



HAWAII

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2022 - 2024
Annual Update FY 2023**

Date of Approval: June 07, 2023

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2023:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The mission of the Hawaii State Department of Transportation is to continue to reduce the number of commercial vehicle crashes, fatalities and injuries and incidents of hazardous materials on our highways and strive to keep Hawaii's roadways safe for everyone. We continue to evaluate our operations to maximize the outcome and ensure that we are moving towards our main goal of saving lives.

The goal of the Department of Transportation Motor Vehicle Safety Office is to remain under the national rate of 0.161 fatalities per 100 million vehicles miles traveled (VMT) and to continue to reduce the number of crashes of commercial vehicles to 154 crashes by 2024

The fatality rate in Hawaii has been under the FMCSA's National Fatality Rate per 100 million VMT of 0.138 fatalities. since 2014. Hawaii have consistently remained below the national rate with a rate of 0.088 in 2014 and continues with a downward trend of 0.036 in 2019. Hawaii is committed to keeping our roads safe for everyone and will continue to strive to reduce the number of CMV crashes, injuries and fatalities through collaboration with other agencies and continued emphasis on commercial vehicle safety through driver and vehicle inspections, investigations and new entrant safety audits. We will also continue with our public outreach activities to educate the public about the importance of safe and responsible behavior on our roadways and driving around the larger commercial vehicles.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

Update FY2023 - 1) Added "No" button to Migrant Worker Transportation in Rural Areas - Hawaii does not have seasonal migrant workers; 2) As of October 1, 2022, there are 8 officer vacancies on Oahu, 1 on Kauai and 1 in Kona. The vacant position on Kauai has not been filled due to applicant selected turned down the position in June 2022. The position is now in the open recruitment phase again (anticipating position to be hired by January 2023). The Kona officer resigned in September 2022 and the position is now in the open enrollment phase (anticipate position to be filled by February 2023). The other 8 vacancies on Oahu are in the recruitment process (anticipating positions to be hired by December 2022). 3) As of this application, Hawaii has one officer certified to conduct compliance reviews /new entrant safety audits. He is a working supervisor and has his responsibility to supervise his subordinates during the regular work hours, and therefore, claims overtime as needed for him to complete his compliance reviews/new entrant safety audits during non-working hours.. He charges his overtime claim by using a specific code. His overtime is monitored by the Motor Carrier Safety Manager. 4) This year, the state MVSO will extend invitations to the County Police Departments and the Honolulu Sheriff department to participate in the North American Standard Level I training classes here on Oahu. Funding to be provided only for the neighbor island officers to travel to Oahu for the NAS Level I classes. After the police officers and sheriffs pass the classroom portion of the training, they will be conducting the inspection certification during their normal work hours with no funding to be provided till they complete their certifications. Hawaii DOT and the county police and sheriffs department will be working on a contract with a memorandum of agreement for conducting the inspections on their own once they complete their inspection certification. Included will be an agreement to conduct inspections in conjunction with traffic enforcement. Until such time that the memorandum of agreement is executed and CVSP goals are established for the county police and sheriffs department as subrecipients, Hawaii DOT recognizes these entities as unfunded agencies with funding only provided for travel to Oahu to attend NAS Level I training and for overtime for special duty assignments to assist Motor Carrier Safety Officers to pull in CMVs to enter the inspection site. 5) Hawaii DOT will partner with the Police Departments and the County Sheriffs to provide basic CMV training so that they will be able to assist us with traffic enforcement on CMV's since we do not have pull over or arrest powers. Copies of any citations issued to the CMV's to be turned in to the manager at the Motor Vehicle Safety Office.

The Department of Transportation, Highways Division, Motor Vehicle Safety Office (MVSO) is the lead agency for the Motor Carrier Safety Assistance Program. The Motor Carrier Safety staff develops, establishes and manages the Statewide Size and Weight Vehicle program, the Statewide Motor Carrier Safety Assistance program (MCSAP), Statewide Pupil Transportation Safety Program, and other commercial motor vehicle programs. The MVSO establishes and implements statewide standards and guidelines for commercial motor carrier drivers, driver training and driver improvement programs, commercial vehicle safety inspection stations, modification of commercial vehicles and the transportation of hazardous materials on the highways by commercial vehicles. The staff also reviews and approves all plans and specifications for the construction and/or modifications of commercial vehicles in the State; investigates all commercial vehicle accidents; develops and implements standards and guidelines for pupil transportation; updates and maintains the SAFETYNET system and prepares statistical reports.

The Motor Carrier Section consists of 23 personnel with (1) Manager; (1) Supervisor; (1) Safetynet Coordinator; (4) Neighbor Island Officers - Hilo, Kona, Maui and Kauai (anticipating position to be hired by January 2022); (2) Unit Supervisors and (14) officers. All officers are certified in conducting North American Standard Level I inspections, and in the specialized areas of hazmat, cargo tank and passenger vehicle inspections. As of July 2021, there are 9 officer vacancies on Oahu, of which 4 are currently in the hiring process with an expected hiring date of August 2021, with the remaining 5 to be hired by June 2022.

Currently, with the shortage of police officers, there are no certified county police officers on Oahu and the neighbor islands to conduct inspections. The state MVSO offers to provide basic walk around commercial vehicle training to the county police officers so they will be able to identify and enforce on any safety violations discovered during their traffic stops. The Motor Vehicle Safety Office extends invitations to the county police officers to participate in the North American Standard Level I training classes here on Oahu. By providing the police officers CMV training, we hope to generate interest and partnership in our program and have them assist with roadside inspections and traffic enforcement activities. The county police officers are not under any subgrantee agreements or contracts with our office whereby they are reimbursed for the inspections that they conduct. The only funding that is provided for the county police officers are for the island officers in which we provide the funding for their travel to Oahu to attend the federal NAS Level I training courses.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	HAWAII DOT
Enter total number of personnel participating in MCSAP activities	23
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	21
Traffic Enforcement Activities	0
Investigations*	1
Public Education and Awareness	21
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	4

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2016 - 2020

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Number of reportable crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	9	200	159
01/01/2019	12/31/2019	4	142	236
01/01/2018	12/31/2018	8	162	147
01/01/2017	12/31/2017	11	164	147
01/01/2016	12/31/2016	9	153	166

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Number of reportable crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	1	58	44
01/01/2019	12/31/2019	1	62	97
01/01/2018	12/31/2018	1	74	47
01/01/2017	12/31/2017	1	76	61
01/01/2016	12/31/2016	1	71	77

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Hawaii does not have a HM Goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	0		1
01/01/2019	12/31/2019	0		4
01/01/2018	12/31/2018	3		4
01/01/2017	12/31/2017	1		1
01/01/2016	12/31/2016	0		0

Enter the data sources and capture dates of the data listed in each of the tables above.

All CMV Crashes: Data source MCMIS data snapshot as of 6/18/2021 Motorcoach/Passenger Carrier Crashes: Data source MCMIS data snapshot as of 6/18/2021 Hazardous Materials Crashes: SAFETYNET Crash Characteristics Summary Report, June 28, 2021

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

For FY 2016, Hawaii's goal was to reduce the amount of reportable crashes to 153 crashes. The actual amount of reportable crashes for FY 2016 was 166 crashes. Hawaii did not meet the goal for that year. The goal was met for FY 2017 and 2018. An adjustment was made in the 2019 CVSP to address the decrease from the FY 2018 actual number reported of 147 crashes, using a starting base of 145 crashes with a 1.66 percent decrease to a goal of 142 crashes for FY 2019. Then, there was an increase in the actual number of reportable crashes with 236 crashes for FY2019. So, again, for the 2021 CVSP, an adjustment was made to reduce the number of reportable crashes by 5% from a starting base of 211 crashes to a goal of 200 reportable crashes for FY 2020. The goal was met with an actual count of 159 reportable crashes.

As evident, crash predictions are so difficult to predict. The numbers fluctuate from year to year. Even with reviewing and analyzing the crash data, Hawaii has been unable to pinpoint any specific area /factors that are involved with the crashes.

The number one challenge that we have been facing for many years, is the shortage of personnel and the high staff turnover rates, due mainly to other higher paying job opportunities. Presently, out of the 21 officer positions that we have, we have only 7 active officers - with 4 currently in the hiring process and 5 vacant positions. This has hindered Hawaii's ability to carry out a more effective commercial motor vehicle safety program - conducting inspections, investigations, public outreach, etc. Our officers are also not full-time MCSAP officers. They have other state motor carrier operations, including the size and weight program, school bus and inspection station programs and they do not have the pull over powers to conduct traffic enforcement activities. We have to depend on the county police officers to assist we traffic enforcement activities.

The second challenge this past year, FY 2020, has been the COVID-19 pandemic, which put a hold on most of our operations, with face-to-face interactions. We were considered essential workers, therefore, our officers were at the front line. Safety protocols had to be established along with acquiring all the necessary PPE's for all the officers to safely work with the motor carriers and drivers. Our Hawaii tourism industry came to a halt, and there were no passenger carriers operating for over a year since March 2020.

Another obstacle that we face here in Hawaii is finding safe locations to conduct roadside inspections. With the continued development on the island, more and more areas where we once used to conduct inspections are no longer available - more commercial businesses have opened, areas are now private property, roadways have been widened and improved to accommodate more traffic and less shoulder areas, roadways continue to be under reconstruction, etc. We do not have pull out areas like on the mainland. We have only one facility whereby we can safely conduct vehicle inspections. Other than that, we try to find the safest area to conduct the roadside inspections by pulling the vehicles right off the roadways on to the shoulders.

In the area of the motorcoach/passenger carrier crashes, a difficulty that we continue to face is that the leading number of crashes involving buses are from the City and County of Honolulu. These buses are the Oahu Transit buses (OTS) a mass transit system that comes under the City and County of Honolulu and does not fall within our jurisdiction and is not regulated by the state, yet, the crash data falls under our statistics. Our number of crashes would be reduced significantly if the City and County of Honolulu mass transit bus crashes were not included in our data. For example, in FY2020, there were 44 reportable passenger vehicle crashes and 80% (35) of the crashes were accountable for the Oahu Transit buses.

Although we have our difficulties and challenges in reaching our inspection and crash reduction goals, the Hawaii officers put in great efforts in doing their job with what little facilities that we have. The commercial vehicle program in Hawaii is still very effective. Our officers constantly strive to better the program and support the mission of keeping our roadways safe for everyone to reach their destination safely.

Narrative Overview for FY 2022 - 2024**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

According to data obtained from MCMIS through A & I online, (Data snapshot as of June 18, 2021) it is evident that the number of crashes fluctuates from year to year. The five-year average of all Federally reportable CMV related crashes in FY 2016-2020 is 171 crashes. For the FY 2022 CVSP, using the starting base of 171 crashes (the five-year average) Hawaii's Crash Reduction Goal will be to reduce the number of crashes by 10% to 154 crashes in 2024, with a 3.33% decrease per year.

Likewise, in the area of Motorcoach/Passenger carrier crashes, the data obtained from MCMIS (Data snapshot of June 18, 2021) also shows evidence of fluctuating trends. The five-year average of Federally reportable CMV passenger vehicle crashes in FY 2016-2020 is 65 crashes. For the FY 2022 CVSP, we will be using the starting base of 65 crashes. Hawaii's crash reduction goal will be to reduce the number of passenger vehicle crashes by 9% with a decrease of 3% per year to 59 crashes in 2024.

The problem of crashes still exists and we will continue to analyze the data from Safetynet and A & I online to pinpoint any specific trends and/or factors in an effort to continue to reduce the number of CMV crashes.

Hazardous Materials Crashes: Hawaii does not have a hazardous materials crash problem - In reviewing the reportable crash reports involving a HM carrier for the past five years, (FY2016- 2020) it was not the fault of the HM carrier, rather, they were passenger vehicles whose drivers were inattentive and/or crossing the center line and crashing into the CMV and there were no spill and release problems. We will increase our HM inspection counts and enforce the FMCSR's against hazardous materials CMV's in a manner consistent with the enforcement for all CMV's, including a special emphasis on Hazardous Materials Safety Permit carriers, and verifying the possession of the permit when required. During training of the county police officers for CMV enforcement, we will include training to identify HM transport vehicles for enforcement of driver behaviors. We will focus on HMSP carriers with below average performance for a compliance review.

Enter the data source and capture date:

All CMV Crashes: Data source: MCMIS data snapshot as of 6/18/2021 Motorcoach/Passenger Carrier Crashes: Data Source: MCMIS data snapshot as of 6/18/2021. Hazardous Materials Crashes: Data Source: SAFETYNET Crash Characteristics Summary Report, June 28, 2021

Projected Goal for FY 2022 - 2024:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2022	165
2023	160
2024	154

Updates for FY 2023: Hawaii's projected goal to reduce the number of CMV crashes by 10% will incorporate those CMV crashes in and around work zone areas. With our current staffing level and analyzing the crash data, we feel that 10% reduction in CMV crashes is a more realistic goal for Hawaii to achieve rather than a 15% reduction. We will seek to achieve this goal through ongoing training of officers to be able to conduct more driver/vehicle inspections and to continue to reach out to drivers to educate them on commercial vehicle safety with an emphasis on safety in driving in the work zone areas. All CMV Crashes: Hawaii's projected goal for FY 2022-2024 will be to reduce the number of CMV crashes by 10 percent with an annual goal of 3.33 percent decrease per year. The starting base will be 171 reportable crashes to 154 reportable crashes by FY 2024. We will continue to carefully monitor the crash data to see if we can find the causes for the crashes and fatalities in the previous years. We will focus our enforcement on our findings in an effort to reduce the number of CMV crashes. We will also seek to achieve this goal through ongoing training of officers to be able to conduct more driver/vehicle inspections, to continue to reach out and educate drivers, carrier officials and the public on commercial vehicle safety. We will continue to work to ensure the completeness, and timeliness of our CMV crash data. Hawaii will continue in the effort to reduce the number of reportable CMV crashes. Motorcoach/Passenger Carrier Crashes: Hawaii's projected goal for FY2022-2024 will be to reduce the number of reportable crashes by 9 percent, with an annual goal of 3 percent decrease per year. The starting base will be 65 reportable crashes to 59 reportable crashes by FY 2024. We will continue to conduct more driver/vehicle inspections on passenger carriers and continue to reach out and educate the drivers, carriers and the public about passenger vehicle safety through our outreach activities. Hazardous Materials Crashes: Hawaii does not have a hazardous materials crash involving release and spill problem. We will continue to conduct vehicle inspections and enforce the FMCSR's against hazardous materials CMV's in a manner consistent with the enforcement for all CMV's.

Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Updates for FY 2023: 1) We will be recruiting for 10 vacant motor carrier safety officer positions; 2) Hawaii officers will participate in any FMCSA Safety Initiatives (ex; Passenger Strike Force, etc); 3) The officers will focus on CMV vehicle inspections in the rural areas. The rural areas determined by the data from the Hawaii Data Center, Department of Business and Economic Development Report. On Oahu, the officers will focus on inspections once a quarter and conduct at least 24 inspections (6 inspections per quarter - targeting the CMV's that have never been inspected before and working with the drivers and educating them on the importance of safety compliance and safety on the roadways and driving in and around the work zone areas. In addition, to promote the activity in Rural areas, we will have a strike force operation on the Neighbor Islands - sending four officers, twice a year with a goal to conduct 16 inspections in the rural areas (8 inspections per trip); 4) With the US DOT number requirement for ALL carriers in Hawaii (interstate and intrastate), the officers will be checking the carrier's US DOT number for validity and verify operational status during vehicle inspections.

ALL CMV CRASHES: The State DOT Motor Vehicle Safety Office will be certifying five new motor carrier safety officers in conducting NAS Level I, Hazardous Materials, Cargo Tank and Passenger Vehicle inspections. We will also be recruiting for 5 more vacant motor carrier safety officer positions and provide them the necessary training to certify them to conduct NAS Level I, Hazardous Materials, Cargo Tank and Passenger Vehicle inspections. The MVSO office will continue to reach out to the county police officers to give them the opportunity to become certified in conducting CMV inspections. The State will schedule the training with the National Training Center from October 2021 through June 2022. The training will be provided by instructors from the National Training Center who will conduct the training here in Hawaii. We will ensure that they all complete the classroom portion and the inspection certification in each area successfully to enable them to conduct vehicle inspections independently.

The Motor Carrier Safety Officers will maintain certifications of all levels of vehicle inspections and conduct a total of 4,000 inspections per year. Each officer will average about 300 hours dedicated to roadside inspections. They will target identified high crash areas and/or contributing factors each quarter that may lead to crashes and conduct at least 100 vehicle inspections (25 inspections per quarter) in the targeted area and/or focusing on a contributing factor. The inspectors will screen for any Federal OOS orders and/or prohibited Drug and Alcohol Clearinghouse drivers by checking data through FMCSA Portal / CDLIS or Query Central during roadside inspections and take appropriate action. In addition, the inspectors will observe driver behaviors and any suspicious activities relating to human trafficking and take appropriate action. The Motor Vehicle Safety Office will participate in CVSA sponsored activities like Operation Air Brake, Operation Safe Driver, Brake Safety Week and the International Roadcheck events.

The Motor Vehicle Safety Office will work with the county police officers and make job aids on basic CMV violations available to them for use in the field. The MVSO officers will work with them to focus enforcement on CMV speeding and other traffic and safety violations, and to issue citations.

The Safetynet coordinator will analyze data quarterly from Safetynet and A & I online of quarterly crash records and work with the Motor Carrier Safety Manager in identifying any high crash corridors and/or factors that may have contributed to the crashes – including mechanical defects, driver actions or other factors.

MOTORCOACH/PASSENGER VEHICLE CRASHES:

The Motor Vehicle Safety Office will participate in the two week annual FMCSA National Passenger Carrier Strike Force Initiative by conducting inspections on passenger carrying vehicles, educational outreach activities, compliance reviews and state audits on passenger carriers to increase safety awareness.

We will increase the number of Level I, II and III inspections on motorcoaches and other passenger carrying vehicles at origin/destination sites. And conduct unannounced Level V inspections at various passenger carriers to ensure accurate vehicle safety compliance is achieved. During roadside inspections, issue citations to passenger carrier vehicle and/or drivers for critical safety violations found according to CVSA guidelines.

Hawaii has one officer certified to conduct compliance reviews. We will conduct two compliance reviews on passenger carriers per year. Projected target is 2 compliance reviews per year.

The Safetynet Coordinator will analyze data from A & I Online to address any crash causation problem areas and utilize the FMCSA Portal to find any carriers with high OOS rates.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Updates for FY 2023: The Motor Carrier Safety Manager will keep a record of any FMCSA safety initiatives, the results of the initiatives (number of inspections, OOS violations, citations, public outreach, etc) and submit a quarterly report to FMCSA. In addition, the Manager will submit a quarterly report of the results of the CMV inspections in the rural areas and monitor and evaluate the effectiveness of reducing the number of CMV crashes.

We will train 100% of the new hires and ensure that they complete the inspection certification process successfully to enable them to conduct vehicle inspections independently. The MVSO field supervisors will monitor and evaluate the newly hired MVSO officers that are trained in the North American Standard inspections every quarter to ensure that they are thoroughly competent in conducting vehicle inspections and meet the federal standards in uniformity in conducting the inspections. They will monitor the inspection of the officers and if the inspections indicate that additional training is needed, more training will be provided. The Motor Carrier Safety Manager will submit quarterly and annual reports to the FMCSA on the number of officers trained and certified, and will evaluate the effectiveness of the increase in roadside vehicle inspections in reducing the number of CMV crashes.

The Motor Carrier Safety Officers will conduct a total of 4,000 inspections per year. (1000 per quarter). The Safetynet Coordinator will report the number of inspections conducted by the officers on a monthly, quarterly and annual basis to the Motor Carrier Safety Manager. The Manager will monitor and evaluate the effectiveness of the increase in the number of inspections and conducting inspections focusing on the targeted areas and/or factors in reducing the number of CMV crashes and submit a quarterly report to FMCSA. The Manager will report the number of Federal OOS orders, DACH prohibited drivers and any human trafficking found and submit a report to FMCSA Division office on a quarterly and annual basis. In addition, the Manager will report to FMCSA on a quarterly basis, any participation in CVSA activities including the results of such activities (number of inspections, OOS violations, citations, etc.) The Manager will keep a log of the number of compliance reviews completed by the certified compliance review officer and submit a quarterly report to FMCSA.

The MCSO Manager will work with the county police officers and provide them basic CMV violation training, focusing enforcement on CMV speeding and traffic and safety violations, and to issue citations. We will encourage them to turn in any citations issued to commercial motor vehicles to the Motor Carrier Safety Manager on a quarterly basis. Projected target will be 12 citations per year (3 citations per quarter). The Manager will monitor and record the number and type of citations issued by the county police officers and evaluate the effectiveness of roadside enforcement by the county police officers in reducing the number of CMV crashes. The Manager will submit a quarterly and annual report to FMCSA.

The Safetynet Coordinator will work with the Motor Carrier Safety Manager in utilizing Safetynet and A & I online data to review and analyze crash reports and identify areas and/or factors that may have contributed to crashes on a quarterly basis. Projected target will be 4 target areas and/or factors per year (one per quarter) 100 inspections per year on the targeted area and/or factor (25 inspections per quarter)

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	1631	1402	1625	2125	1815
Level 2: Walk-Around	422	295	279	572	326
Level 3: Driver-Only	778	1021	1066	1291	952
Level 4: Special Inspections	150	88	132	76	54
Level 5: Vehicle-Only	642	584	598	257	56
Level 6: Radioactive Materials	0	0	0	0	0
Total	3623	3390	3700	4321	3203

Narrative Overview for FY 2022 - 2024**Overview:**

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter the roadside inspection application name(s) (e.g., Aspen) used by the State.

ASPEN

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

FY 2023 Update: Entered the roadside inspection application name used by the State - ASPEN. Our inspectors run a check through CDLIS / Query Central of all drivers and carriers during roadside inspections to identify any DACH prohibited drivers or OOS carriers - any OOS carriers or violation of DACH drivers found is cited and placed out of service along with a driver/vehicle inspection report. A Hawaii OOS Catch Rate for 390.3E file provided by the FMCSA Hawaii Division Office showed 2 missed inspections out of 4, resulting in a 50% catch rate (report adjusted for a duplicate inspection and 2 that were not qualifying CMVs (GVWR is less than 26,001 lbs). The MVSO field supervisors will monitor and evaluate the MVSO officers to ensure OOS violations and DACH prohibited drivers are caught and provide training as needed to improve the catch rate to 85% or more. In addition, our inspectors will be going through a refresher human trafficking training and also a drug interdiction training scheduled with NTC in February 2023. Once all the training is completed, if our inspectors suspect any human trafficking or impaired drivers during the roadside inspections, they will be required to call the county police department for assistance since our inspectors do not have any arrest powers. The State will establish a strike force twice a year to address human trafficking and drug interdiction whereby, our inspectors will be conducting Level III inspections at various locations throughout the island.

The State of Hawaii's commercial vehicle inspection program is a comprehensive program that focuses on program activities to keep unsafe CMV's and CMV drivers off of Hawaii's roadways. Commercial vehicle inspections are conducted statewide by our Motor Carrier Safety Officers throughout the year in an effort to reduce the number of CMV crashes and fatalities and to remain below the National CMV Fatality Reduction Goal. Hawaii conducts North American Standard Levels I to V inspections, general hazardous materials, cargo tank and passenger vehicle inspections. Our roadside inspections are conducted at a fixed inspection site and at various random roadside locations throughout the state. In Hawaii, we have only one fixed inspection site. The other locations are areas that are coned off from the major thoroughfares. While conducting roadside inspections, officer and public safety is the first priority. We have been losing areas that we previously used to conduct Level I inspections. Although Level I inspections are our main focus, sometimes with community development and road constructions, for the safety of our officers, we also conduct Level II and III roadside inspections. We continue to focus our inspections targeting the high-risk locations, areas with a high concentration of CMV activity and areas where enforcement activity is low, and also target any contributing factors that may lead to crashes.

In the area of the use of eRODS and Data Transfer, after reviewing the DART report dated July 17, 2020, it was determined that ELD transfers is not an issue for Hawaii. Furthermore while our inspectors are trained on the use of eRODS, ELDs are typically not encountered during roadside inspections. This is because all, if not the majority, of Hawaii motor carriers utilize the Hawaii hours of service exemption found in 49 CFR 395.1(i).

We participate in all CVSA sponsored operations throughout the year, including Operation Air Brake, Brake Safety Week, Operation Safe Driver and the annual ROADCHECK. During all roadside inspections, our officers have accessibility to the FMCSA Portal/CDLIS through a wireless device. They are required to run a check on the driver, vehicle and carrier, for any Federal OOS order and/or DACH prohibited driver, and verification of the US DOT Number. If any violations are found during the check, the inspecting officer is required to follow MVSO office procedures and take the appropriate action. Citations are issued and the driver and/or vehicle are placed out of service. If an inspection is conducted on a non-CDL driver, the MVSO officers are required to call in to the office for a check, and appropriate action to be taken on any violations found. Our officers also monitor and check for seat belt usage, the use of wireless communication devices, and for any indications of human trafficking during all roadside inspections. Drivers are educated and warned of the dangers of texting and cellphone usage while driving. Citations are issued for any violations detected upon pulling in the driver for an inspection.

To ensure consistency in our program, the field supervisors monitor the officers conducting the inspections to make sure that they are following the North American Standard procedures of inspection and making sure that their inspection reports are being entered accurately and completely. For any officers not following procedures, necessary action is taken to ensure that they adhere to procedures. The Motor Carrier Safety Manager also reviews the inspection reports of all officers to ensure accuracy and completeness.

The safety net coordinator runs a monthly and quarterly report of the inspections through safety net for each unit's field supervisor. The field supervisors are required to review these reports and go over them with each of their unit's officers. — these reports include the amount of inspections by levels conducted, OOS violations, and the specific types of violations found. Each officer has a goal for each month and quarter, and as their unit supervisors go over the reports with them, they also go over their goals with them. The safety net coordinator also runs a report for the manager who reviews the reports and determines if any adjustments to the operations need to be made to ensure the effectiveness of the inspection program.

Attaining our inspection count goal has been a problem for the past several years due to the constant turnover and the shortage of manpower, and our officers are not full-time MCSAP officers, they have other State operations that they are responsible for — school bus program, inspection stations, size and weight program and other projects that come up on the State level. Despite these obstacles, our officers strive to conduct the required amount of inspections to meet Hawaii's goals to reduce the number of crashes and to keep our roadways safe for everyone.

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: HAWAII DOT

Enter the total number of certified personnel in the Lead agency: 21

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	860	90	200	1150	28.75%
Level 2: Walk-Around	740	230	100	1070	26.75%
Level 3: Driver-Only	1100	180	140	1420	35.50%
Level 4: Special Inspections	200	10	0	210	5.25%
Level 5: Vehicle-Only	25	25	100	150	3.75%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	2925	535	540	4000	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	4
Enter the total number of inspections projected for FY 2023:	128

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: HAWAII DOT					
# certified personnel: 21					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 4					
# projected inspections: 128					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	860	90	200	1150	28.75%
Level 2: Walk-Around	740	230	100	1070	26.75%
Level 3: Driver-Only	1100	180	140	1420	35.50%
Level 4: Special Inspections	200	10	0	210	5.25%
Level 5: Vehicle-Only	25	25	100	150	3.75%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	2925	535	540	4000	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	3936	0	64	4000
Enter total number of certified personnel	20	0		20
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	3936	0	64	4000
Enter total number of certified personnel	20	0	0	20

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	7	1	1	1	3
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	3	5	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	1	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	10	7	1	1	3
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	8	1	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	2	4	0	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	2	4	8	1	1
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2022 - 2024**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	2	1	2	1	2	1
CSA On-Site Comprehensive	3	0	3	0	3	0
Total Investigations	5	1	5	1	5	1
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Hawaii has one part-time MCSAP officer certified in conducting compliance reviews.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Update for FY2023: Changed the amount of compliance reviews in the tables to be conducted for FY2023 and FY2024 to six full comprehensive reviews in order for the officer to maintain his certification as well as to be able to keep up with his responsibilities for his position as a field supervisor.. Currently, due to our staff shortage, it is unrealistic for Hawaii to add more personnel to conduct the reviews at this time. We do not have enough higher level experienced officers to conduct the compliance reviews, they have to be a MCSO III. Once all vacant positions are filled and the new hires meet all the inspector certifications and state operation requirements we will be able to add more personnel to conduct the compliance reviews.

Hawaii has one officer who is certified to conduct compliance reviews. He will be conducting intrastate compliance reviews on carriers who are considered high risk, poor performers (basics above the intervention thresholds), those who have complaints against them, carriers involved in accidents, and passenger carriers. He will also conduct interstate compliance reviews based on FMCSA assignment as necessary. He will complete 6 compliance reviews to maintain his certification for the year.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The Motor Carrier Safety Manager will work with the FMCSA Division office to ensure that the Federal performance standards in conducting the compliance reviews are being met. The manager will monitor the productivity and performance quarterly by keeping a log of the number of compliance reviews conducted by the officer and any notes on their performance from FMCSA. Quarterly and annual reports will be submitted to the FMCSA Hawaii Division office.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	0	0
01/01/2019	12/31/2019	0	0
01/01/2018	12/31/2018	0	0
01/01/2017	12/31/2017	0	0
01/01/2016	12/31/2016	15	48

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

The Motor Carrier safety officers in Hawaii do not have the authority to conduct traffic enforcement. They are not trained to issue moving citations and do not have pull over or arrest powers. Hawaii uses the county police officers who attends the North American Standard Level I Training and are certified inspectors to assist in conducting traffic enforcement on commercial motor vehicles. They are able to conduct enforcement in high crash corridors, high crash hours or in high risk areas. The officers turn in any inspections that they conduct and/or copies of any citations that they issue during traffic enforcement to the Motor Vehicle Safety Office. The data above is from two Honolulu police officers who were certified inspectors and turned in copies of their citations, along with their inspection reports to the MVSO Manager in 2015 and 2016. The Honolulu county police officers who were issuing citations were transferred out to another detail in 2017 and were no longer issuing citations during traffic stops to CMV drivers. No citations were turned in by other officers, despite announcements made by the Motor Carrier Safety Administrator during the Traffic Commanders meetings each quarter, to have their officers turn in copies of citations issued to CMV drivers to the Motor Carrier Safety Manager. The capture date of the log is as of July 8, 2021.

Narrative Overview for FY 2022 - 2024

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

Updates for FY 2023: MVSO will extend invitations to the County Police Departments (2 officers) and the Sheriffs Departments (2 sheriffs) to attend the NAS Level I training to be held here on Oahu in January 2023. Once certified, they will be able to assist us with conducting traffic enforcement on commercial motor vehicles with an inspection. In addition, MVSO will work with the county police departments to provide basic CMV training so they will be able to enforce on CMV's during their traffic enforcements.

The Motor Carrier Safety Officers in Hawaii do not have the authority to conduct traffic enforcement. They are not trained to issue moving citations and do not have the pull over or arrest powers. Hawaii uses the county police officers who attends the North American Standard Level I training and are certified inspectors to assist in conducting traffic enforcement on commercial motor vehicles. They are able to conduct enforcement in high crash corridors, high crash hours or in high risk areas. The county police officers turn in any inspections that they conduct or copies of any citations that they issue during traffic enforcement to the Motor Vehicle Safety Office. They assist us in conducting the commercial vehicle inspections and issuing citations during a traffic enforcement. There are no MCSAP funds used for the county police officers conducting the inspections or issuing the citations. Currently, there are no county police officers who are certified to conduct CMV inspection. The state will continue to extend invitations to the county police officers to attend the NAS Level I training or any CMV enforcement training that they are interested in attending. If there is a need, we will hire special duty police officers to assist our motor carrier safety officers to bring in the CMV's who bypass the signal of our officers to enter the inspection site. It will be for a period of 4 hours, once a quarter or as needed. We anticipate an average of 5 stops per quarter, however, from past experience, once the truckers are aware that they need to come in to be inspected when signaled to come in, a special duty officer may not be necessary every quarter. Our motor carrier safety officers will be conducting the inspections and providing on the job training for the county police officers of basic CMV inspections - violations that the county police officers will be able to enforce without their inspection certification.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	32	32	32
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Updates for FY 2023: Once the police department and the sheriffs are certified to conduct inspections on their own, they will turn in any inspections that they conduct and copies of citations issued to the CMV during a traffic enforcement stop to the Manager at the Motor Vehicle Safety Office.. Also, those police officers and sheriffs who have received just the basic CMV training and issue citations to CMV's during a traffic stop will be asked to submit copies of their citations to the Manager at the Motor Vehicle Safety Office.

Since the State DOT Motor Carrier Safety Officers do not have the authority to conduct traffic enforcements, we will continue to work with the traffic commanders at the quarterly Traffic Commanders Meetings to address the issue of commercial vehicle enforcement and continue to invite them to attend the NAS Level I course and also extend to their officers any CMV enforcement training. Once they are certified to conduct the inspections, they would be able to conduct an inspection during their traffic enforcement. The county police officers will turn in any inspections that they conduct and copies of any citations issued to the CMV during a traffic enforcement to the Manager at the Motor Vehicle Safety Office.

If necessary, we will hire special duty officers to assist our motor carrier safety officers at the inspection site to help bring in the trucks that ignore our officers signal to report to the inspection site, since our officers do not have pursuit powers. Our officers will provide basic CMV training for the county police officers on special duty so that even if they are not certified to conduct inspections, they will be able to identify and issue citations for any safety violations on the state level that they find during their traffic stop. The MCSO field supervisor at the site will sign for the assigned duty of the county police officer, and the manager will be keeping a log of the date, time, officer assigned and number of vehicles pulled in for inspection and submit a report to FMCSA on a quarterly basis. The manager will be keeping a log of the number of citations issued per quarter and submit a report to FMCSA. The manager will review the effectiveness of traffic enforcement activities by the county police officers on reducing the number of CMV crashes. The Manager will keep records of the number of inspections and citations that are turned in from the county police officers.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Not Active	No
PRISM	Full Participation	Yes

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State: State DOT

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Update for FY2023: Hawaii met the criteria for full PRISM participation on November 5, 2021. Since meeting the full participation level, Hawaii has not had any carriers placed on Out of Service Orders by FMCSA. We will continue to look at the options to move the State of Hawaii beyond full participation. Currently, Hawaii has not had any Out of Service Orders placed on carriers by FMCSA. We do have an O & M cost in place in the event that we do have an Out of Service Order and the carriers registrations need to be flagged, and queries and reports from the county needs to be run. We will forward the lists to the county DMV to flag all affected initial, renewal and active registrations in the MVR database system. The budgeted cost is for 1 county employee to run the database in the MVR system to flag the carrier and supply the reports to the Motor Vehicle Safety Office.

Hawaii's PRISM bill was signed into law on June 28, 2021. We will be reviewing and fine tuning the steps from our implementation plan that was submitted in September 2020 in order to meet the requirements for full participation.

We will be collecting and validating the US DOT Number before issuing new or renewing CMV registrations by checking against a Federal OOS order vehicle list from FMCSA

We will be checking the motor carrier status of registration against the file list before issuing new or renewing registrations and denying the registration if they are under a Federal OOS order or possess and inactive or deactivated US DOT number due to the biennial update not being completed when required.

We will be emailing the data of the motor carrier responsible for safety that are operating under any Federal OOS order to the PRISM team

We will be reporting the number of suspensions, revocations or registration denials to FMCSA on a quarterly basis through the PRISM DASH website.

Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

Update for FY 2023: Hawaii will be requiring all interstate and intrastate motor carriers to obtain a US DOT number when registering for a vehicle identification card (VIC) with the Motor Vehicle Safety Office.

The Hawaii DOT staff will be requiring all interstate motor carriers to obtain a US DOT number when registering for a vehicle identification card (VIC) with the Motor Vehicle Safety Office. The VIC is a registration specific for the commercial motor vehicles in the State of Hawaii validated by the Motor Vehicle Safety Office. All CMV's operating in Hawaii is required to obtain a VIC in order to obtain a safety check for their vehicles. When a carrier comes into the office to validate their VIC, the staff will be checking the status against a vehicle list of any Federal OOS order vehicles from FMCSA. The VIC validation will be denied if the motor carrier is under any Federal OOS order and the carrier will be notified that they need to resolve any Federal OOS order before the VIC can be validated. In addition, the Hawaii DOT will be working with the Department of Information Technology (DIT) and sending them the text file to flag all affected initial, renewal and active registration from the Federal OOS order vehicle list received from FMCSA to input into all the county's database system to deny new or renew registration and suspend or revoke active registrations. When a carrier goes in to the DMV to register a vehicle, if the vehicle to be registered is highlighted or flagged because of a Federal OOS order, they will be denied the registration. The Motor Vehicle Safety Office will email the data of the motor carrier responsible for safety that are operating under any Federal OOS order to the PRISM team. Hawaii expects to finalize all implementation steps by October 2021 and reach out to the PRISM Team for review.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

The County DMV's will be submitting a list of the number of suspensions, revocations and registration denials to the Motor Carrier Safety Manager on a monthly basis. The Manager will keep a record of the number of suspensions, revocations and registration denials and submit a quarterly report to FMCSA thru the PRISM DASH website.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	139	173	266	205	205
CMV Safety Belt Education and Outreach	8	8	8	8	8
State Trucking Association Meetings	0	0	0	1	1
State-Sponsored Outreach Events	4	4	3	4	4
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2022 - 2024

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

Update for FY 2023: 1) Add activity to promote Work Zone safety (1 day per quarter) - focus on promoting to the motor carrier industry, CMV drivers and the general public how to safely operate CMV's and non-CMV's within the road construction and work zone areas. Using resource materials on work zone safety from the FMCSA Our Roads Our Safety website - two officers to provide outreach materials to six motor carriers (a total of 6 officers) through safety presentations and/or distributing brochures to the carriers for their drivers; all officers conducting vehicle inspections to distribute safety materials and educate the drivers about work zone safety; and two officers at four satellite city hall sites (a total of 8 officers) in conjunction with our Public Awareness Campaign to educate the general public about driving safely among CMV's and in the work zone areas. 2) To be included in our educational and safety outreach for the property and passenger carriers, and the drivers, we will be distributing information on human trafficking to raise their awareness of the activity nationwide and provide information on how and where they can report any suspected incidents. We will provide brochures, wallet cards and window decals with phone numbers on who they can reach out to.

1) 4 Public Awareness Campaign (1 per quarter) - to be held at Satellite City Halls, Job Fairs, shopping centers, etc where there are a number of public in attendance. For the satellite city halls, two officers at four satellite sites (a total of 8 officers) will be used. At the satellite city halls, there is a wide range of customers from teenagers all the way up to seniors who go to renew their license, get a duplicate license, go for roadtest, get their license, etc. The target age group is a wide range - we will be reaching out to all age groups to educate them about safe driving on the roadways and to increase their awareness of driving around big trucks. Safety brochures such as Safely Sharing the Roads, Distracted Driving, Speeding Kills, No Zone, Seat belt usage, Work Zone safety, etc. will be distributed as the officers talks with the public.

2) 4 DOT Sponsored Safety Awareness Campaign (1 per quarter) - to be held in conjunction with the public awareness campaigns above and through the motor carriers safety officers roadside enforcement activities.(all officers) Safety brochures such as Pedestrian Safety, Impaired Driving, Mocktails, etc to be distributed.

3) Teen safety activity - (1 per year) Attend a driver's education class at a high school and /or provide resources and information for teens in the driver's education classes - information such as safe driving around commercial vehicles, NO ZONE, distracted driving, aggressive driving, work zone safety and speeding. (Two to three officers)

4) State Trucking Association Meetings (2 per year) - The Hawaii Transportation Association, the Oahu Fleeting Association or the International Longshore and Warehouse Union (ILWU) invites speakers from the MVSO office to give presentations at their safety meetings for members. The topics vary depending on the issues or problems that the trucking association is encountering at the time (ranging from driver qualifications, new federal regulations, safety initiatives that are coming up, or just a recap of how the industry is doing in the area of safety - what are the common violations found, OOS violations, etc.) These meetings are to keep the industry up to date on various safety issues. (Two to three officers per meeting) Safety brochures such as Speeding Kills, Safety Tips, Distracted Driving, Seat belt usage, etc to be provided to all participants.

5) Provide educational and safety information / brochures for property and passenger carriers to distribute to their drivers with a focus on safe driving and compliance with all state and federal regulations (20 carriers per quarter- with 8 officers to distribute brochures to carriers); conduct a safety presentation through attendance at carrier's safety meetings, once a quarter (2 officers for each presentations) Safety brochures such as Safety tips, Distracted Driving, Seat Belt Usage, Speeding kills, etc to be provided.

6) Conduct Public Service Announcements - We plan to use videos from FMCSA's Our Roads, Our Safety with the focus on safe driving around commercial motor vehicles and plan to air spots on the five major networks (KHON, KITV, KHNL, KGMB and SPECTRUM) during commercials and prime time viewing. With past records, in a two week showing, there was an estimated 10,787,491 viewing based on a 3.02 per household. In addition, we plan to run the FMCSA safety videos at the theatres during intermissions in the auditoriums and the lobbies - running the ads during box office hits and premiers like Batman and Spiderman, etc. We will be airing the PSA's every quarter - the number of spots will vary depending on the day of the week and the season.

Projected Goals for FY 2022 - 2024

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	6
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	4	4	4
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Updates for FY 2023: 1) The MVSO Manager will keep a record for the Work Zone Safety promotion (1 day per quarter) of the number of motor carriers visited and the number of brochures provided to the carriers; the number of brochures provided to the CMV drivers during vehicle inspections; and the number of brochures provided during the public awareness campaign. 2) The MVSO Manager will keep a record of the number of human trafficking brochures distributed each quarter and submit a quarterly and annual report to FMCSA. 3) For the Public Service Announcements, the attitudinal survey to monitor the effectiveness of the PSA's will be done every 6 months.

The MVSO Manager will keep a record on the number of public outreach campaigns, DOT safety campaigns, and driver's education classes for teens that have been conducted each quarter, and a log will be kept of the date, time, duration, officers, activity, number of individuals in attendance and the number of brochures distributed. The brochures that are distributed are safety brochures such as "No-Zone", Distracted Driving, Passenger Driver safety, Teens and driving, Professional driver safety, Safety on our roadways, Pedestrian safety and Seat belt usage. The total number of brochures distributed: Public Outreach Campaigns - 2,400 brochures per year (600 per quarter); and the DOT safety campaigns - 500 brochures per year (125 per quarter) depending what the targeted safety campaign is per quarter. The DOT campaigns targets seat belt usage, cell phone and texting, and pedestrian safety.

The MVSO Manager will keep a log of the presentations to a trucking association or ILWU meeting - including the date, time, names of the officers, number of individuals in attendance, the topics covered and the number of brochures distributed. The Motor Carrier Safety

Manager will submit quarterly and annual reports to FMCSA.

The MVSO Manager will keep a log of the participation in a teen safety event - including the date, time, school, name of the officers, number of students in attendance, name of the instructors, and the number of brochures distributed. The Motor Carrier Safety Manager will submit quarterly and annual reports to FMCSA and monitor the effectiveness of public outreach activities in reducing the number of CMV crashes.

The MVSO Manager will also keep a log of the number and type of carriers that are provided with safety information for the drivers.- with the date, the officers involved and type of brochures / information provided. Also, a log to be kept of the number of presentations made to the carriers, date, time, topic, number in attendance, officers conducting the presentation and the number and type of brochures / information provided. The manager will submit quarterly and annual reports to FMCSA.

The MVSO Manager will keep records of the post reports from the media for the PSA campaigns that ran on the television and in the theatres and a report to be submitted quarterly and annually to FMCSA . We will also be measuring the effectiveness of running the PSA's by joining in with the DOT Highway Safety Office's attitudinal survey - approximately 400 people will be interviewed statewide, primarily over the phone, with questions such as: did they see our commercials, where (TV, theatres), did it increase their awareness of the safe driving or changed their behavior? The MVSO Manager will review the reports and monitor the effectiveness of the PSA's in reaching out to the public to increase their awareness of safe driving around commercial motor vehicles and in reducing the number of CMV crashes.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: State DOT

Enter the agency or agencies name responsible for DataQs: State DOT

Enter the agency name responsible for the Crash Data Repository: State DOT

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Fair	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Data source: A & I Online data snapshot as of 6/25/2021

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Update for FY2023: Hawaii has improved on the Crash Timeliness category since the submission of the last CVSP information. Hawaii has been rated "GOOD" in all categories per data snapshot of A & I online, June 24, 2022.

In the current SSDQ rating, Hawaii has been rated "FAIR" in the Crash Timeliness and Inspection Timeliness Category. From December 2020 to March 2021, our safetynet system was down. Calls were made to tech support, however, due to the holiday season, responses were slow. When they got back to us, it was determined to be a problem with our internet. The internet was finally repaired in March 2021. The safetynet coordinator has been working to make sure that all crashes are uploaded in a timely manner. For inspection timeliness, several of our officers were having problem transferring their inspections daily and they forgot to transfer them in a timely manner. Their supervisors have been monitoring them and reminding all inspectors to transfer their inspections at the end of each day of inspection.

Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

Updates for FY 2023: The MVSO Manager handles all the DataQ's assigned to Hawaii DOT. As they are received, the manager determines what course of action needs to be taken depending on the DataQ. If there is a request for reports - copies of the reports are emailed to the appropriate requestor and in the DataQ site, it is noted, "Closed, Report Sent." If there is any assignment to the wrong carrier - the manager verifies the carrier assigned to the vehicle, in the case of a leased vehicle, the officer who conducted the inspection is tasked with the job of calling the carrier to determine who is the correct carrier of the leased vehicle and who was the driver employed by at the time of the inspection. Also, documents are requested from the rental company to show proof of the rental agreement. If there are any changes to be made on the inspection report as a result of the findings, the corrections are made and the inspection report re-transferred with the correct information and copies of the revised inspection report sent to the correct carrier. If there are DataQ's regarding incorrect violations assigned, the officer who conducted the inspection is tasked with reviewing the inspection report, researching the violation assigned for accuracy - if there is any question, the manager emails members of the CVSA Committee for their assistance and interpretations. A copy of the report is sent to show the members the violation assigned and an explanation is given of how the violation was determined by our officer. Based on the feedback from the CVSA committee members and the officer involved, a determination is made by the MVSO Manager to remove the violation, correct the violation section or leave the violation and no correction made and entered into the DataQ as such. If corrections were made, copies of the corrected inspection report is emailed to the carrier and entered into the DataQ as "Data Correction Made"/ Closed No data correction made". Hawaii has not had any appeals, however, in the case of an appeal, our procedure is to gather all the information, research the violation. work with the officer who conducted the inspection, work with the carrier to see the reasoning for appealing, and get assistance from CVSA and FMCSA to make a final determination.

Motor Carrier Safety Manager and/or Division Administrator will continue to work with the Traffic Commanders on all islands to make sure that the crash records from the police departments on the neighbor islands has been uploaded to the new DOT Traffic database system. Once the crash reports are obtained, the safetynet coordinator will process and upload them into the safetynet system. He will continue working with the DOT FARS personnel on a monthly basis to cross check the accident reports that the Motor Vehicle Safety Office has on file and what FARS has on file to make sure that no fatal records are missing and also to check for accuracy in the reports to ensure that there are no non-matched records. Computer problems are hard to control, but, our safetynet coordinator was informed to let the manager know as soon as any kind of problems arise so that appropriate measures can be taken to remedy the situation as soon as possible.

The MVSO field supervisors will review each officers inspection reports daily to ensure accuracy and completeness, and to make sure that the inspection reports are uploaded to safer on the same day as their inspections.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The uploading of the crash records will be monitored and evaluated for timeliness, completeness and accuracy by the Safetynet coordinator on a monthly and quarterly basis. The number of days between the actual crash date and the uploading of the crash records into the safetynet system to be less than 90 days. A monthly and quarterly report will be submitted to the Motor Carrier Safety Manager for review. If there are any changes to Hawaii's "GREEN" data quality rating, appropriate action will be taken immediately by the Manager to ensure a correction is made. The Motor Carrier Safety Manager will submit a report to FMCSA Hawaii Division office on a quarterly and annual basis.

The safetynet coordinator will monitor the SSDQ inspection measures from A & I Online on a monthly and quarterly basis to ensure that a "GREEN" rating is being maintained for the inspection report measures of timeliness, accuracy and completeness. Data quality reports of the records reported by Inspector ID will be reviewed by the Manager to ensure all officers are following office procedures of transferring their inspections. If there are any changes to the ratings, appropriate action will be taken immediately by the Manager to address the problem. The Motor Carrier Safety Manager will submit a report to FMCSA Hawaii Division office on a quarterly and annual basis.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2016 - 2020

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	13	1	0	0	1
Intrastate	0	0	0	0	0
Total Audits	13	1	0	0	1

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2022 - 2024

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/25/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	15
Current Number of Past Dues	0

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	1	0	1	0	1	0
# of Safety Audits (Offsite)	2	0	2	0	2	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	3	0	3	0	3	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Provide educational and technical assistance to New Entrant carriers to promote safe operations on our highways by conducting a new entrant safety audit on the new entrant interstate motor carrier within 18 months following the start of interstate operations from September 30, 2013 or earlier; and within 12 months for motor carriers who began interstate operations from October 1, 2013 to present.

Currently, Hawaii has one certified officer to conduct compliance reviews. Hawaii does not have enough new entrants to have one certified officer to conduct only new entrant audits. Our certified compliance review officer will be conducting the new entrant safety audits in addition to his required compliance reviews, as assigned from the Hawaii Division FMCSA office. He will conduct the required number of new entrant audits as necessary. He currently does not use NEWS, however, once he receives training or guidance from FMCSA Hawaii Division office, he will be using NEWS for his off-site new entrant audits.

A challenge that Hawaii may face is that from previous experience with the new entrant safety audits, we were unable to contact a lot of the carriers, and we ended up with a "No contact" status. Or, many of the carriers, once we started conducting the audits, we found that they changed to intrastate operations.

Activity Plan for FY 2022 - 2024: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Update for FY2023: Updated the data from the NEWS Dashboard regarding Safety Audits in Hawaii, data as of 7/25/2022. For FY 2022 table, 2 audits were completed, therefore there are 0 non-audit resolutions. For FY2023: as of October 2022 as provided by the Hawaii Division Administrator, HDOT currently has 40 new entrant safety audits. Our current compliance review officer will be addressing these new entrant safety audits and we will also be adding one more officer to assist. We have scheduled a Virtual New Entrant training course in December 2022: - still waiting for confirmation from NTC on the availability of instructors. Once the other officer is trained, he will be assisting the Oahu officer in completing the 40 new entrant safety audits assigned for Hawaii and ensuring that he meets the required number of audits to meet his certification (9) and to maintain his certification (18)

The Manager will coordinate with the FMCSA Division office on the assigned new entrant safety audits. Hawaii's officer will complete the number of safety audits to meet the requirements. We will have the officer conduct the new entrant safety audits within 18 months from the start of interstate operations for carriers entering prior to September 30, 2013, and within 12 months for motor carriers entering October 1, 2013 to present.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

The Motor Carrier Safety Manager will be working together with the new entrant safety audit officer and the Hawaii Division FMCSA office to keep abreast of all new entrant audits completed and to maintain a list of the audits and the status of each audit assigned. The Manager will ensure that the officer completes the assigned audits in a timely manner to meet the requirements for conducting new entrant safety audits. A report will be submitted quarterly and annually of the number of new entrant safety audits completed to the Hawaii Division FMCSA office.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

The state Motor Vehicle Safety Office is in support of FMCSA's initiative to improve the safety of motorcoach and commercial passenger vehicle transportation. The State of Hawaii is a very popular year round tourist destination and there is a high volume of passenger carrying vehicles. According to the Safetynet Crash Characteristics Summary Report dated 6/29/2021, in FY2016, there were 77 reportable passenger vehicle crashes, then it decreased in FY2017 with 61 reportable crashes and FY 2018 with 47 reportable crashes. Then, in FY 2019 there was an increase to 97 reportable crashes. In FY 2020 there was a decrease to 44 reportable crashes, however, the decrease in FY2020 was due to the COVID-19 pandemic and the shut down of the state to all visitors with no passenger carrier operations from March 2020 to December 2020. As evident, there continues to be a fluctuation of reportable crashes from year to year. The five year average from FY2016-FY2020 is 65 reportable crashes. Hawaii will be using this five year average of 65 reportable crashes as the starting baseline for our FY2022-2024 goal.

Projected Goals for FY 2022 - 2024: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2022, 2023 and 2024 must also be included.

The number of reportable passenger vehicle crashes has been fluctuating from year to year. In using the five-year average of 65 crashes from FY2016-FY2020 as the starting baseline, Hawaii's projected goal for FY 2022-2024 will be to reduce the number of reportable crashes by 9 percent, with an annual goal of 3 percent. The starting base of 65 reportable passenger vehicle crashes to be reduced to 59 reportable crashes by FY 2024.

Program Activities for FY 2022 - 2024: Provide additional information regarding how these activities will be implemented.

The Motor Vehicle Safety Office will participate in the two week annual FMCSA National Passenger Carrier Strike Force Initiative by conducting inspections on passenger carrying vehicles, educational outreach activities and safety presentations targeting passenger carrier officials and drivers, state audits on passenger carriers to increase safety awareness, and compliance reviews on passenger carriers.

Hawaii will provide educational and safety information / brochures to passenger carriers to distribute to their drivers with a focus on safe driving and compliance with all state and federal regulations. (20 carriers per year / 5 per quarter). We will work in collaboration with the passenger carriers through attendance at their company safety meetings and /or, once all COVID restrictions are lifted, have in-person presentations to help them improve their safety programs. We will conduct a safety talk and provide the necessary information for compliance with all Federal and State regulations and to promote safe driving among all drivers. Projected target is 2 presentations per year.

The certified officer will conduct two compliance reviews on a passenger carrier per year.

We will maintain the number of Level I, II and III inspections on motorcoaches and other passenger carrying vehicles at origin/destination sites. And conduct unannounced Level V inspections at various passenger carriers to ensure accurate vehicle safety compliance is achieved. During roadside inspections, issue citations to passenger vehicle drivers for critical safety violations found according to the CVSA guidelines.

The Safetynet coordinator will analyze data form A & I online to address any crash causation problem areas and utilize the FMCSA portal data to find any carriers with high OOS rates.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

During the two week period of the National Passenger Strike Force Initiative, the motor carrier safety officers will conduct two public outreach activities, 2 safety presentations, 1 compliance review and 2 state audits on passenger carriers, and conduct a minimum of 50 passenger vehicle inspections. The Motor Carrier Safety Manager will monitor the activities and record the number of inspections, outreach activities, safety presentations, and state audits conducted and will submit a report of the two weeks activity to FMCSA.

In addition, throughout the year, the Motor Carrier Safety Officers will provide educational and safety brochures to five passenger carriers every quarter (20 per year). And conduct two safety presentations per year. We will aim to conduct 2 compliance reviews per year on passenger carriers. The Manager will keep a record of the number of educational and safety brochures provided and to how many carriers, including the dates and type of materials provided. In addition a log will be kept of the number of safety presentations conducted, including the date, officer(s) who conducted the presentation, the carrier and any notes. A record will be kept of the number of compliance reviews conducted. The Manager will monitor the results and submit a report to FMCSA quarterly and annually.

The MVSO officers will conduct 540 passenger vehicle inspections (135 per quarter). The Safetynet coordinator will work with the manager in analyzing the data from A & I online to determine any crash causation areas or factors involved and target those areas for enforcement. The MVSO Manager will use the safetynet data to monitor the number of passenger vehicle inspections conducted and also monitor the number of citations issued to passenger carriers and drivers. The Manager will use the reports to evaluate the effectiveness of the enforcement activities on passenger vehicle safety and submit a report to FMCSA Hawaii Division quarterly and annually.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

The Motor Vehicle Safety Office conducted safety presentations to drivers and carrier officials every quarter to educate them and increase their awareness of the importance of seat belt usage. The presentations were conducted through safety meetings at carrier terminals, here at the MVSO conference room, and /or trucking association meetings. This was in conjunction with our safety presentations on safe driving. We conducted a minimum of 80 safety presentations per year (20 per quarter) The officers distributed seat belt brochures to the commercial vehicle drivers at the weigh stations and enforcement sites, including CVSA sponsored roadside activities such as Operation Air Brake and ROADCHECK. A total of 500 seat belt brochures were distributed per year (125 per quarter) The Motor Carrier Safety Officers conducted two in-house seat belt surveys at a minimum of 5 high CMV traffic locations for 4 hours in length, one during the first quarter and the second in the third quarter. The surveys were conducted at the same locations, and same time periods. The officers kept a tally of the number of CMV drivers wearing seat belts. The Motor Carrier Safety Officers conducted enforcement on seat belt usage during roadside inspections targeting seat belt usage and issued citations for any seat belt violations on a quarterly basis for a duration of one week. The Motor Carrier Safety Officers conducted an enforcement activity targeting only seat belt usage twice a year – one day during the second quarter and one day during the fourth quarter. At the enforcement site, commercial vehicles were pulled in and drivers checked for seat belt usage. Any driver not wearing a seat belt was issued a citation.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

To increase the 2018 Hawaii CMV drivers seat belt usage of 74.93% with an annual increase of 2.5% per year for a total of 80.68% usage by FY2021 through education and enforcement.

Actual: Insert year to date progress (#, %, etc., as appropriate).

November 2020 survey - 80% usage; June 2021 survey - 79% usage

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The one difficulty that we encountered was while we conducted the survey of CMV seat belt users. We still have some undetermined tallies, meaning that our officers are unable to determine whether the drivers are wearing their seat belts or not. We have been using several good vantage points where we are able to actually see in the vehicle from our survey point - but sometimes, it is hard to determine seat belt usage if they are using the lap belts. We are getting closer to improving the use of seat belts among the CMV drivers, but we are still having fluctuations.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

CMV SEAT BELT USAGE

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Reports by the National Highway Traffic Safety Administration (NHTSA) and the U.S. DOT Federal Motor Carrier Safety Administration on seat belt usage has shown that "Safety belts saves lives". The regular use of seat belts reduces the number of fatality or serious injuries when the vehicle is involved in a crash. In Hawaii, the seat belt usage rate among commercial vehicle drivers has an average of 74.93% in 2018; 75.26% in 2019; 74.93% in 2020; and 79.75% in 2021. Data source: Hawaii Seat Belt Usage Survey: November 2017-2020, and June 2018-2021.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

To increase the 2021 Hawaii CMV drivers seat belt usage of 79.75% with an annual increase of 2% per year. Projected goal of 84.64% usage by FY2024.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

The Motor Vehicle Safety Office will provide educational and safety brochures to drivers and carrier officials every quarter to educate them and increase their awareness of the importance of seat belt usage. In addition, we will be conducting safety presentations through safety meetings at carrier terminals, here at the MVSO conference room, and /or trucking association meetings. This will be in conjunction with our safety presentations on safe driving. We will conduct 8 safety presentations per year (2 per quarter) The officers will distribute seat belt brochures to the commercial vehicle drivers at the weigh stations and enforcement sites, including CVSA sponsored roadside activities such as Operation Air Brake and ROADCHECK. A total of 500 seat belt brochures to be distributed per year (125 per quarter) The Motor Carrier Safety Officers will conduct two in-house seat belt surveys at a minimum of 5 high CMV traffic locations for 4 hours in length, one during the first quarter and the second in the third quarter. The surveys will be conducted at the same locations, and same time periods. The officers will keep a tally of the number of CMV drivers wearing seat belts. The Motor Carrier Safety Officers will conduct enforcement on

seat belt usage during roadside inspections targeting seat belt usage and issue citations for any seat belt violations on a quarterly basis for a duration of one week. The Motor Carrier Safety Officers will conduct an enforcement activity targeting only seat belt usage twice a year – one day during the second quarter and one day during the fourth quarter. At the enforcement site, commercial vehicles will be pulled in and drivers will be checked for seat belt usage. Any driver not wearing a seat belt will be issued a citation.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MVSO Manager will keep a record of the number of brochures and safety information provided to the carriers for distribution to their drivers, the date, and the list of the carriers. A log will be kept of the number of safety presentations conducted each quarter, with the date, name of officers and the carrier. Projected target will be 2 presentations per quarter, for a total of 8 per year. The Motor Carrier Safety Officers will distribute 125 seat belt flyers per quarter to commercial vehicle drivers at weigh stations and enforcement sites, for a total of 500 flyers per year. The MVSO Manager will keep a log of the date, activity, and number of flyers distributed. The MVSO Manager will review the statistics of the two in-house seat belt surveys to determine the effectiveness of the activities on seat belt usage and make any necessary changes (more enforcement or more education) if needed. The MVSO field supervisors will be reviewing all roadside inspections for any seat belt enforcement and monitor the issuance of citations for non-usage. For reports that fail to have citations issued for non seat belt usage, necessary action will be taken by the MVSO field supervisors. Projected target is zero citations per year - indicating that no drivers were issued citations for non seat belt usage, and they are in full compliance. During the seat belt enforcement activity targeting only seat belt usage, the MVSO supervisor will monitor the number of citations issued during the second and fourth quarter, and submit a report to the Manager of the number of citations issued per activity - Projected target is 0 citations per year. The MVSO Manager will review the reports and activities on a quarterly basis and evaluate the effectiveness in increasing seat belt usage among commercial vehicle drivers for a total of 84.64% usage by FY 2024.. A quarterly and annual report will be submitted to FMCSA

State Objective #2

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$43,046.14

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Manager	1	40.0000	\$97,140.00	\$38,856.00	\$36,913.20	\$1,942.80	\$5,000.00
Supervisor	1	25.0000	\$77,460.00	\$19,365.00	\$18,396.75	\$968.25	\$0.00
MCSO IV Supervisor	1	50.0000	\$56,076.00	\$28,038.00	\$26,636.10	\$1,401.90	\$0.00
MCSO IV Supervisor	1	55.0000	\$58,296.00	\$32,062.80	\$30,459.66	\$1,603.14	\$0.00
MCSO IV	2	45.0000	\$53,976.00	\$48,578.40	\$46,149.48	\$2,428.92	\$0.00
MCSO III	3	45.0000	\$51,876.00	\$70,032.60	\$66,530.97	\$3,501.63	\$28,046.14
MCSO II	3	45.0000	\$47,392.00	\$63,979.20	\$60,780.24	\$3,198.96	\$0.00
Safetynet Coordinator	1	100.0000	\$56,304.00	\$56,304.00	\$53,488.80	\$2,815.20	\$0.00
MCSO I	1	40.0000	\$42,624.00	\$17,049.60	\$16,197.12	\$852.48	\$0.00
MCSO I Entry Level	9	35.0000	\$42,624.00	\$134,265.60	\$127,552.32	\$6,713.28	\$0.00
Subtotal: Salary				\$508,531.20	\$483,104.64	\$25,426.56	\$33,046.14
Overtime Project Costs							
MCSO IV	1	100.0000	\$5,220.00	\$5,220.00	\$4,959.00	\$261.00	\$0.00
Subtotal: Overtime				\$5,220.00	\$4,959.00	\$261.00	\$0.00
TOTAL: Personnel				\$513,751.20	\$488,063.64	\$25,687.56	\$33,046.14
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

The salary is based on 22 part time officers, and one full time Safetynet Coordinator on MCSAP eligible enforcement activities. The full time equivalent is 2000 hours per year. The budgeted amount for the salary is calculated by the part-time labor hours at the average hourly salary per employee. The part-time labor hours is determined by the average of the labor hours charges from the previous year. The Hawaii Motor Carrier Safety Officers are also responsible for other statewide commercial motor vehicle programs such as the Size and Weight Program, Pupil Transportation, Driver Improvement, DOT Commercial Vehicle inspection stations, and the modification of commercial vehicles, which are not MCSAP funded. Our officers are CVSA certified and conduct all levels of inspection (I-V), Hazardous Materials, Cargo Tank, Other Bulk Packaging, and Passenger Vehicle inspections. To ensure operational effectiveness and efficiency, Hawaii's officers are involved in MCSAP eligible funded operations such as conducting CMV vehicle inspections including random roadside inspections, inspections at fixed sites, scheduled and unannounced special roadside checks, terminal inspections and targeting high crash corridors and contributing factors that may lead to crashes. They also participate in public outreach activities and strive for the common goal of the reduction of CMV crashes and fatalities. The officers are not full time MCSAP officers so, whenever a MCSAP eligible activity is conducted, a separate MCSAP charge code is recorded by each officer. Hawaii has one officer who is certified to conduct compliance reviews and new entrant safety audits to meet the requirements of the FAST Act. He is a working supervisor and is responsible for the subordinates in the field. He does not have enough time to work on his compliance reviews / new entrant safety audits during his regular work hours. He will be charging overtime strictly to be able to work on the compliance reviews and new entrant safety audits on occasions outside of his normal working hours. He is allotted 10 hours overtime per month for 12 months at a rate of \$29.00/hr + \$14.50 (1.5 hours) for a total of \$43.50 / hour X 10 hours per month X 12 months.

The full time Safetynet Coordinator dedicates 100% of his time to MCSAP eligible activities which includes daily processing and uploads of all CMV crash reports, and roadside driver/vehicle inspection reports to the safetynet system. Corrects errors and missing data of inspections and crashes to ensure completeness and accuracy of the data submitted and maintains a "GOOD" rating for Hawaii's data quality. Works with FMCSA on the Safetynet computer and firewall - troubleshooting errors and ensuring that the safetynet software is up to date. Reviews and analyzes data from A & I online and works with the manager in pinpointing any factors contributable to crashes so that activities can be adjusted to meet the CVSP goals. Obtains recordable CMV crash reports from the Highway Traffic Division and processes the accident reports to enter into the safetynet system for uploading. Works with the IT department in configuring the laptops for FMCSA inspections, Provides IT support to the inspectors for troubleshooting on their laptop computers for the inspections and compliance reviews - updates FMCSA software and other applications as needed on the inspectors laptop computers.. In addition, with Hawaii's full PRISM participation, the safetynet coordinator will be responsible for checking for any OOS orders issued to the motor carriers and will send the information to the appropriate county personnel to be entered into their database system to flag out the motor carriers to deny new or renewing registration and suspend or revoke active registrations.

Part 4 Section 3 - Fringe Benefits

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Manager	53.0000	40.0000	\$97,140.00	\$20,593.68	\$19,564.00	\$1,029.68	\$0.00
Safetynet Coordinator	53.0000	100.0000	\$56,304.00	\$29,841.12	\$28,349.06	\$1,492.06	\$0.00
Supervisor	53.0000	25.0000	\$77,460.00	\$10,263.45	\$9,750.28	\$513.17	\$0.00
MCSO IV Supervisor	53.0000	50.0000	\$56,076.00	\$14,860.14	\$14,117.13	\$743.01	\$0.00
MCSO IV Supervisor	53.0000	55.0000	\$58,296.00	\$16,993.28	\$16,143.62	\$849.66	\$0.00
MCSO IV	53.0000	45.0000	\$107,952.00	\$25,746.55	\$24,459.22	\$1,287.33	\$0.00
MCSO III	53.0000	45.0000	\$155,628.00	\$37,117.27	\$35,261.41	\$1,855.86	\$10,000.00
MCSO II	53.0000	45.0000	\$142,176.00	\$33,908.97	\$32,213.52	\$1,695.45	\$0.00
MCSO I	53.0000	40.0000	\$42,624.00	\$9,036.28	\$8,584.47	\$451.81	\$0.00
MCSO I Entry Level	53.0000	35.0000	\$383,616.00	\$71,160.76	\$67,602.72	\$3,558.04	\$0.00
TOTAL: Fringe Benefits				\$269,521.50	\$256,045.43	\$13,476.07	\$10,000.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Update for FY 2023: The fringe benefit rate for FY2023 remains the same - it is calculated as 53% of the employees average salary.

The fringe benefit cost covers the cost of health insurance, retirement, worker's compensation and unemployment benefits. It is based on twenty-three part time Hawaii MCSAP officers. It is calculated as 53% of the employees

average salary (Base amount). This amount as a payroll additive rate is recognized by the cognizant agency.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-Service Training / Staff Meeting	4	8	100.0000	\$3,966.00	\$3,767.70	\$198.30	\$0.00
Performance Evaluation	1	4	100.0000	\$1,152.00	\$1,094.40	\$57.60	\$0.00
MCSAP Certification	4	45	100.0000	\$13,500.00	\$12,825.00	\$675.00	\$0.00
Conference Travel	1	10	100.0000	\$6,150.00	\$5,842.50	\$307.50	\$0.00
IT Workshop	2	12	100.0000	\$6,640.00	\$6,308.00	\$332.00	\$0.00
CVSP Planning Meeting	1	5	100.0000	\$3,080.00	\$2,926.00	\$154.00	\$0.00
CVSA NAIC	1	7	100.0000	\$3,460.00	\$3,287.00	\$173.00	\$0.00
Island Officer Training	4	8	100.0000	\$2,304.00	\$2,188.80	\$115.20	\$0.00
MCSAP Inspections	4	8	100.0000	\$5,208.00	\$4,947.60	\$260.40	\$0.00
MCSAP Training	4	75	100.0000	\$20,038.00	\$19,036.10	\$1,001.90	\$0.00
Training for County Police Officers	2	10	100.0000	\$4,716.00	\$4,480.20	\$235.80	\$0.00
New Entrant Audits	2	20	100.0000	\$5,760.00	\$5,472.00	\$288.00	\$0.00
TOTAL: Travel				\$75,974.00	\$72,175.30	\$3,798.70	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

1) In-service Training / Staff Meetings are held here on Oahu. There are four island officers (Hawaii (2), Maui, and Kauai) who perform MCSAP eligible enforcement activities on each respective island. These trips are necessary to keep the island officers abreast of any changes to the State and Federal rules and regulations (OOS changes, new rulings, etc.) to discuss any CMV related issues/problems that are faced either on the neighbor islands or here on Oahu and to go over policies and procedures in order to keep uniformity in the MCSAP enforcement operations.

Total days of travel is one day per officer (4) per trip for a total of 2 trips. Total cost inclusive of air fare (\$1,750); per diem (\$945); and miscellaneous expenses including parking and ground transportation (\$1,271) for a total cost of \$3,966.00

2) Performance Evaluation for Island Officers on MCSAP activities yearly. These trips are necessary for the Manager to evaluate how the island motor carrier MCSAP enforcement operations are effective in meeting the DOT's mission of reducing the number of crashes and fatalities on the roadways. To evaluate the performance of the officers in conducting vehicle inspections and MCSAP enforcement operations and to determine if there are any problems or deficiencies in the process, so more training or assistance can be provided to ensure uniformity in the motor carrier MCSAP enforcement operations.

Total days of travel is one day per island for a total of 4 trips. Total cost inclusive of air fare (\$1,000.00); per diem (\$80) and miscellaneous expenses including meal allowance and parking (\$72) for a total cost of \$1,152.00

3) MCSAP Training for Island Officers – These trips are necessary to enable the island officers (4) to attend the Federal training classes from NTC that are held here on Oahu – NAS Level I Parts A and B, General Hazardous Materials, Cargo Tank, Passenger Vehicle Inspector, Other Bulk Packaging and DIAP.

Total days of travel is five days for each of the five Federal Training courses (NAS A, NAS B, GHM, Cargo Tank and Other Bulk Packaging) for the Kauai and Kona Officers (50 days). Four days for the Passenger Vehicle Inspectors course for the Kauai and Kona Officers (8 days), Three days for the DIAP course for the Kauai, Kona, Maui and Hilo officers (12 days) and five days for the Maui officer for a refresher course in the GHM course, for a total of 17 trips for the 4 island officers (75 days) Total cost inclusive of air fare (\$4,250);

per diem (\$8,415); and miscellaneous expenses including excess lodging, parking and ground transportation (\$7,373) for a total cost of \$20,038.

4) MCSAP Inspection Certification for Island Officers - These trips are necessary to bring the new island officers who are not certified to conduct inspection to Oahu to certify them in the NAS Level I, General HM, Cargo Tank and Passenger Vehicle Inspections.

Total days of travel is 5 days for a total of nine trips. Total cost inclusive of air fare (\$2,250); per diem (\$3,645) and miscellaneous expenses including excess lodging, parking and ground transportation (\$7,605) for a total cost of \$13,500.00

5) Conference Travel – The MCSO Manager to attend the CVSA Fall and Spring Workshops to keep abreast of current motor carrier issues and to focus on the nation's immediate issues in the regulation of commercial motor vehicles. To enable the Manager to network with representatives from other states to discuss issues that they face and to get different perspectives on dealing with CMV safety. Since Hawaii is a member of CVSA, the Manager can also vote on motor carrier issues that might affect the State of Hawaii.

Total days of travel is five days per trip for a total of 2 trips. Total cost inclusive of air fare (\$3,400); per diem (\$1,450); miscellaneous expenses including excess lodging, baggage, and ground transportation (\$1,300) for a total cost of \$6,150.

6) IT Workshop – The Safetynet Coordinator and the MCSO Manager to attend the FMCSA IT workshop to keep abreast of any current IT information. Since data quality is the national priority, it is important that they are kept up to date on data quality issues and to ensure that roadside inspection and crash reports are accurate, consistent and complete in order for the state to achieve GOOD data quality rating. To enable them to network with other states on data quality issues and to learn how to effectively use the FMCSA data system to achieve GOOD data quality.

Total days of travel is six days for two people. Total cost inclusive of air fare (\$3,600); per diem (\$1,740); and miscellaneous expenses including excess lodging, baggage, and ground transportation (\$1,300) for a total cost of \$6,640.00

7) Training Travel for the CVSP Planning Meeting – This trip is necessary for the MCSO Manager to attend since it will provide direction on commercial vehicle safety issues and information on the upcoming FMCSA initiatives that will affect the State grant programs. All FMCSA grants are now done electronically, and it is necessary for the Manager to keep up with the new requirements that are needed for successful grant approval.

Total days of travel is five days for one person. Total cost inclusive of air fare (\$1,700); per diem (\$725); and miscellaneous expenses including excess lodging, baggage and ground transportation (\$655) for a total cost of \$3,080.00

8) CVSA North American Inspector's Competition - This trip is necessary to provide an opportunity for an individual motor carrier safety officer to participate in the nationwide North American Inspector's Competition. It will provide an incentive for the officers to strive for excellence and for whomever is selected to attend it will provide them with valuable training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors that they can bring back and share with the other local inspectors.

Total days of travel is seven days for one person – Total cost inclusive of air fare (\$1,700); per diem (\$1,015); and miscellaneous expenses including excess lodging, baggage and ground transportation (\$745) for a total cost of \$3,460.00.

9) Island Officer Training - These trips are necessary to provide additional training for the Hilo, Kona, Kauai and Maui officers to train them on the policy and procedures in regards to conducting vehicle inspections, safety presentations and other operations that are MCSAP eligible in order to ensure uniformity in motor carrier enforcement. We will be bringing the officers to Oahu for training.

Total days of travel is one day for each neighbor island officer (4) for 2 trips. Total cost inclusive of air fare (\$2,000.00); per diem (\$160.00); and miscellaneous expenses including parking and ground transportation (\$144) for a total cost of \$2,304.00.

10) MCSAP Inspections - These trips are necessary to ensure safe motor carrier operations on all islands. We will be sending a team of two to four officers to assist the island officers in conducting vehicle inspections on their islands. Being a sole officer on each island, it is difficult for the officers to be able to conduct as much inspections while having to take care of other motor carrier issues that arise on each island.

Total days of travel is one day for four officers for 2 trips. Total cost inclusive of air fare (\$2,000.00); per diem (\$1,080.00); and miscellaneous expenses including parking and ground transportation (\$2,128.00) for a total cost of \$5,208.00.

11) New Entrant audits – Hawaii will have two officers conducting the new entrant safety audits. There will be one officer on Oahu, who is also the officer conducting the compliance reviews and we will be training another officer on Maui in December 2022 to help conduct the new entrant safety audits since Hawaii has seen an increase of new entrants this past year. (40 NE audits that need to be completed) The certified officer from Oahu will be conducting the new entrant audits on Oahu and traveling to the neighbor islands to conduct the new entrant safety audits as needed, and the Maui officer will be traveling to Oahu to obtain his certification once he is completed with the training to conduct the nine required initial audits. Once the Maui officer completes his certification, he will conduct the new entrant audits on his island and will be assisting the Oahu officer with the Oahu audits. These trips are necessary to meet the requirements of MCSAP participation – the states must have a New Entrant program that allows them to meet the requirements for completion of safety audits and to address and prevent overdue audits.

Total days of travel is one day for 20 trips. Cost inclusive of air fare (\$5,000; per diem (\$400); and miscellaneous expenses including meal allowance, parking and ground transportation (\$360) for a total cost of \$5,760.00.

12) Training for County Police Officers - 2 Maui County police officers will attend the North American Standard Level I Parts A and B training to be held here on Oahu. These trips are necessary to provide the county police officers official training on conducting inspections on commercial motor vehicles. It will provide them with information that they can use in their enforcement and they can also provide assistance to our motor carrier safety officers in the enforcement of CMV's since our officers do not have the pull over powers or arrest powers.

Total days of travel is 5 days for each officer for two trips (10 days). Total cost inclusive of air fare (\$1,000); per diem (\$1,980); and miscellaneous expenses including excess lodging, parking and ground transportation (\$1,736) for a total cost of \$4,716.00.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Personal Safety Supplies	20 officers	\$450.00	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
Laptop Computers	6 each	\$2,800.00	100.0000	\$16,800.00	\$15,960.00	\$840.00	\$0.00
Computer Bags	6 each	\$250.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
Batteries for Flashlight / Tint Meter	12 months	\$24.00	100.0000	\$288.00	\$273.60	\$14.40	\$0.00
Inspection Tools	8 sets	\$150.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
Office Supplies	12 months	\$255.00	100.0000	\$3,060.00	\$2,907.00	\$153.00	\$0.00
COVID Supplies	1 each	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Inspection Equipment	6 each	\$200.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
Portable tents	2 each	\$125.00	100.0000	\$250.00	\$237.50	\$12.50	\$0.00
Weights for Portable Tent	8 sets	\$50.00	100.0000	\$400.00	\$380.00	\$20.00	\$0.00
Ethernet Cables	20 each	\$8.00	100.0000	\$160.00	\$152.00	\$8.00	\$0.00
Storage Cabinet	1 each	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
TOTAL: Supplies				\$36,858.00	\$35,015.10	\$1,842.90	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

- 1) Personal Safety Supplies** – Safety toe shoes, safety glasses, caps and bump caps, gloves, t-shirts and safety vests for inspections for 20 inspecting officers. Necessary for the protection, identification and safety of the officers in performing their duties as safety officers on our roadways (conducting inspections and CMV enforcement activities). The cost of \$450.00 per officer (20 officers) per year, for a total cost of \$9,000.00.

Note: There are 21 certified officers, which includes the Manager. Since the Manager is certified to conduct inspections, but does not go out as often, the equipment does not need to be replaced as often, the request is for only 20 officers.

- 2) Laptop Computers** – Necessary to fulfill the MCSAP reporting requirements when conducting roadside inspections, compliance reviews and new entrant safety audits. We will be replacing the older laptops as a scheduled replacement and utilizing the older laptops as spares and for the new officers. The cost of \$2,800 per laptop times 6, for a total of \$16,800.00.

- 3) **Laptop Computer Bags** – Necessary for the officers to transport their laptop computers, printer and accessories in order to conduct their roadside inspections, compliance reviews and new entrant safety audits. Six bags to be replacement for the older and /or broken bags. The cost of \$250.00 per bag times 6, for a total cost of \$1,500.00.
- 4) **Inspection tools** – These tools are necessary for the officer to be able to conduct MCSAP vehicle inspections (Brake inspection tool, chambermate, tire pressure gauge, tire depth gauge, chain safe gauge, etc) For the new officers and as replacement for broken / worn out / older equipment that is used by the senior officers. The cost of \$150.00 per set times 8 sets, a total cost of \$1,200.00.
- 5) **Batteries for Flashlight and Tint Meter** - Necessary for the power source for the flashlight for the inspectors to thoroughly conduct a Level I inspection and check the undercarriage of the vehicle, and for the tint meter. AAA and 9V batteries supply for the year, the cost of \$24.00 per month for 12 months, a total cost of \$288.00
- 6) **Office Supplies** – (Laptop computer paper, computer printer ink, folders, etc.) for the 23 officers in the MCSAP program. Necessary for the officers to carry out their duties – printing out the inspection reports, conducting compliance reviews, processing the reports and keeping records and timesheets. The cost of the office supplies based on past expenses for 23 officers on an annual basis is \$3,060.00. When purchasing the supplies for MCSAP use, the expenses are specifically charged to a MCSAP code.
- 7) **COVID-19 Supplies** - (Masks, gloves, disinfecting wipes, etc) Necessary for the continued protection of the inspectors from the COVID-19 infection during the roadside inspections. The cost of \$2,000 for a years supply.
- 8) **Inspection Equipment** - (Creepers and Wheel replacements). Necessary for the officers to safely inspect the undercarriage of the vehicles. The creepers provide the mobility under the vehicle for the inspectors. The wheel replacements are needed since the inspection areas that the officers conduct inspections are mostly asphalt surfaces which are rough and sometimes lots of loose gravel which eats up the wheels of the creepers. The cost for six creepers as a replacement for the older creepers and six wheel replacement sets is \$200.00 times 6 for a total cost of \$1200.00
- 9) **Portable tents** - Necessary to provide protection for the officers while conducting roadside vehicle inspections. There is no shade in the areas that the officers conduct inspections during their random roadside inspections. Especially during the summer months, temperatures can get up to the 90 degrees. The tents provide them with the protection for the weather conditions. One tent for each area of inspection \$125.00 times 2 areas - a total cost of \$250.00
- 10) **Weights for the portable tents** - Necessary to hold the portable tents down to keep it from blowing away. The cost of one set of weights is \$50.00 times eight sets for two tents. A total cost of \$400.00
- 11) **Ethernet cables** - Replacement for the current cables with broken clips. Connecting to the internet is necessary for the officers to connect their laptop computers in the office to run checks of their drivers/inspections through the FMCSA compass portal, to transfer inspections, to access the FMCSA regulations and current information, and to connect to the CVSA website to be able to keep up to date on current regulations, inspection procedures and blitzes, and to take additional training from the webinars and training materials. The cost of \$8.00 per cable for 20 officers, for a total of \$160.00.
- 12) **Storage Cabinet** - Necessary to store inspectors replacement equipment (wheel chocks, safety glasses, portable carriers, creepers, creeper replacement wheels, etc) We have been storing these equipment in a cabinet or empty officers cubicles in the office, however, there is no room for any more equipment. We have an outdoor storage which is shared by the janitors so, we need to have a lockable storage cabinet. The cost of a storage cabinet is \$1,000.00

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
County Sheriff Department	Unk	Contract	100.0000	\$11,750.00	\$11,162.50	\$587.50	\$0.00
Description of Services: Overtime for to assist for CMV enforcement							
Honolulu Police Department	Unk	Contract	100.0000	\$11,750.00	\$11,162.50	\$587.50	\$0.00
Description of Services: Overtime to assist with CMV Enforcement							
TOTAL: Contractual and Subaward				\$23,500.00	\$22,325.00	\$1,175.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

- 1) Overtime for County Police Officers and Sheriffs - The cost for 5 county police officers and 5 sheriffs for Special Duty to assist the Motor Carrier Safety Officers (MCSO) at the inspection site to bring in the CMV's that ignore the MCSO signal to enter the inspection site. The MCSO will be conducting the inspections and training the special duty police officer on identifying basic state violations on CMV's that they will be able to cite on their normal traffic stops. The county police officers and sheriffs will not be conducting the inspections. The total cost for part-time labor rate for the 10 county police department (5) and sheriffs (5)

(\$16,000.00) and fringe rate (\$7,500.00). The total cost inclusive of part-time labor rate and fringe rate is \$23,500.00

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	50	\$508,531.20	\$254,265.60	\$241,552.32	\$12,713.28
TOTAL: Indirect Costs			\$254,265.60	\$241,552.32	\$12,713.28

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Conference Costs	4 each	\$750.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Traininnng Costs	1 each	\$3,150.00	100.0000	\$3,150.00	\$2,992.50	\$157.50	\$0.00
CVSA Membership Dues	1 each	\$7,800.00	100.0000	\$7,800.00	\$7,410.00	\$390.00	\$0.00
Mileage Reimbursement	1 each	\$580.00	100.0000	\$580.00	\$551.00	\$29.00	\$0.00
Copy Machine Rental	1 item	\$684.00	100.0000	\$684.00	\$649.80	\$34.20	\$0.00
Vehicle Usage Cost	1 each	\$24,000.00	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Shipping and Postage Costs	1 each	\$8,000.00	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
Communication Costs	1 each	\$13,035.00	100.0000	\$13,035.00	\$12,383.25	\$651.75	\$0.00
Facility Improvement Cost	1 each	\$1,500.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
PRISM O & M Cost	1 each	\$14,150.00	100.0000	\$14,150.00	\$13,442.50	\$707.50	\$0.00
Public Service Announcements	4 Quarter	\$162,753.00	100.0000	\$651,012.00	\$618,461.40	\$32,550.60	\$0.00
Publications and Printing	1 each	\$5,204.00	100.0000	\$5,204.00	\$4,943.80	\$260.20	\$0.00
TOTAL: Other Costs				\$732,115.00	\$695,509.25	\$36,605.75	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

- 1) **Conference Costs (Registration fees)** – Necessary attendance at the CVSA Conferences, (Fall, Spring and IT Workshop), to keep personnel abreast of current issues as it relates to the motor carrier enforcement. The cost of \$750.00 per conference, times 4, for a total cost of \$3,000.00
- 2) **Training Costs** - Includes FMCSR and HAZMAT regulation manuals, materials and supplies (highlighters, markers, pencils, tabs, easel board pads, post-it notes, etc.) for the National Training Center courses held here on Oahu – NAS Level I Parts A and B, General Hazardous Materials, Cargo Tank, Other Bulk Packaging, and Passenger Vehicle Inspector. The cost inclusive of the FMCSR manuals (\$1,500); Hazmat manuals (\$1,500); supplies (\$150.00) for a total cost of \$3,150.00
- 3) **CVSA Membership dues** – Annual membership fee – Total cost of \$7,800.00
- 4) **Publications and Printing** – Includes other publications that the officers use as reference for MCSAP vehicle inspections and compliance reviews, job-aids for the county police officers, outreach pamphlets and brochures. The cost inclusive of the OOS Criteria Handbook and CFR 49, Parts 400-599, pocketbooks for roadside inspections (\$1,000.00); seat belt brochures for outreach activity (\$1,000.00); and printing of safety brochures for safety presentations and outreach activities (\$1,200), FMCSA outreach safety banners for outreach activity (\$500); **printing cost for NTC training student guides and toolbox (\$1,504.00)** for a total cost of \$5,204.00
- 5) **Mileage reimbursement** – for 23 officers to perform MCSAP related activities such as vehicle inspections, compliance reviews, outreach activities, etc. Mileage cost incurred are from use of the inspector's personal vehicles. Mileage rate of \$.58 per mile times an average of 1,000 miles for all officers, for a total of \$580.00

- 6) **Copy Machine rental** – The rental of the copy machine is shared with administration. A code is punched in whenever it is used for MCSAP purposes. Based on the average use of the machine for MCSAP at \$57.00 per month times 12 months, for a total cost of \$684.00
- 7) **Vehicle Usage Cost** – Includes the usage and fuel costs of state vehicles and equipment for MCSAP activities. Whenever a vehicle or equipment is used for MCSAP activities, a MCSAP charge code is entered in the equipment use report. Usage rate of \$.59 per mile for vehicles, and \$2.00 for equipment per hour. Based on the average usage and fuel cost of \$2000 per month times 12 months for a total cost of \$24,000.00
- 8) **Shipping and Postage Costs** – includes shipping the island officers laptop to Oahu and back in order to update their programs necessary to conduct vehicle inspections and compliance reviews, to ship supplies and equipment to the island officers as needed to perform MCSAP related activities (safety supplies, ink cartridges for their printers, current regulation books, etc.), to ship conference / workshop materials, shipping charges for FMCSR and HAZMAT manuals, equipment and supplies and any other postage costs related to MCSAP activities. Based on an average from past years and the cost of inflation, a total of \$8,000.00.
- 9) **Communication costs** - Includes cell phones for the officers in the field to be used strictly for MCSAP eligible activities for communication with the office to check and verify the driver and carrier information, etc. A total of 13 phones at \$495.00 per month times 12 months for a total of \$6,435 - 1 phone for each island officer (4); 1 phone for the manager and 1 phone for each state vehicle (8).
Mobile Hot Spot devices to enable the officers to run a check of the driver, vehicle and carrier information thru the FMCSA compass portal / Query Central while in the field conducting roadside inspections and compliance reviews, and for the operation of their laptops and printers thru WI-FI connections. A total of 11 mobile hot spot devices at \$50.00 per month service times 12 months for a total of \$6,600 - 1 each for each island officer (4); 6 for vehicles on Oahu; and 1 for the officer conducting compliance reviews.

The total communication cost of \$13,035.00
- 10) **Facility Improvement Cost** – The Hawaii DOT inspectors have only one fixed site, the Sand Island Scale Facility to conduct vehicle inspections safely. The inspection site at the Sand Island Facility is covered with dirt, debris, and loose asphalt to the extent that creepers cannot be used safely on the area for inspection purposes given the need for inspectors to quickly egress from the underside of a CMV in the event of an emergency. The area is used solely for inspecting vehicles and it is the only area that the officers are able to perform MCSAP inspections in a safe and efficient manner. The cost of sweeping the area on a quarterly basis is \$1,500.00 for a total cost of \$6,000.00 annually.
- 11) **PRISM O & M Cost** - The cost for 1 employee to run quarterly queries and reports from the database for the PRISM program. The total cost for part-time labor rate (\$8,000.00), fringe rate (\$5,350.00) and administrative overhead cost (\$800.00) for the employee is \$14,150.00
- 12) **Public Service Announcements** - With the COVID-19 pandemic, Hawaii was limited in conducting in-person public education and outreach activities. We turned to reaching out to the public through Public Service Announcements, with PSA videos from FMCSA Our Roads, Our Safety Campaign. This activity proved to be very successful in reaching out to the general public. From our past records, in a two week showing, there was an estimated 10,787,491 viewing based on a 3.02 per household. We plan to air spots on the five major television networks (KHON, KHII, KGMB, KITV and Spectrum) during commercials, prime time and special events (Superbowl, Championships, etc) viewing. In addition, we plan to advertise at movie theaters in the auditorium and lobbies during box office hits and premiers like the Minions, Jurassic World, Thor, etc.) The number of spots varies and the air time costs changes from week to week, depending on the season. Costs are normally higher during the holidays and also the time of day we select. We will be airing the PSA's every quarter for four quarters for \$162,753.00 per quarter which includes \$25,000 for the theatres and \$137,753.00 for the television networks for a total of \$651,012.00. With the addition of three new FMCSA safety videos in 2022, we will now be airing 6 different safety videos from Our Roads, Our Safety Campaign. The quarterly PSA expense is based off of previous expenses incurred in FY2022. PSA's are like a regular purchase. A request is made for a quote for a certain airtime from the stations and theatres, then we submit a purchase requisition to our fiscal office. Once the requisition is approved, we either use a pcard or a purchase order just like a regular purchase. In Hawaii, there is an exemption for media from procurement rules, since there are not that many stations available.

Hawaii's IDC rate of 50% for FY 2023 is a newly approved IDC rate - see approved document uploaded.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$43,046.14

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Manager	\$36,913.20	\$1,942.80	\$38,856.00	\$5,000.00
Supervisor	\$18,396.75	\$968.25	\$19,365.00	\$0.00
MCSO IV Supervisor	\$26,636.10	\$1,401.90	\$28,038.00	\$0.00
MCSO IV Supervisor	\$30,459.66	\$1,603.14	\$32,062.80	\$0.00
MCSO IV	\$46,149.48	\$2,428.92	\$48,578.40	\$0.00
MCSO III	\$66,530.97	\$3,501.63	\$70,032.60	\$28,046.14
MCSO II	\$60,780.24	\$3,198.96	\$63,979.20	\$0.00
Safetynet Coordinator	\$53,488.80	\$2,815.20	\$56,304.00	\$0.00
MCSO I	\$16,197.12	\$852.48	\$17,049.60	\$0.00
MCSO I Entry Level	\$127,552.32	\$6,713.28	\$134,265.60	\$0.00
Salary Subtotal	\$483,104.64	\$25,426.56	\$508,531.20	\$33,046.14
MCSO IV	\$4,959.00	\$261.00	\$5,220.00	\$0.00
Overtime subtotal	\$4,959.00	\$261.00	\$5,220.00	\$0.00
Personnel total	\$488,063.64	\$25,687.56	\$513,751.20	\$33,046.14

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Manager	\$19,564.00	\$1,029.68	\$20,593.68	\$0.00
Safetynet Coordinator	\$28,349.06	\$1,492.06	\$29,841.12	\$0.00
Supervisor	\$9,750.28	\$513.17	\$10,263.45	\$0.00
MCSO IV Supervisor	\$14,117.13	\$743.01	\$14,860.14	\$0.00
MCSO IV Supervisor	\$16,143.62	\$849.66	\$16,993.28	\$0.00
MCSO IV	\$24,459.22	\$1,287.33	\$25,746.55	\$0.00
MCSO III	\$35,261.41	\$1,855.86	\$37,117.27	\$10,000.00
MCSO II	\$32,213.52	\$1,695.45	\$33,908.97	\$0.00
MCSO I	\$8,584.47	\$451.81	\$9,036.28	\$0.00
MCSO I Entry Level	\$67,602.72	\$3,558.04	\$71,160.76	\$0.00
Fringe Benefits total	\$256,045.43	\$13,476.07	\$269,521.50	\$10,000.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-Service Training / Staff Meeting	\$3,767.70	\$198.30	\$3,966.00	\$0.00
Performance Evaluation	\$1,094.40	\$57.60	\$1,152.00	\$0.00
MCSAP Certification	\$12,825.00	\$675.00	\$13,500.00	\$0.00
Conference Travel	\$5,842.50	\$307.50	\$6,150.00	\$0.00
IT Workshop	\$6,308.00	\$332.00	\$6,640.00	\$0.00
CVSP Planning Meeting	\$2,926.00	\$154.00	\$3,080.00	\$0.00
CVSA NAIC	\$3,287.00	\$173.00	\$3,460.00	\$0.00
Island Officer Training	\$2,188.80	\$115.20	\$2,304.00	\$0.00
MCSAP Inspections	\$4,947.60	\$260.40	\$5,208.00	\$0.00
MCSAP Training	\$19,036.10	\$1,001.90	\$20,038.00	\$0.00
Training for County Police Officers	\$4,480.20	\$235.80	\$4,716.00	\$0.00
New Entrant Audits	\$5,472.00	\$288.00	\$5,760.00	\$0.00
Travel total	\$72,175.30	\$3,798.70	\$75,974.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Personal Safety Supplies	\$8,550.00	\$450.00	\$9,000.00	\$0.00
Laptop Computers	\$15,960.00	\$840.00	\$16,800.00	\$0.00
Computer Bags	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Batteries for Flashlight / Tint Meter	\$273.60	\$14.40	\$288.00	\$0.00
Inspection Tools	\$1,140.00	\$60.00	\$1,200.00	\$0.00
Office Supplies	\$2,907.00	\$153.00	\$3,060.00	\$0.00
COVID Supplies	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Inspection Equipment	\$1,140.00	\$60.00	\$1,200.00	\$0.00
Portable tents	\$237.50	\$12.50	\$250.00	\$0.00
Weights for Portable Tent	\$380.00	\$20.00	\$400.00	\$0.00
Ethernet Cables	\$152.00	\$8.00	\$160.00	\$0.00
Storage Cabinet	\$950.00	\$50.00	\$1,000.00	\$0.00
Supplies total	\$35,015.10	\$1,842.90	\$36,858.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
County Sheriff Department	\$11,162.50	\$587.50	\$11,750.00	\$0.00
Honolulu Police Department	\$11,162.50	\$587.50	\$11,750.00	\$0.00
Contractual and Subaward total	\$22,325.00	\$1,175.00	\$23,500.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Costs	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Training Costs	\$2,992.50	\$157.50	\$3,150.00	\$0.00
CVSA Membership Dues	\$7,410.00	\$390.00	\$7,800.00	\$0.00
Mileage Reimbursement	\$551.00	\$29.00	\$580.00	\$0.00
Copy Machine Rental	\$649.80	\$34.20	\$684.00	\$0.00
Vehicle Usage Cost	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Shipping and Postage Costs	\$7,600.00	\$400.00	\$8,000.00	\$0.00
Communication Costs	\$12,383.25	\$651.75	\$13,035.00	\$0.00
Facility Improvement Cost	\$1,425.00	\$75.00	\$1,500.00	\$0.00
PRISM O & M Cost	\$13,442.50	\$707.50	\$14,150.00	\$0.00
Public Service Announcements	\$618,461.40	\$32,550.60	\$651,012.00	\$0.00
Publications and Printing	\$4,943.80	\$260.20	\$5,204.00	\$0.00
Other Costs total	\$695,509.25	\$36,605.75	\$732,115.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,569,133.72	\$82,585.98	\$1,651,719.70	\$43,046.14
Indirect Costs	\$241,552.32	\$12,713.28	\$254,265.60	NA
Total Costs Budgeted	\$1,810,686.04	\$95,299.26	\$1,905,985.30	\$43,046.14

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$43,046.14

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$483,104.64	\$25,426.56	\$508,531.20	\$33,046.14
Overtime Subtotal	\$4,959.00	\$261.00	\$5,220.00	\$0.00
Personnel Total	\$488,063.64	\$25,687.56	\$513,751.20	\$33,046.14
Fringe Benefits Total	\$256,045.43	\$13,476.07	\$269,521.50	\$10,000.00
Travel Total	\$72,175.30	\$3,798.70	\$75,974.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$35,015.10	\$1,842.90	\$36,858.00	\$0.00
Contractual and Subaward Total	\$22,325.00	\$1,175.00	\$23,500.00	\$0.00
Other Costs Total	\$695,509.25	\$36,605.75	\$732,115.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,569,133.72	\$82,585.98	\$1,651,719.70	\$43,046.14
Indirect Costs	\$241,552.32	\$12,713.28	\$254,265.60	NA
Total Costs Budgeted	\$1,810,686.04	\$95,299.26	\$1,905,985.30	\$43,046.14

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Jade T. Butay
2. What is this person's title? Director of Transportation
3. Who is your Governor's highway safety representative? Jade T. Butay
4. What is this person's title? Director of Transportation

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Jade T. Butay, Director of Transportation, on behalf of the State of HAWAII, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

1) Hawaii's exemption for vehicles used by farmers, as set forth in the Hawaii Revised Statutes (HRS) Section 286-208, was found to be incompatible with the federal requirements for a covered farm vehicle which resulted in program finding FMCSA 2012-01. A bill was passed on June 27, 2022 to repeal this incompatible HRS. Currently, Hawaii is in the process of having discussions with the FMCSA Hawaii Division Office on the procedures and processes to identify the covered farm vehicles to officially close out this finding. 2) Hawaii's last adoption of the FMCSR and HMR was on May 2, 2019 which incorporated the federal regulations by reference as they existed on May 31, 2018, address any incompatibility issues, we started the process in updating the State's adoption of the FMCSR and HMR in September 2021, however, with the COVID pandemic and personnel and department changes, we were not successful. We continue to work on updating the Hawaii Administrative Rules Chapter 19-141 and 19-145, where the State's adoption of the FMCSR and HMR is found, so that the federal regulations may be incorporated as they exists on October 1, 2022. This is anticipated to be completed by March 2023.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Jade T. Butay
2. What is the title of your certifying State official? Director of Transportation
3. What are the phone # and email address of your State official? (808)587-2150 Jade.butay@hawaii.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Jade T. Butay, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

1) Hawaii's exemption for vehicles used by farmers, as set forth in the Hawaii Revised Statutes (HRS) Section 286-208, was found to be incompatible with the federal requirements for a covered farm vehicle which resulted in program finding FMCSA 2012-01. A bill was passed on June 27, 2022 to repeal this incompatible HRS. Currently, Hawaii is in the process of having discussions with the FMCSA Hawaii Division Office on the procedures and processes to identify the covered farm vehicles to officially close out this finding. 2) Hawaii's last adoption of the FMCSA and HMR was on May 2, 2019 which incorporated the federal regulations by reference as they existed on May 31, 2018. To address any incompatibility issues, we started the process in updating the State's adoption of the FMCSA and HMR in September 2021, however, with the COVID pandemic and personnel and department changes, we were not successful. We continue to work on updating the Hawaii Administrative Rules Chapter 19-141 and 19-145, where the State's adoption of the FMCSR and HMR is found, so that the federal regulations may be incorporated as they exists on October 1, 2022. This is anticipated to be completed by March 2023.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
ACT 084	06/17/2022	Section 286-208	Statutory material repealed - for exemptions for vehicles used by farmers

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No

FY 2023 Certification of MCSAP Conformance (Hawaii)

I, **Jade T. Butay, Director of Transportation**, on behalf of the **State of Hawaii**, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated **the Department of Transportation** as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and **the Motor Vehicle Safety Office** to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date Jul 28, 2022

Signature 

State of Hawaii
Department of Transportation
MEMORANDUM

HWY-SF 2.9145
DATE: JULY 19, 2022

TO: BRANCH HEADS, DISTRICT ENGINEERS AND STAFF OFFICES
THRU: HWY-S *Jimmy J. M.*
FROM: HWY-SF *Dea*
SUBJECT: INDIRECT COST RATE, PAYROLL ADDITIVE (FRINGE) AND VEHICLE EQUIPMENT USE RATES FOR FISCAL YEAR 2023

The following rates will be applied by our Highway Accounting System **effective July 1, 2022 through June 30, 2023:**

Indirect Cost Rate – 50 percent (rounded) of total direct salaries and wages
Payroll Additive (Fringe) Rate – 53 percent (rounded) of total direct salaries and wages
Equipment Rates: 59 cents (rounded) per mile for light-vehicles; various hour-rates for heavy-vehicles

As a reminder, the indirect cost loading is eligible for federal participation but is only applicable to direct labor cost and **not** the fringe benefit cost.

For those who prepare cost estimates using man-hours and rates, the indirect cost rate to use is 50%. It is only to be applied to the direct labor cost. For example:

8 hrs at \$12.50 per hour = \$100.00 direct labor cost
Fringe benefit (current rate is 53%) = $\$100.00 \times 0.53 = \53.00
Indirect cost (current rate is 50%) = $\$100.00 \times 0.50 = \50
Total labor cost = \$203.00

However, in the Project Cost Estimate Worksheet (PCEW) and current way of presenting our estimates which involve staff labor, the staff labor amount includes direct labor and fringe benefits cost. Since the indirect cost rate is only applicable to direct labor, when using the PCEW form and estimating in-house labor cost in Detail Estimates, an adjusted indirect cost rate shall be used. The adjusted rate depends on the fringe benefit rate and the indirect cost rate. For the current fringe benefit rate of 53% and indirect cost rate of 50%, the adjusted indirect cost rate is **33%**.

The adjusted rate is determined as follows:

Direct labor cost = X
Fringe benefit cost = 0.53 X (current rate is 53%)
Indirect cost = 0.50 X (current rate is 50%)
Total cost = 203.00X

Y = adjusted indirect cost rate for use in PCEW and Detail Estimates.

Staff Labor = Direct Labor + fringes = $X + 0.53X = 1.53X$
Indirect cost = 0.50X
Indirect cost = Adjusted Indirect cost rate (Y) times 1.53X
Indirect cost = $0.50X = Y(1.53X)$
 $Y = 0.50X / 1.53X = 0.3268 = 33\%$ (rounded)
Total cost = $X + 0.53X + 0.33(1.53X) = 203.00X$

Should you have any questions, please call Destiny Brighter at (808) 587-2252 or email at destiny.brighter@hawaii.gov.



GOV. MSG. NO. 1184

EXECUTIVE CHAMBERS
HONOLULU

DAVID Y. IGE
GOVERNOR

JUN 17 2022

The Honorable Ronald D. Kouchi,
President
and Members of the Senate
Thirty-First State Legislature
State Capitol, Room 409
Honolulu, Hawai'i 96813

The Honorable Scott K. Saiki,
Speaker and Members of the
House of Representatives
Thirty-First State Legislature
State Capitol, Room 431
Honolulu, Hawai'i 96813

Dear President Kouchi, Speaker Saiki, and Members of the Legislature:

This is to inform you that on JUN 17 2022, the following bill was signed into law:

SB1211 SD2 HD1 CD1

RELATING TO MOTOR CARRIERS.
ACT 084

Sincerely,

A handwritten signature in black ink, appearing to read "David Y. Ige".

DAVID Y. IGE
Governor, State of Hawai'i

A BILL FOR AN ACT

RELATING TO MOTOR CARRIERS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. Section 286-208, Hawaii Revised Statutes, is
2 repealed.

3 ~~["~~§286-208~~ Exemptions, vehicles used by farmers. This~~
4 ~~part shall not apply to motor vehicles used by a farmer~~
5 ~~exclusively for the farmer's farm operations or to motor~~
6 ~~vehicles used by a farmer who only infrequently transports from~~
7 ~~the place of production to a warehouse, regular market, place of~~
8 ~~storage, or place of shipment, the farm products of neighboring~~
9 ~~farmers in exchange for like or reciprocal services, for farm~~
10 ~~products, or for a cash consideration not exceeding \$1,500 per~~
11 ~~year, provided that the transportation of farm produce shall~~
12 ~~constitute the sole transportation of property for hire or~~
13 ~~compensation and; provided further that each motor vehicle so~~
14 ~~used complies with the safety ordinances and rules of the county~~
15 ~~in which it is operated and other applicable state safety laws~~
16 ~~and rules."]~~

17 SECTION 2. Statutory material to be repealed is bracketed
18 and stricken.



1 SECTION 3. This Act shall take effect upon its approval.



S.B. NO. 1211
S.D. 2
H.D. 1
C.D. 1

APPROVED this 17 day of June , 2022

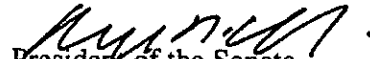
A handwritten signature in black ink, appearing to read "David Y. Ige". The signature is fluid and cursive, with a large, sweeping "D" and a stylized "Ige".

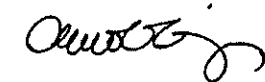
GOVERNOR OF THE STATE OF HAWAII

THE SENATE OF THE STATE OF HAWAI‘I

Date: May 3, 2022
Honolulu, Hawaii 96813

We hereby certify that the foregoing Bill this day passed Final Reading in the Senate
of the Thirty-First Legislature of the State of Hawai‘i, Regular Session of 2022.


President of the Senate


Clerk of the Senate

SB No. 1211, SD 2, HD 1, CD 1

THE HOUSE OF REPRESENTATIVES OF THE STATE OF HAWAII

Date: May 3, 2022
Honolulu, Hawaii

We hereby certify that the above-referenced Bill on this day passed Final Reading in the House of Representatives of the Thirty-First Legislature of the State of Hawaii, Regular Session of 2022.



Scott K. Saiki
Speaker
House of Representatives



Brian L. Takeshita
Chief Clerk
House of Representatives