 (08-M-01)	Department of the Prosecuting Attorney, Maui County	Maui Prosecutors Traffic Records	\$18,000.00	\$3,170.89
TR20-03 (09-O-01)	City & County of Honolulu, Department of the Prosecuting Attorney	Honolulu Prosecutors E-citations	\$36,606.00	\$36,606.00
TR20-03 (10-S-01)	University of Hawaii at Manoa	UH - Data Systems Improvements	\$98,736.00	\$42,997.18
TR20-03 (11-S-01)	Hawaii Department of Transportation	HDOT FARS Analyst	\$40,000.00	\$10,963.33
TR20-03 (12-S-01)PM	Hawaii Department of Transportation	Program Management	\$80,000.00	\$38,507.08
Sub-total:			\$1,035,488.00	\$650,700.85
Emergency Medical Services				
EM20-04 (01-O-01)	Honolulu Fire Department	HFD eDraulic Extrication	\$47,580.00	\$31,655.00
EM20-04 (02-H-01)	Hawaii County Fire Department	HCFD eDraulic Extrication	\$37,553.62	\$37,353.62
EM20-04 (03-M-01)	Maui Fire Department	MFD Extrication	\$31,088.01	\$21,444.24
EM20-04 (04-S-01)	Hawaii Department of Transportation	EMS Assessment	\$50,000.00	\$0.00
EM20-04 (05-S-01)PM	Hawaii Department of Transportation	Program Management	\$5,000.00	\$10,822.89
Sub-total:			\$191,943.56	\$101,275.75

Project Number	Agency	Project Title	Awarded	Expended
Occupant Protection				
OP20-05 (01-O-01)	Honolulu Police Department	HPD Seat Belt Enforcement	\$270,342.50	\$28,804.22
OP20-05 (01-H-02)	Hawaii County Police Department	HCPD Seat Belt Enforcement	\$92,450.00	\$57,671.21
OP20-05 (01-M-03)	Maui Police Department	MPD Seat Belt Enforcement	\$95,606.49	\$21,887.48
OP20-05 (01-K-04)	Kauai Police Department	KPD Seat Belt Enforcement	\$154,522.00	\$1,749.34
OP20-05 (02-M-01)	Maui Police Department	Maui Child Restraint Program	\$62,475.00	\$3,379.53
OP20-05 (03-O-01)	Keiki Injury Prevention Coalition	Oahu Child Restraint Program	\$115,500.00	\$67,055.13
OP20-05 (04-S-01)	University of Hawaii at Manoa	UH Survey	\$100,000.00	\$54,858.13
OP20-05 (05-H-01)	East Hawaii Kiwanis	Hawaii County Child Restraint Program	\$54,000.00	\$23,873.60
OP20-05 (06-H-01)	Hawaii County Fire Department	HCFD Child Restraint Program	\$16,586.82	\$0.00
OP20-05 (07-S-01)	Hawaii Department of Transportation	HDOT OP Media Contractor	\$125,000.00	\$55,746.06
OP20-05 (08-S-01)	Hawaii Department of Transportation	HDOT Click It or Ticket Media Campaign	\$60,000.00	\$0.00
OP20-05 (09-S-01)	Hawaii Department of Transportation	HDOT CPS Media Campaign	\$35,000.00	\$0.00
OP20-05 (10-S-01)PM	Hawaii Department of Transportation	Program Management	\$15,000.00	\$19,682.18
Sub-total:			\$1,196,482.81	\$334,706.88
Speed Management				
SC20-06 (01-O-01)	Honolulu Police Department	HPD Speed Enforcement	\$509,898.75	\$330,322.51
SC20-06 (01-H-02)	Hawaii County Police Department	HCPD Speed Enforcement	\$298,350.00	\$255,545.42
SC20-06 (01-M-03)	Maui Police Department	MPD Speed Enforcement	\$171,082.45	\$154,212.90
SC20-06 (01-K-04)	Kauai Police Department	KPD Speed Enforcement	\$47,018.91	\$19,883.56
SC20-06 (02-S-01)	Hawaii Department of Transportation	HDOT Speed Media Campaign	\$25,000.00	\$0.00
SC20-06 (03-S-01)PM	Hawaii Department of Transportation	Program Management	\$35,000.00	\$12,165.16
Sub-total:			\$1,086,350.11	\$772,129.55
Motorcycle Safety				
MC20-07 (03-S-01)	Hawaii Department of Transportation	HDOT Motorcycle Media	\$21,000.00	\$0.00
MC20-07 (04-H-01)	Hawaii Community College	Hawaii Community College	\$4,316.76	\$81.63
MC20-07 (05-S-01)PM	Hawaii Department of Transportation	Program Management	\$37,000.00	\$18,798.45
Sub-total:			\$62,316.76	\$18,880.08

Project Number	Agency	Project Title	Awarded	Expended
Pedestrian & Bicycle Safety				
PS20-08 (01-O-01)	Honolulu Police Department	HPD Pedestrian Enforcement	\$175,955.00	\$85,529.57
PS20-08 (02-O-01)	Honolulu Police Department	HPD Bicycle Enforcement	\$87,977.50	\$14,117.48
PS20-08 (03-O-01)	City & County of Honolulu Department of Transportation Services	DTS Bicycle Safety	\$8,000.00	\$0.00
PS20-08 (04-O-01)	City & County of Honolulu Department of Transportation Services	DTS Pedestrian Safety	\$45,491.00	\$5,008.56
PS20-08 (05-S-01)	Hawaii Department of Transportation	Pedestrian Safety Media Contractor	\$120,000.00	\$95,927.09
PS20-08 (06-S-01)	Hawaii Department of Transportation	HDOT Pedestrian Media Campaign	\$80,000.00	\$0.00
PS20-08 (07-S-01)PM	Hawaii Department of Transportation	Program Management	\$50,000.00	\$29,682.82
		Sub-total:	\$567,423.50	\$230,265.52
Distracted Driving				
DD20-09 (01-O-01)	Honolulu Police Department	HPD Distracted Driving	\$219,943.75	\$115,907.19
DD20-09 (01-H-02)	Hawaii County Police Department	HCPD Distracted Driving	\$62,200.00	\$37,266.07
DD20-09 (01-M-03)	Maui Police Department	MPD Distracted Driving	\$82,708.40	\$25,197.83
DD20-09 (01-K-04)	Kauai Police Department	KPD Distracted Driving	\$36,293.95	\$160.58
DD20-09 (02-S-01)	Hawaii Department of Transportation	HDOT Distracted Media Campaign	\$80,000.00	\$0.00
DD20-09 (03-S-01)	Hawaii Department of Transportation	Distracted Driving Media Contractor	\$120,000.00	\$43,503.78
DD20-09 (04-S-01)PM	Hawaii Department of Transportation	Program Management	\$20,000.00	\$9,234.20
		Sub-total:	\$621,146.10	\$231,269.65
		Total	\$9,902,613.20	\$3,970,104.64

FEDERAL REIMBURSEMENT

Federal Fiscal Year 2020

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 Planning and Administration	\$261,985.10	\$0.00	\$261,985.10	\$261,985.10	\$261,985.10	\$0.00
154 Alcohol	\$1,010,954.53	\$987,129.67	\$1,010,954.53	\$1,010,954.53	\$1,010,954.53	\$0.00
154 Paid Media	\$70,000.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00	\$0.00
154 Transfer Funds Total	\$1,342,939.63	\$987,129.67	\$1,342,939.63	\$1,342,939.63	\$1,342,939.63	\$0.00
MAP 21 405f Motorcyclist Training	\$81.63	\$0.00	\$102.04	\$81.63	\$81.63	\$0.00
MAP 21 405f Motorcycle Programs Total	\$81.63	\$0.00	\$102.04	\$81.63	\$81.63	\$0.00
FAST Act NHTSA 402						
Planning and Administration	\$55,216.95	\$0.00	\$110,433.90	\$55,216.95	\$55,216.95	\$0.00
Emergency Medical Services	\$101,275.75	\$90,452.86	\$126,594.70	\$101,275.75	\$101,275.75	\$0.00
Occupant Protection	\$54,858.13	\$0.00	\$68,572.66	\$54,858.13	\$54,858.13	\$0.00
Pedestrian/Bicycle Safety	\$23,782.15	\$0.00	\$29,727.69	\$23,782.15	\$23,782.15	\$0.00
Police Traffic Services	\$203,323.79	\$61,914.73	\$254,154.75	\$203,323.79	\$203,323.79	\$0.00
Speed Management	\$767,870.90	\$755,705.74	\$959,838.63	\$767,870.90	\$767,870.90	\$0.00
Distracted Driving	\$235,528.30	\$182,790.32	\$294,410.38	\$235,528.30	\$235,528.30	\$0.00
FAST Act NHTSA 402 TOTAL	\$1,441,855.97	\$1,090,863.65	\$1,843,732.71	\$1,441,855.97	\$1,441,855.97	\$0.00

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
405b High HVE	\$112,894.85	\$0.00	\$141,118.59	\$112,894.85	\$112,894.85	\$0.00
405b High Public Education	\$55,746.06	\$0.00	\$69,682.58	\$55,746.06	\$55,746.06	\$0.00
405b High Community CPS Services	\$91,525.65	\$0.00	\$114,407.09	\$91,525.65	\$91,525.65	\$0.00
405b OP High	\$19,682.18	\$0.00	\$24,602.72	\$19,682.18	\$19,682.18	\$0.00
FAST Act 405b OP High Total	\$279,848.74	\$0.00	\$349,810.98	\$279,848.74	\$279,848.74	\$0.00
FAST Act 405c Data Program Total	\$651,300.60	\$0.00	\$814,125.76	\$651,300.60	\$651,300.60	\$0.00
405d Mid HVE	\$26,245.18	\$0.00	\$32,806.48	\$26,245.18	\$26,245.18	\$0.00
405d Impaired Driving Mid	\$2,880.00	\$0.00	\$3,600.00	\$2,880.00	\$2,880.00	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$29,125.18	\$0.00	\$36,406.48	\$29,125.18	\$29,125.18	\$0.00
FAST Act 405f Motorcycle Programs Total	\$18,798.45	\$0.00	\$23,498.06	\$18,798.45	\$18,798.45	\$0.00
405h Law Enforcement	\$99,647.05	\$0.00	\$124,558.81	\$99,647.05	\$99,647.05	\$0.00
405h Public Education	\$127,122.51	\$0.00	\$158,903.14	\$127,122.51	\$127,122.51	\$0.00
FAST Act 405h Nonmotorized Safety Total	\$226,769.56	\$0.00	\$283,461.95	\$226,769.56	\$226,769.56	\$0.00
NHTSA Total	\$3,990,719.76	\$2,077,993.32	\$4,694,077.61	\$3,990,719.76	\$3,990,719.76	\$0.00
Total	\$3,990,719.76	\$2,077,993.32	\$4,694,077.61	\$3,990,719.76	\$3,990,719.76	\$0.00



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY SECTION

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