

eCVSP

HAWAII

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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**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 zero fatalities on our roadways.

The FMCSA's National Fatality Rate per 100 million VMT in 2021 was 0.192. The fatality rate per 100 million VMT for Hawaii in 2021 was 0.080. Hawaii has consistently remained below the national rate since 2014. 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

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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 for statewide crashes.

The Motor Carrier Section consists of 23 personnel when fully staffed, with (1) Manager; (1) Supervisor; (1) Safetynet Coordinator; (4) Neighbor Island Officers - Hilo, Maui, Kona and Kauai; (2) Unit Supervisors and (14) Oahu officers - 20 officers of the 23 when fully staffed 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 August 2024, there are 6 motor carrier safety officer vacancies on Oahu, and 1 on Kona and 1 on Kauai. All vacant positions are currently active in the recruitment process. There are 12 out of the 23 on staff as of August 2024 who are certified inspectors.

Currently, with the shortage of county police officers, there are no certified county police officers to conduct vehicle 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 CVSA North American Standard Level I training classes when they are held here on Oahu. By providing the CMV training to the other law enforcement jurisdictions, we hope to generate interest and partnership in our program and have them assist with roadside inspections and traffic enforcement activities since the motor carrier safety officers do not have pull over powers or arrest powers. 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 are provided are for the island police officers, in which we provide the funding for their travel to Oahu to attend the federal NAS Level I training courses, and for the hiring of any special duty police officers as needed to assist our officers in roadside enforcement to pull in CMV's to enter the inspection site.

Hawaii is in support of the National Roadway Safety Strategy (NRSS) and incorporates activities under the Safe System Approach to address roadway safety. We participate in FMCSA, CVSA and State DOT initiatives to raise safety awareness and use public outreach campaigns to reach out to all road users in the community (non-CMV drivers, CMV drivers, pedestrians, bikers, walkers) - Initiatives such as human trafficking, drug interdiction, work zone safety, pedestrian safety, seat belt usage - more details will be provided in other sections of the CVSP. Also, as part of the Safe System Approach, Hawaii addresses the inequities in striving for the goal of zero fatalities - reaching out to the rural areas to conduct inspections and public outreach activities. Migrant worker transportation is not a problem in Hawaii. Based on the excel spreadsheet from FMCSA for Migrant worker crashes, Hawaii did not have any crashes involving migrant workers, and although it did show that Hawaii had 4 migrant worker carriers, in following up with the carriers, two of the carriers did not have any CMV's and two had CMV's but they were not used to transport migrant workers - in fact, the carriers just checked off "migrant" not knowing what it meant.

As of this application, Hawaii has three officers certified to conduct new entrant safety audits. They are not full time auditors and have other duties as a motor carrier safety officer, therefore, they are allowed to claim overtime as needed to be able to complete the new entrant audits during non-working hours to meet the due dates of the audits and to keep them from being overdue. They charge the overtime claim by using a specific code and their overtime is monitored by the Motor Carrier Safety Manager.

Part 1 Section 4 - MCSAP Structure

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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*	3
Public Education and Awareness	21
Data Collection and Reporting	2
* 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:	1
Total # of MCSAP Participating Personnel:	2

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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2019 - 2023

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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			
10/01/2022	09/30/2023	4	160	179
10/01/2021	09/30/2022	8	165	163
10/01/2020	09/30/2021	6	170	147
10/01/2019	09/30/2020	10	200	189
10/01/2018	09/30/2019	4	142	236

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			
10/01/2022	09/30/2023	1	61	76
10/01/2021	09/30/2022	1	63	57
10/01/2020	09/30/2021	1	65	45
10/01/2019	09/30/2020	1	58	58
10/01/2018	09/30/2019	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			
10/01/2022	09/30/2023	0	0	1
10/01/2021	09/30/2022	0	0	2
10/01/2020	09/30/2021	0	0	1
10/01/2019	09/30/2020	0	0	1
10/01/2018	09/30/2019	0	0	4

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 6/28/2024
 Motorcoach/Passenger Carrier Crashes: Data source MCMIS data snapshot as of 6/28/2024
 Hazardous Materials Crashes: Data source MCMIS data snapshot as of 6/28/2024
 SAFETYNET Crash Characteristics Summary Report, Aug 5, 2024

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

For FY 2019, Hawaii's goal was to reduce the amount of reportable crashes to 142 crashes. The actual amount of reportable crashes for FY 2019 was 236 crashes. Hawaii did not meet the goal for that year. An adjustment was made in the 2021 CVSP to reduce the number of reportable crashes by 5% from a starting average base of 211 crashes to a goal of 200 reportable crashes for FY 2020. The goal was met for FY 2020 with 189 reportable crashes. Then in the FY 2022 CVSP an adjustment was made using the five-year average from FY2016-2020, with the starting base of 171 crashes to reduce the number of crashes by 10% to 154 crashes by 2024, with a 3.33% decrease per year. The FY 2021 and 2022 the goals of 170 and 165 reportable crashes were met, with 147 crashes in FY 2021 and 163 crashes in FY 2022. Then in FY 2023, Hawaii's goal was to reduce the number of reportable crashes by 3.33% from FY 2022 to 160 reportable crashes. The actual amount of reportable crashes from FY 2023 was 179 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 that are involved with the crashes. We have been seeing that a great number of crashes are the result of driver behaviors.

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 20 field officer positions that we have, we have only 11 active officers including one newly hired officer in training. There is 1 island officer on extended light duty and 8 vacant positions which are actively being recruited. This shortage 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 with traffic enforcement activities.

The second challenge 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 or facilities like on the mainland. We have only one facility whereby we can safely conduct vehicle inspections. Other than that, when conducting random inspections, 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 FY2022, there were 56 reportable passenger vehicle crashes and 76% (43) of the crashes were accountable for the Oahu Transit buses where injuries resulting from passengers falling on the bus..

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 and limited personnel that we have. The commercial vehicle program in Hawaii is still very effective. The officers are doing a great job of making sure that the non-qualified drivers and the non-compliant vehicles are taken off our roadways. Our officers constantly strive to better the program and support the mission of keeping our roadways safe for everyone to reach their destination safely and reach the zero fatality goal.

Narrative Overview for FY 2025 - 2027**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 28, 2024) it is evident that the number of crashes fluctuates from year to year. The five-year average of all Federally reportable CMV related crashes from FY 2019 to 2023 is 182 crashes. For the FY 2025 CVSP, using the starting base of 182 crashes (the five-year average) Hawaii's Crash Reduction Goal will be to reduce the number of crashes by 10% to 164 crashes in 2027, 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 28, 2024) also shows evidence of fluctuating trends. The five-year average of Federally reportable CMV passenger vehicle crashes from FY 2019-2023 is 62 crashes. For the FY 2025 CVSP, we will be using the starting base of 62 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 56 crashes in 2027.

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. In evaluating crashes that occurred during FY 2023, the majority of the crashes were contributed to unsafe driver behaviors - these will be addressed thru driver/vehicle inspections and public education and outreach.

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, (FY2019-2023) 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 or hitting a parked CMV, and there were no spill and release problems. We will continue to 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, interstate and intrastate.

Enter the data source and capture date:

All CMV Crashes: Data source: MCMIS data snapshot as of 6/28/2024 Motorcoach/Passenger Carrier Crashes: Data Source: MCMIS data snapshot as of 6/28/2024 Hazardous Materials Crashes: Data Source: SAFETYNET Crash Characteristics Summary Report, 8/5/2024 Crash Work Zone Statistics: Data Source - A & I Online FARS data snapshot covering FY 2017-2021

Projected Goal for FY 2025 - 2027:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2025	175
2026	170
2027	164

All CMV Crashes: Hawaii's projected goal for FY 2025-2027 will be to reduce the number of CMV crashes by 10 percent with an annual goal of 3.33 percent decrease per year. With our current staffing level, we feel that a 10% reduction in CMV crashes is a more realistic goal for Hawaii to achieve rather than a 15% reduction. The starting base will be 182 reportable crashes (five year average of FY 2019-2023) to 164 reportable crashes by FY 2027. We will seek to achieve this goal through on going training of officers to be able to conduct more driver/vehicle inspections and to continue to reach out to drivers, carrier officials and the public to educate them on safe driving on our roadways with special emphasis on driving in and around the work zone areas and conducting inspections and outreach in the rural areas. 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 and strive for zero fatalities. We will continue to work to ensure the completeness, and timeliness of our CMV crash data. Hawaii does not have a problem with work zone crashes as evident through the A & I online Crash Work Zone statistics. Also, Hawaii does not have any seasonal migrant worker transportation crashes and problems as evident from the CY 2023 HI Division excel file lists from FMCSA, and according to the FMCSA report listing migrant carriers, Hawaii has 4 carriers that checked the box "Migrant" under Operation Classification on their MCS150 form - in contacting the carriers, they all do not transport migrant workers. When completing the MCS 150, they indicated that they did not know how to complete the form and checked off the box for migrant, unaware of what it was. In the area of ELD's, since the majority of Hawaii carriers utilize the 395.1(i) exemption, our drivers do not have electronic logging devices in their vehicles. Motorcoach/Passenger Carrier Crashes: Hawaii's projected goal for FY2025-2027 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 62 reportable crashes to 56 reportable crashes by FY 2027. 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 increase our HM vehicle inspection count and enforce the FMCSR's against hazardous materials CMV's in a manner consistent with the enforcement for all CMV's, interstate and intrastate. This will include a special emphasis on checking for the presence of the Hazardous Materials Safety Permit and verifying the possession of the permit when required, and also paying attention to the possible presence of undeclared HM being transported.

Program Activities for FY 2025 - 2027: 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.

ALL CMV CRASHES:

The State DOT Motor Vehicle Safety Office will be certifying the one newly hired motor carrier safety officer in conducting NAS Level I, Hazardous Materials, Cargo Tank and Passenger Vehicle inspections.

We will also be actively recruiting for the 8 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 Commercial Vehicle Safety Alliance from January 2025 through November 2025. The training will be provided by instructors from the Commercial Vehicle Safety Alliance who will conduct the training here in Hawaii or through a virtual course. We will ensure that they all complete the classroom portion and the inspection certification successfully to enable them to conduct vehicle inspections independently and issue CMV citations.

The Motor Carrier Safety Officers will maintain certifications of all levels of vehicle inspections and conduct a total of 3,600 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.

Hawaii officers will participate in FMCSA, CVSA and State DOT safety initiatives (ex: Passenger strike force, Work Zone Safety, Operation Safe Driver, Buckle Up, etc) conducting inspections and public outreach by distributing safety brochures on each initiative and educating the drivers and the general public about safe driving.

The officers will conduct a strike force operation focusing on vehicle inspections in the rural areas twice a quarter. The rural areas determined by the data from the Hawaii Data Center, Department of Business and Economic Development Report. They will conduct at least 24 inspections per quarter targeting the CMV's that have never been inspected before and reaching out to the drivers and educating them on the importance of safety compliance, safe driving in and around work zone areas, and awareness of human trafficking.

In addition, to promote activity in the rural areas, we will conduct a strike force operation on the neighbor islands - sending 3-4 officers, twice a year with a goal to conduct at least 12 inspections in the rural areas (6 inspections per trip) and educating the drivers about safety compliance, safe driving in and around work zone areas, and awareness of human trafficking.

The inspectors will screen for any Federal OOS orders, prohibited Drug and Alcohol Clearinghouse drivers, and valid US DOT numbers by checking data through FMCSA Portal / CDLIS or Query Central during roadside inspections and take appropriate action as needed and place out of operation at least 85% OOS carriers and drivers.

The inspectors will observe driver behaviors and any suspicious activities relating to human trafficking and drug interdiction 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. As needed, MVSO will request for special duty officers to assist the motor carrier safety officers at the enforcement sites.

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 behaviors 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, and state audits on passenger carriers to increase safety awareness.

We will continue to conduct 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.

We will provide safety brochures to at least 5 passenger carriers per quarter (20 carriers per year) to increase their awareness of safe driving on our roadways.

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.

HAZARDOUS MATERIALS CRASHES:

Although Hawaii does not have a Hazardous Materials problem, we will continue to increase our HM vehicle inspections on interstate and intrastate carriers and check for the presence and verify the HM Safety permit when required. Our inspectors will also check for the presence of undeclared HM being transported and take appropriate action when discovered by reporting the finding to FMCSA.

We will participate in joint operations with PHMSA when invited to provide support in HM transportation in Hawaii and to increase HM compliance by all carriers.

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.

ALL 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 also 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 Manager will monitor the recruitment process for the 8 vacant positions. Any new hires will be trained and monitored accordingly.

Upon successful completion of the NAS Level I course, the Manager will ensure that the police officers continue with the certification process with the Hawaii motor carrier safety officers to achieve their inspector certification to conduct inspections independently and encourage them to turn in any citations issued to CMV's during their traffic enforcement activities. The Manager will monitor and record the number and type of citations issued and/or inspections conducted 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 quarterly and annual reports to FMCSA.

The Motor Carrier Safety Officers will conduct a total of 3,600 inspections per year (900 per quarter). The safety net coordinator will report the number of inspections conducted by the officers on a monthly, quarterly and annual basis to the Motor Carrier Safety Manager to evaluate the effectiveness of conducting inspections focusing on the targeted areas and/or factors in reducing the number of CMV crashes. The manager will submit quarterly and annual reports to FMCSA.

The Manager will keep a record of the high crash targeted areas and/or contributing factors each quarter and conduct 100 inspections (25 per quarter) in the targeted area or factor. Reports to be submitted to FMCSA on a quarterly and annual basis.

The Manager will keep a record of any FMCSA, CVSA or State DOT initiatives that the officers participate in and record the results of the initiatives (number of inspections, OOS Violations, citations, public outreach, etc)

The Manager will keep a record of the number of inspections conducted in the rural areas per quarter as well as the number of violations found and the number of safety brochures (driver safety, work zone safety, human trafficking) distributed to the drivers and submit a quarterly and annual report to FMCSA. Target is twice a quarter, 24 inspections. The Manager will monitor the results and evaluate the effectiveness of concentrating on the rural areas in reducing the number of CMV crashes.

The Manager will keep a record of the number of inspections conducted during the strike force on the neighbor islands as well as the type of violations, OOS, the number of safety brochures distributed) Target is 6 inspections per trip.

The field supervisors will monitor the officers to ensure that they are following the proper procedure for identifying and screening the carriers and drivers for any Federal OOS orders, DACH prohibited drivers and any human trafficking/drug interdiction and making sure that they are placing them OOS and taking the appropriate action and meeting the 85% OOS catch rate. The Manager will submit a quarterly and annual report to FMCSA.

Any reports of human trafficking and drug interdiction found will be recorded and a report submitted to FMCSA on a quarterly and annual basis by the Manager.

The Manager will keep a record of any CVSA sponsored activities that the officers participate in including the results of the activities (number of inspections, OOS violations, citations, safety brochures distributed, etc) and submit a quarterly and annual report to FMCSA.

The Manager will keep a record of the number of CMV job aids provided to the county police officers along with the date. In addition, any request for special duty officers will be recorded (including the Officers name, date, time, location and type of assistance needed) Reports to be submitted to FMCSA on a quarterly and annual basis.

The Safety net coordinator and Manager will work together to identify a target area and/or contributing factor as a cause for crashes - Each quarter one area will be identified.

MOTORCOACH / PASSENGER VEHICLE CRASHES:

The Manager will keep a record of the activities during the two week annual FMCSA National Passenger Carrier Strike Force Initiative - the number of inspections, violations, outreach activities - with the date, location, number of officers involved, and the number of brochures distributed, and the number of state audits conducted.

The Manager will monitor the number of inspections conducted on passenger carrying vehicles - including the level of inspections, violations, and any citations issued.

A log will be kept of the number of safety brochures distributed to passenger carriers - including the carrier's name and the type of brochures given and the number of brochures.

The Safetynet coordinator and the manager will analyze data from the inspections and A & I online to see if there are any crash causation problem areas that need to be addressed.

The Manager will submit a report quarterly and annually on all activities conducted to FMCSA .

HAZARDOUS MATERIALS CRASHES:

The Manager will keep a record of the number of HM inspections conducted, and if there are any HM safety permit violations and any incidents of undeclared HM being transported.and submit a report to FMCSA on a quarterly and annual basis.

The Manager will keep a record of the joint operations with PHMSA - the number of inspectors participating, the number of inspections conducted, the type of violations found and submit a report quarterly and annually to FMCSA.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	2125	825	905	1406	1293
Level 2: Walk-Around	571	85	126	163	298
Level 3: Driver-Only	1291	609	575	358	806
Level 4: Special Inspections	76	0	5	47	14
Level 5: Vehicle-Only	257	38	13	35	37
Level 6: Radioactive Materials	0	0	0	0	0
Total	4320	1557	1624	2009	2448

Narrative Overview for FY 2025 - 2027

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., SafeSpect) used by the State.

Safespec

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.

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 to meet the national goal of "Zero" fatalities. 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, areas where enforcement activity is low, and also target any contributing factors that may lead to crashes. We conduct strike force operations twice a quarter to address human trafficking, drug interdiction and work zone safety, whereby the officers conducts Level I, II or III inspections at various locations throughout the island including the rural areas and educate the drivers of human trafficking, and work zone safety by handing out safety brochures. Hawaii does not have a problem with work zone crashes - according to the 2021 FARS data Hawaii had only 1 work zone crash in 2021, nevertheless, we still conduct activities to educate the public and the drivers about driving safely in the work zone areas and aim to keep our crashes at "zero" in the work zone areas.

The use of Electronic Logging Devices is not an issue for Hawaii since all and/or the majority of Hawaii motor carriers utilize the Hawaii hours of service exemption found in 49 CFR 395.1(i). Furthermore, while our inspectors are trained on the use of eRODS, ELDs are typically not encountered during roadside inspections.

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 thru MCMIS 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. Hawaii's OOS catch rate, data source from MCMIS as of July 28, 2024 is 100%. If an inspection is conducted on a non-CDL driver, the MVSO officers are required to call in to the office for a check through the City and County database, 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 and drug impairment during all roadside inspections. Our officers do not have arrest powers, so if any indications of drug impairment is suspected, our MVSO procedure is to call for assistance from the Honolulu Police Department. 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.

Our officers go through refresher training for human trafficking once a year, usually at the beginning of the year in January. Also, we schedule refresher drug interdiction training with CVSA once every two - three years (last DIAP training was in February 2023).

To ensure consistency in our program, the field supervisors monitors 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 are 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 safespec for each units field supervisor. The field supervisors are required to review these reports and go over them with each of their units 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 needs 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. This year, we have lowered our inspection count goal to a more attainable goal with the current number of certified officers that we have. As of August 2024, we have 12 actual certified officers out of the 21 officers when fully staffed. Adjustments will be made if more officers are recruited in the coming year. Despite these obstacles, our officers strive to conduct as much inspections as they can to meet whatever goal Hawaii has in support of reducing the number of crashes and keeping our roadways safe for everyone.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: 12

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	950	90	100	1140	31.67%
Level 2: Walk-Around	800	100	100	1000	27.78%
Level 3: Driver-Only	1100	75	100	1275	35.42%
Level 4: Special Inspections	100	10	0	110	3.06%
Level 5: Vehicle-Only	25	25	25	75	2.08%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	2975	300	325	3600	

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 2025 - 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 Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	2
Enter the total number of inspections projected for FY 2025:	64

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: HAWAII DOT					
# certified personnel: 12					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 2					
# projected inspections: 64					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	950	90	100	1140	31.67%
Level 2: Walk-Around	800	100	100	1000	27.78%
Level 3: Driver-Only	1100	75	100	1275	35.42%
Level 4: Special Inspections	100	10	0	110	3.06%
Level 5: Vehicle-Only	25	25	25	75	2.08%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	2975	300	325	3600	

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 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	3600	0	64	3664
Enter total number of certified personnel	12	0	2	14
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	3700	0	64	3764
Enter total number of certified personnel	14	0	2	16

Part 2 Section 4 - Investigations

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.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities by 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 2019 - 2023

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		
01/01/2023	12/31/2023	0	0
01/01/2022	12/31/2022	0	0
01/01/2021	12/31/2021	0	0
01/01/2020	12/31/2020	0	0
01/01/2019	12/31/2019	0	0

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.

Narrative Overview for FY 2025 - 2027

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](#).

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 a CMV inspection. The state will continue to extend invitations to the county police officers (2 officers) to attend the NAS Level I training or any CMV enforcement training (identifying any Federal OOS orders on a carrier or DACH prohibited drivers) that they are interested in attending so they can assist the MVSO in conducting traffic enforcement on commercial motor vehicles and to meet the national goal of 85% detection of OOS carriers / DACH prohibited drivers.. **Currently, Hawaii's DACH OOS catch rate is at 80%.based on the DACH OOS catch report as of July 2024. While we do not have any county police officers that are currently certified to conduct inspections, our MVSO officers run a check for any prohibited status during each contact at their roadside inspections. We will continue to work on improving our catch rate to meet the federal goal of 85%.** 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 4 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 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. 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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	32	32	32
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-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.

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 copies of any citations issued to the CMV during a traffic enforcement to the Manager at the Motor Vehicle Safety Office. The Manager will keep a log of all inspections and citations turned in and submit a quarterly report to FMCSA. 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.

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: State DOT Highway Design Branch

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

Narrative Overview for FY 2025 - 2027

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

Hawaii met the criteria for full PRISM participation on November 5, 2021. Since meeting the full participation level, Hawaii has had two carriers placed on Out of Service Orders by FMCSA. We have an O & M cost in place in the event that we 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 forward the lists to the county DMV to flag all affected initial, renewal and active registrations in the MVR database system. We currently have two staff members, one primary and one backup, who notifies the Department of Information Technology to flag any vehicles associated with the OOS carrier and the Manager sends the vehicle file list to the PRISM team. 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.

We continue to look at the options to move the State of Hawaii beyond full participation and Level Up to the Enhanced Level. We are still working on a process to identify a reincarnated carrier and to move to introduce a bill into legislation to deny the registration for reincarnated carriers.

The DOT Highway Design Branch received a FY 2022HP ITD grant executed on 9/19/22 with a total award of \$1,000,000.00 and a period of performance from 7/1/2022 thru 9/30/2026. This project is to develop an ITD Program Plan / Top Level Design (PP/TLD) for FMCSA approval that will modernize the State's permitting and monitoring functions with technologically integrated statewide system. Brent Ching from the DOT Highway Design Branch is the Manager for the grant. We are working together to assist them to reach the Core Compliant level for their ITD grant.

Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

1) The Hawaii DOT requires all motor carriers, interstate and intrastate 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.

2) Attend quarterly PRISM stakeholder Forums to gather more information of what is involved in Leveling Up and see how other states moved forward and research resources to begin the process - start the planning phase of the process of how we are going to identify a reincarnated carrier, and draft a bill to introduce in the Legislative session to deny the registration of reincarnated carriers.

3) Continue to work with the DOT Bridge Design (Brent Ching) in developing the ITD program.

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

The Manager will keep a record of the number of Federal OOS orders issued each quarter thru PRISM and submit a quarterly report to FMCSA. Also, a quarterly report to be submit in PRISM DASH. The Manager will be submitting a quarterly report to FMCSA on the progress of Leveling Up, and Mr. Ching will be submitting quarterly reports via GrantSolutions on the status of the ITD program.

Part 2 Section 7 - Public Education and Outreach

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 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	110	0	40	169	124
CMV Safety Belt Education and Outreach	8	8	8	8	8
State Trucking Association Meetings	1	0	0	0	0
State-Sponsored Outreach Events	4	0	4	4	3
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2025 - 2027

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

- 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 to be handed out as the officers talks to the public. Brochures such as Safely Sharing the Roads, Distracted Driving, Speeding Kills, No Zone, Seat belt usage, Work Zone safety, and information to raise their awareness of Human trafficking and how and when they can report any suspected incidents.
- 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, Distracted driving, etc to be distributed.
- 3) Vulnerable road users (pedestrians, bicyclist, people who use wheelchairs) - 2 times a year we will focus on the vulnerable road users, visiting shopping malls, senior centers, areas with a high concentration of pedestrian and bicyclists - (a total of 8 officers) will be used. The officers will be handing out safety brochures about Pedestrian and Bicyclist Safety and raising their awareness of safety when using our roadways.
- 4) Teen safety activity - (1 per year) Participate in a driver's education workshop and/or provide resources and information for teens in the driver's education classes - distribute brochures such as safe driving around commercial vehicles, NO ZONE, distracted driving, aggressive driving, work zone safety, speeding and information to raise their awareness about human trafficking and how and where they can report any suspected incidents. (Two officers)
- 5) Work Zone safety / human trafficking - Conducting a strike force (2 days per quarter - one for work zone safety and one for human trafficking) All officers will focus on each safety issue to raise the awareness of the CMV drivers and conduct Level III inspections at random inspection sites as well as in the rural areas and provide education and outreach materials during their inspections - using materials from the FMCSA and CVSA website. They will provide work zone safety materials and human trafficking information - provide wallet cards and window decals of human trafficking, with phone numbers on who they can reach for any suspected incidents.
- 6) State Trucking Association Meetings (1 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 officers per meeting) Safety brochures such as Speeding Kills, Safety Tips, Distracted Driving, Seat belt usage, etc to be provided to all participants.

7) Provide educational and safety information / brochures for property and passenger carriers to distribute to their drivers with a focus on safe driving, Distracted driving, Seat belt usage, how to safely operate CMV's within the road construction and work zone areas and 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. (20 carriers per quarter- with 8 officers to distribute brochures to the carriers)

8) Conduct safety presentations for new motor carriers (10 presentations per quarter, 1-2 officers to conduct presentations) Officers to go over all the state and federal rules and regulations, what the requirement is to operate their CMV in Hawaii - go over driver qualification and maintenance files and what is needed to be in compliance; and provide safety information and materials to give to their drivers - Distracted Driving, Work zone safety, Driver behaviors, Human Trafficking, Speeding, Seat belt usage, etc.

9) Conduct safety presentations at a carrier's safety meeting, (once a quarter, 1-2 officers for each presentation). Topics to discuss will vary, depending on the issues or problems that the carriers are interested in. Safety brochures such as Safety tips, Distracted Driving, Seat Belt Usage, Speeding kills, Work Zone safety, Human Trafficking etc to be provided.

10) 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 2025 - 2027

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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	14	14	14
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	1	1	1
<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.

1 & 2) The MVSO Manager will keep a record on the number of public outreach campaigns and DOT safety campaigns that have been conducted each quarter, and a log will be kept of the date, time, duration, officers, activity, 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, Human Trafficking, 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.

3) The MVSO Manager will keep a record of the date, location, officers and the number of Pedestrian and bicyclist safety brochures were distributed.

4)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.

5) The MVSO manager will keep a record of the number of strike force conducted addressing work zone safety and human trafficking - the number of inspections, violations, citations, and the number of safety brochures distributed.

6) 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.

7) The MVSO Manager will 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.

8) The MVSO Manager will keep a log of the number of presentations to new motor carriers - the date, type of operation (property or passenger carrier), officer who conducted the presentation and the number and type of safety brochures provided.

9) The MVSO Manager will keep a log of the number of safety presentations at a carrier's safety meeting. - the date, carrier name, number in attendance, topic covered for the presentation, number and type of safety brochures provided.

10) 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. We will also be measuring the effectiveness of running the PSA's by joining in with the DOT Highway Safety Office's attitudinal survey (done every 6 months) - 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..

The Motor Carrier Safety Manager will submit quarterly and annual reports to FMCSA for all activities and monitor the effectiveness of public outreach activities in reducing the number of CMV crashes

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

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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 6/28/2024

Narrative Overview for FY 2025 - 2027

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.).

Hawaii’s overall state data rating is "GOOD" in all categories per data snapshot on A & I Online, June 28, 2024.

Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

The MVSO Manager handles all the DataQ’s assigned to Hawaii DOT and ensures that they are taken care of in a timely manner. 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.

The MVSO Manager will work with the Safetynet Coordinator to ensure that all crash reports are completed and uploaded to the safetynet system in a timely manner to maintain Hawaii's "GREEN" data quality rating. If there are any problems in obtaining the crash reports from the neighbor islands, the Manager will work with the Administrator to request from the traffic commanders on the islands to ensure that the crash reports from the islands are uploaded to the DOT traffic database system in a timely manner.

To ensure that the data quality for the inspections are maintained in the "GREEN" rating, the field supervisors will continue to review all inspections submitted by the inspectors for accuracy, completeness and timeliness. Any additional training to ensure accuracy, completeness and timeliness will be conducted by the field supervisors.

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.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The MVSO Manager handles all DataQ's assigned to Hawaii DOT. As the DataQ's are received, the Manager determines what course of action 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 he 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 that need to be made on the inspection report as a result of the findings, the corrections are made and the inspection report is re-submitted 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, reasearching the violations 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 on 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 fro CVSA and FMCSA to make a final determination.

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 submitting 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

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 checked="" type="radio"/>	<input 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 type="radio"/>	<input checked="" 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 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	0	0	3	2	34
Intrastate	0	0	0	0	0
Total Audits	0	0	3	2	34

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 2025 - 2027

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/09/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	118
Current Number of Past Dues	77

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 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	40	0	35	0	30	0
# of Safety Audits (Offsite)	78	0	70	0	70	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	118	0	105	0	100	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. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The number of new entrant carriers has increased since Hawaii has implemented the US DOT number requirement for all motor carriers, intrastate and interstate. We had only one officer to conduct the new entrant safety audits, but it has been a difficult task since he is not dedicated full time to only conduct the new entrant safety audits - he is a field supervisor and has other duties to take care of. We certified two more officers in January 2024 to help alleviate the load. Currently, Hawaii has three certified officers to conduct the new entrant safety audits. NEWS is used for the off-site new entrant audits. We conduct the new entrant safety audits only on interstate carriers.

Two of the motor carrier safety officers will be assigned to complete 45-50 audits per year (4-5 audits per month) and the supervisor will be assigned 18 audits per year (1-2 audits per year) to reach the goal of conducting 118 new entrant safety audits. Since Hawaii just completed certifying two more officers to conduct the new entrant safety audits in March 2024, they were busy trying to screen the carriers on our list to verify whether they qualify for the audit (during our certification period, we had 5 out of the 10 carriers who came for the audit and were found to be intrastate carriers) We do not have a baseline to increase the number of new entrant carriers audited by 15% to remove the high risk carriers from operating. This would be our first year with our newly certified officers and we will conduct as many audits as possible to meet the due dates and bring Hawaii's overdue number of audits to zero.

Each officer will work with all the carriers audited to provide educational and technical assistance to promote safe operations on our highways by conducting the new entrant safety audit on the new motor carriers within 12-18 months following the start of their interstate operations.

The only challenge that we may have would be due to personnel shortage and the need to have all officers available for our motor carrier operations.

Activity Plan for FY 2025 - 2027: 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.

Hawaii's officers will complete the required number of safety audits to meet the strategy proposed above. 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 officers to ensure that all assigned audits are completed in a timely manner. The Manager will be using the NEWS website to monitor the listing for the audits and also run reports from MCMIS to view the progress of each officer quarterly and annually. A report will be submitted quarterly and annually to FMCSA on the number of new entrant safety audits completed.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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 3 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 2025 - 2027**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 has been a popular year round tourist destination site, although when COVID hit in 2020, the number of visitors and tour company operations declined due to the states shutdown. However, present day, more people have returned to visiting the islands and more carriers are returning back to business and operating passenger carrying vehicles. According to the MCMIS data source dated June 28, 2024, in FY 2020, there were 58 crashes, then it decreased in FY 2021 with 45 reportable crashes (due to the COVID pandemic and the shut down of the state to all visitors with no passenger carrier operations). In FY 2022, as the state opened up to visitors, there were 57 reportable crashes, then in FY 2023 there was an increase to 76 reportable crashes. As evident, there continues to be a fluctuation of reportable crashes from year to year. The five year average from FY2019 to 2023 is 62 reportable crashes. Hawaii will be using this five year average of 62 reportable crashes as the starting baseline for our FY2025 CVSP goal.

Projected Goals for FY 2025 - 2027: 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 2025, 2026 and 2027 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 62 crashes from FY2019-2023 as the starting baseline, Hawaii's projected goal for FY 2025-27 will be to reduce the number of reportable crashes by 9 percent, with an annual goal of a 3 percent reduction. The starting base of 62 reportable passenger vehicle crashes to be reduced to 60 in FY 2025, 58 crashes in FY 2026 and 56 crashes in FY 2027.

Program Activities for FY 2025 - 2027: 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 new entrant safety audits 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 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.

If there are any new entrant safety audits on passenger carriers on our listing, our certified officers will be conducting as many new entrant audits on these passenger carriers as possible.

We will continue to conduct 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 inspections at destination sites, issue citations to passenger vehicle drivers for critical safety violations and/or OOS violations found according to the inspection 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, 2 state audits on passenger carriers, available new entrant safety audits 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 and new entrant safety 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 as many new entrant audits on our listing 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 new entrant safety audits conducted. The Manager will monitor the results and submit a report to FMCSA quarterly and annually.

The MVSO officers will conduct 325 passenger vehicle inspections (82 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 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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 seat belt enforcement operation once a quarter - targeting only seat belt usage. The officers 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, at the MVSO office and /or trucking association meetings. This was in conjunction with our safety presentations on safe driving. We conducted 8 safety presentations per year (2 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. 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 2021 Hawaii CMV drivers seat belt usage of 76.75% with an annual increase of 2% per year for a total of 84.64% usage by FY2024 through education and enforcement.

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

November 2020 survey - 80% usage; June 2021 survey - 79% usage; November 2021 survey - 74% usage; June 2022 survey - 74% usage; November 2022 survey - 80% usage; June 2023 survey - 72% usage; November 2023 survey - 78% usage; June 2024 survey - 79% usage.

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

The difficulties that we encountered was while we conducted the survey of CMV seat belt users was that 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. Another difficulty is in our seat belt enforcement - once the drivers are aware that we are conducting seat belt enforcement, then they all start buckling up and we may catch a few in the beginning, however, after the word gets out, then everyone is wearing their seat belts. We are still having fluctuations in reaching our goal - we will continue to overcome our obstacles and strive to reach our goals.

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 human trafficking/smuggling initiatives, work zone safety details, 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 2025 - 2027. 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 2025 - 2027

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 75.26% in 2019; 74.93% in 2020; 79.75% in 2021; 74.27% in 2022; 76.56% in 2023. Data source: Hawaii Seat Belt Usage Survey: November 2018-2023, and June 2019-2023. As evident, there are fluctuations from year to year.

Projected Goals for FY 2025 - 2027:

Enter performance goal.

The five year average seat belt usage rate for FY 2019-2023 is 76.15% usage. The goal for FY 2025-2027 is to increase Hawaii's CMV seat belt usage rate using the baseline of 76.15% with an annual increase of 2.2% per year for a projected goal of 81.28% by 2027. (77.82% for FY 2025 and 79.53% for FY 2026).

Program Activities for FY 2025 - 2027: 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 once a 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 each 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 81.28% usage by FY 2027.. 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 2025 - 2027

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

***Projected Goals for FY 2025 - 2027:
Enter performance goal.***

Program Activities for FY 2025 - 2027: 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 justify 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$1,888,589.00	\$99,399.00	\$1,987,988.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$298,198.00
MOE Baseline:	\$43,046.14

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$298,198.00

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	50.0000	\$107,064.00	\$53,532.00	\$50,855.40	\$2,676.60	\$5,000.00
Safetynet Coordinator	1	100.0000	\$68,280.00	\$68,280.00	\$64,866.00	\$3,414.00	\$0.00
Supervisor	1	15.0000	\$84,504.00	\$12,675.60	\$12,041.82	\$633.78	\$0.00
MCSO IV Supervisor	1	50.0000	\$64,248.00	\$32,124.00	\$30,517.80	\$1,606.20	\$0.00
MCSO IV Supervisor NE	1	55.0000	\$64,248.00	\$35,336.40	\$33,569.58	\$1,766.82	\$0.00
MCSO IV - New Entrant	1	55.0000	\$59,508.00	\$32,729.40	\$31,092.93	\$1,636.47	\$0.00
MCSO III	4	45.0000	\$55,536.00	\$99,964.80	\$94,966.56	\$4,998.24	\$28,046.14
MCSO III - NE	1	55.0000	\$57,192.00	\$31,455.60	\$29,882.82	\$1,572.78	\$0.00
MCSO II	2	45.0000	\$50,880.00	\$45,792.00	\$43,502.40	\$2,289.60	\$0.00
MCSO II	1	15.0000	\$57,192.00	\$8,578.80	\$8,149.86	\$428.94	\$0.00
MCSO I	1	45.0000	\$47,004.00	\$21,151.80	\$20,094.21	\$1,057.59	\$0.00
MCSO I - New	2	25.0000	\$47,004.00	\$23,502.00	\$22,326.90	\$1,175.10	\$0.00
Subtotal: Salary				\$465,122.40	\$441,866.28	\$23,256.12	\$33,046.14
Overtime Project Costs							
Manager	1	100.0000	\$18,530.40	\$18,530.40	\$17,603.88	\$926.52	\$0.00
MCSO IV - Supervisor	1	100.0000	\$5,560.00	\$5,560.00	\$5,282.00	\$278.00	\$0.00
MCSO IV - NE	1	100.0000	\$5,150.00	\$5,150.00	\$4,892.50	\$257.50	\$0.00
MCSO III - NE	1	100.0000	\$4,950.00	\$4,950.00	\$4,702.50	\$247.50	\$0.00
Subtotal: Overtime				\$34,190.40	\$32,480.88	\$1,709.52	\$0.00
TOTAL: Personnel				\$499,312.80	\$474,347.16	\$24,965.64	\$33,046.14
Accounting Method:	Accrual						

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

Based on past submittals for our personnel budget cost, we have included all our 23 positions including the vacant positions, however, year after year, we have not been able to spend what is allocated for personnel costs since we were not able to fill the vacant positions. Therefore, this years personnel cost is based on the positions that are currently filled plus two vacant positions which we anticipate to be filled.- a total of 17 positions eligible for MCSAP enforcement activities. We feel that instead of budgeting for personnel costs, we can expend the money allocated in other areas to support our mission of reducing crashes and the goal of "zero" fatalities.

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 three officers who are certified to conduct new entrant safety audits which will allow us to meet the requirements for the completion of the safety audits and to address and prevent overdue audits. One of our officers is a working supervisor and is responsible for the subordinates in the field. He does not have enough time to work on his new entrant safety audits during his regular work hours. He has been approved to charge overtime strictly to be able to work on the 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 \$30.89 + \$15.45 (1.5 hours) for a total of \$46.34 / hour X 10 hours per month X 12 months (\$5,560.80) The other two officers has also been approved to charge 10 hours overtime per month to be able to conduct and complete the offsite new entrant safety audits outside of their normal working hours - one officer's rate is \$28.61 + \$14.31 (1.5 hours) for a total of \$42.92 / hour X 10 hours per month X 12 months (\$5,150.40) and the other officer's rate is \$27.50 + \$13.75 (1.5 hours) for a total of \$41.25 / hours X 10 hours per month X 12 months (\$4,950).

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, verifying CMV drivers licenses for the MCSAP officers conducting inspections and maintaining "GOOD" data quality for the State of Hawaii. Corrects errors and missing data of inspections and crashes to ensure completeness and accuracy of the data submitted. 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 is 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.

The Manager is not dedicated to full time MCSAP duties, she is responsible for the operations of the Size & Weight Program, Inspection Stations and School Bus Program. She has been approved to charge 20 hours overtime per month for MCSAP related activities such as planning and preparing for enforcement activities and public outreach activities and reviewing the inspection reports . In addition, with the new entrant program, she has been tasked to review all the new entrant safety audits submitted by the officers before they can be uploaded into the system. A total of 240 hours per year at a rate of \$51.47/hr + \$25.74 (1.5 hours) for a total of \$77.21 X 240 hours (\$18,530.40).

All overtime will be monitored and tracked by the Manager and the Administrator.

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	64.0000	50.0000	\$107,064.00	\$34,260.48	\$32,547.46	\$1,713.02	\$10,000.00
Safetynet Coordinator	64.0000	100.0000	\$68,280.00	\$43,699.20	\$41,514.24	\$2,184.96	\$0.00
Supervisor	64.0000	15.0000	\$84,504.00	\$8,112.38	\$7,706.76	\$405.62	\$0.00
MCSO IV - Supervisor	64.0000	50.0000	\$64,248.00	\$20,559.36	\$19,531.39	\$1,027.97	\$0.00
MCSO IV Sup NE	64.0000	55.0000	\$64,248.00	\$22,615.29	\$21,484.53	\$1,130.76	\$0.00
MCSO IV - NE	64.0000	55.0000	\$59,508.00	\$20,946.81	\$19,899.47	\$1,047.34	\$0.00
MCSO III - NE	64.0000	55.0000	\$57,192.00	\$20,131.58	\$19,125.00	\$1,006.58	\$0.00
MCSO II	64.0000	15.0000	\$57,192.00	\$5,490.43	\$5,215.91	\$274.52	\$0.00
MCSO I	64.0000	45.0000	\$47,004.00	\$13,537.15	\$12,860.29	\$676.86	\$0.00
MCSO III	64.0000	45.0000	\$222,144.00	\$63,977.47	\$60,778.60	\$3,198.87	\$0.00
MCSO II	64.0000	45.0000	\$101,760.00	\$29,306.88	\$27,841.54	\$1,465.34	\$0.00
MCSO I - NEW	64.0000	25.0000	\$94,008.00	\$15,041.28	\$14,289.22	\$752.06	\$0.00
TOTAL: Fringe Benefits				\$297,678.31	\$282,794.41	\$14,883.90	\$10,000.00

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

The fringe benefit cost covers the cost of health insurance, retirement, worker's compensation and unemployment benefits. It is based on seventeen part time Hawaii MCSAP officers. It is calculated as 64% 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 §200.475](#).

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
Staff Meeting	4	12	100.0000	\$3,896.00	\$3,701.20	\$194.80	\$0.00
Performance Evaluation	1	4	100.0000	\$1,176.00	\$1,117.20	\$58.80	\$0.00
MCSAP Training for Island Officers	4	70	100.0000	\$18,310.00	\$17,394.50	\$915.50	\$0.00
MCSAP Certification	2	44	100.0000	\$11,310.00	\$10,744.50	\$565.50	\$0.00
Conference Travel	1	10	100.0000	\$6,150.00	\$5,842.50	\$307.50	\$0.00
IT Worksho[2	12	100.0000	\$6,640.00	\$6,308.00	\$332.00	\$0.00
MCSAP 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 In-Service Training	4	8	100.0000	\$2,352.00	\$2,234.40	\$117.60	\$0.00
MCSAP Inspections	8	8	100.0000	\$2,352.00	\$2,234.40	\$117.60	\$0.00
New Entrant Audits	3	20	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Training for County Police Officers	2	10	100.0000	\$4,716.00	\$4,480.20	\$235.80	\$0.00
TOTAL: Travel				\$69,442.00	\$65,969.90	\$3,472.10	\$0.00

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

1) 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 and 1/2 day per officer (4) per trip for a total of 2 trips. Total cost inclusive of air fare (\$2,000); per diem and meal allowance (\$1080); and miscellaneous expenses including parking (\$816.) for a total cost of \$3,896.00

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 and meal allowance (\$80) and miscellaneous expenses parking (\$96) for a total cost of \$1,176.00

3) MCSAP Training for Island Officers – These trips are necessary to enable the new island officers (2 - Kona and Kauai) to attend the Federal training classes from CVSA 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 for all island officers (4 - Maui, Hilo, Kona and Kauai).

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). A total of 16 trips for the 4 island

officers (70 days) Total cost inclusive of air fare (\$4,000); per diem (\$7,200); and miscellaneous expenses including excess lodging, parking and ground transportation (\$7,110) for a total cost of \$18,310.

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

Total days of travel is 5 days each for General HM and Cargo Tank for the two new officers(20 days) ; 8 days for the NAS Level I (16 days), and 4 days for the Passenger Vehicle (8 days) .A total of ten trips for the two officers (44 days) Total cost inclusive of air fare (\$2,500); per diem (\$4,410) and miscellaneous expenses including excess lodging, parking and ground transportation (\$4,400) for a total cost of \$11,310.00

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 In-Service 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 (\$192.00) for a total cost of \$2,352.00.

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 two officers for 4 trips. Total cost inclusive of air fare (\$2,000.00); per diem (\$160.00); and miscellaneous expenses including parking and ground transportation (\$192.00) for a total cost of \$2,352.00.

11) New Entrant audits – Hawaii has three officers conducting the new entrant safety audits. There are two officers on Oahu, and one officer on Maui. The certified officers 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. The Maui officer will be conducting the new entrant audits on his island and the neighbor islands in his county (Lanai and Molokai) and also to Kona and Kauai if needed to assist with the workload for the Oahu officers. 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 parking and ground transportation (\$600) for a total cost of \$6,000.00.

12) Training for County Police Officers - 2 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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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 Equipment in [2 CFR §200.1](#) Definitions. 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.

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
Laptop Computers	6 each	\$2,800.00	100.0000	\$16,800.00	\$15,960.00	\$840.00	\$0.00
Laptop Computer Bags	6 each	\$300.00	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
Inspection tools	8 sets	\$200.00	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
Batteries for Flashlight / Tint Meter	12 months	\$40.00	100.0000	\$480.00	\$456.00	\$24.00	\$0.00
Inspection Equipment	6 each	\$200.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
Portable Tents	2 each	\$200.00	100.0000	\$400.00	\$380.00	\$20.00	\$0.00
Personal Safety Supplies	17 officers	\$700.00	100.0000	\$11,900.00	\$11,305.00	\$595.00	\$0.00
Office Supplies	12 Months	\$400.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Ethernet Cable	17 Officers	\$10.00	100.0000	\$170.00	\$161.50	\$8.50	\$0.00
Training Costs	1 Each	\$4,550.00	100.0000	\$4,550.00	\$4,322.50	\$227.50	\$0.00
Publications	1 Each	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
TOTAL: Supplies				\$45,700.00	\$43,415.00	\$2,285.00	\$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, pants and safety vests for inspections for 17 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 \$700.00 per officer (17 officers) per year, for a total cost of \$11,900.00.
- 2) Laptop Computers** – Necessary to fulfill the MCSAP reporting requirements when conducting roadside inspections, 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, and new entrant safety audits. Six bags to be replacement for the older and /or broken bags. The cost of \$300.00 per bag times 6, for a total cost of \$1,800.00.
- 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 \$200.00 per set times 8 sets, a total cost of \$1,600.00.

- 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 \$40.00 per month for 12 months, a total cost of \$480.00
- 6) **Office Supplies** – (Laptop computer paper, computer printer ink, folders, etc.) for the 17 officers in the MCSAP program. Necessary for the officers to carry out their duties – printing out the inspection reports, conducting new entrant safety audits, processing the reports and keeping records and timesheets. The cost of the office supplies based on past expenses for 17 officers at \$400 per month for 12 months is \$4,800.00. When purchasing the supplies for MCSAP use, the expenses are specifically charged to a MCSAP code.
- 7) **Ethernet Cable** - Necessary for the officers to connect to the State network while in the office to complete their inspections, take online training courses, webinars and attend virtual meetings. The cost of the ethernet cable at \$10.00 each for 17 officers - a total cost of \$170.00.
- 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 from the weather conditions. One tent for each area of inspection \$200.00 times 2 areas - a total cost of \$400.00
- 10) **Training Costs** - Includes FMCSR and HAZMAT regulation manuals, materials and supplies (highlighters, markers, pencils, tab, easel board pads, post-it notes, etc) for the CVSA training 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 FMCSA manuals (\$2,000); Hazmat manuals (\$2,400); supplies (\$150.00) for a total cost of \$4,550.00.
- 11) **Publications** - Includes publications that the officers use as reference for MCSAP vehicle inspections and new entrant safety audits - the cost inclusive of the OOS Criteria Handbook and CFR 49 Pocketbooks (Parts 300-399) for roadside inspections is \$2,000.00

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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 non-proprietary identifier that replaced 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
Honolulu Police Department	FKQ6F96Q5LC6	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				\$11,750.00	\$11,162.50	\$587.50	\$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 - The cost for 5 county police officers 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 will not be conducting the inspections. The total cost for part-time labor rate for the 5 county police officers (\$8,000.00) and fringe rate (\$3,750.00). The total cost inclusive of part-time labor rate and fringe rate is \$11,750.00.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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)	55	\$499,312.80	\$274,622.04	\$260,890.94	\$13,731.10
TOTAL: Indirect Costs			\$274,622.04	\$260,890.94	\$13,731.10

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
CVSA Membership Dues	1 Each	\$7,800.00	100.0000	\$7,800.00	\$7,410.00	\$390.00	\$0.00
Copy Machine Rental	1 Item	\$1,320.00	100.0000	\$1,320.00	\$1,254.00	\$66.00	\$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 Freight Cost	1 Each	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Communication Costs	1 Each	\$15,000.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
Facility Improvement Costs	4 Quarters	\$1,500.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
PRISM O & M Cost	1 Each	\$14,150.00	100.0000	\$14,150.00	\$13,442.50	\$707.50	\$0.00
Mileage Reimbursement	1 Each	\$670.00	100.0000	\$670.00	\$636.50	\$33.50	\$0.00
Printing	1 each	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Public Service Announcements	4 Quarter	\$174,386.52	100.0000	\$697,546.08	\$662,668.78	\$34,877.30	\$0.00
TOTAL: Other Costs				\$789,486.08	\$750,011.78	\$39,474.30	\$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 (1 person) Spring (1 person) and IT Workshop(2 people), to keep personnel abreast of current issues as it relates to the motor carrier enforcement. The registration cost of \$750.00 per person per conference, times 4, for a total cost of \$3,000.00
- 2) **CVSA Membership dues** – Annual membership fee – Total cost of \$7,800.00
- 3) **Printing** – Includes other publications that the officers use as reference for MCSAP vehicle inspections and new entrant safety audits, job-aids for the county police officers, outreach pamphlets and brochures. The cost inclusive of seat belt brochures for outreach activity (\$2,000.00); and printing of safety brochures for safety presentations and outreach activities (\$5,000), FMCSA outreach safety banners for outreach activity (\$500); printing cost for CVSA training student guides and toolbox (\$2,500.00) for a total cost of \$10,000.00. **This is not an ongoing regular cost and not treated as a contractual cost, so as publications are needed, sent out on a purchase requisition to be printed and charged under the MCSAP charge code.**
- 4) **Mileage reimbursement** – for 17 officers to perform MCSAP related activities such as vehicle inspections, new entrant audits, outreach activities, etc. Mileage cost incurred are from use of the inspector's personal vehicles. Mileage rate of \$0.67 per mile times an average of 1,000 miles for all officers, for a total of \$670.00. **This mileage rate is based on the 2024 Standard Mileage Rate Announced by the Internal Revenue Service.**
- 5) **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 \$110.00 per month times 12 months, for a total cost of \$1,320.00
- 6) **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 \$.67 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. **This equipment rate is commensurate with the FY2024 IDC Agreement**

- 7) **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 new entrant audits, 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 \$10,000.00.
- 8) **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 12 phones at \$500.00 per month times 12 months for a total of \$6,000.00 - 1 phone for each island officer (4), 1 phone for the manager, and 1 phone for each state vehicle (7). Mobile Hot Spot devices to enable the officers to conduct their inspections, run a check of the driver, vehicle and carrier information thru the FMCSA compass portal / Query Central / MCMIS while in the field conducting roadside inspections and new entrant safety audits, and for the operation of their laptops and printers thru Wi-Fi connections. A total of 10 mobile hot spot devices at \$75.00 per month times 12 months, for a total of \$9,000.00 - 1 each for each island officer (4), and 6 for vehicles on Oahu. The total communication cost of \$15,000.00
- 9) **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.
- 10) **PRISM O & M Cost** - The cost for 1 City and County 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. **This is not an on-going regular cost and not treated as a contractual cost, so as it occurs, the state is billed for the job and the cost is charged to the MCSAP account and follows state procurement process.**
- 11) **Public Service Announcements** - We are 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 Spiderman, Barbie, Transformers, 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 \$174,386.52 per quarter which includes \$28,500.00 for the theatres and \$145,886.52 for the television networks for a total of \$697,546.08. With the addition of three new FMCSA safety videos in 2024, and the new seat belt video, we will now be airing 4 different safety videos from Our Roads, Our Safety Campaign. The quarterly PSA expense is based off of previous expenses incurred in FY2024. 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 55% for FY 2025 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	\$1,888,589.00	\$99,399.00	\$1,987,988.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$298,198.00
MOE Baseline:	\$43,046.14

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Manager	\$50,855.40	\$2,676.60	\$53,532.00	\$5,000.00
Safetynet Coordinator	\$64,866.00	\$3,414.00	\$68,280.00	\$0.00
Supervisor	\$12,041.82	\$633.78	\$12,675.60	\$0.00
MCSO IV Supervisor	\$30,517.80	\$1,606.20	\$32,124.00	\$0.00
MCSO IV Supervisor NE	\$33,569.58	\$1,766.82	\$35,336.40	\$0.00
MCSO IV - New Entrant	\$31,092.93	\$1,636.47	\$32,729.40	\$0.00
MCSO III	\$94,966.56	\$4,998.24	\$99,964.80	\$28,046.14
MCSO III - NE	\$29,882.82	\$1,572.78	\$31,455.60	\$0.00
MCSO II	\$43,502.40	\$2,289.60	\$45,792.00	\$0.00
MCSO II	\$8,149.86	\$428.94	\$8,578.80	\$0.00
MCSO I	\$20,094.21	\$1,057.59	\$21,151.80	\$0.00
MCSO I - New	\$22,326.90	\$1,175.10	\$23,502.00	\$0.00
Salary Subtotal	\$441,866.28	\$23,256.12	\$465,122.40	\$33,046.14
Manager	\$17,603.88	\$926.52	\$18,530.40	\$0.00
MCSO iv - Supervisor	\$5,282.00	\$278.00	\$5,560.00	\$0.00
MCSO IV - NE	\$4,892.50	\$257.50	\$5,150.00	\$0.00
MCSO III - NE	\$4,702.50	\$247.50	\$4,950.00	\$0.00
Overtime subtotal	\$32,480.88	\$1,709.52	\$34,190.40	\$0.00
Personnel total	\$474,347.16	\$24,965.64	\$499,312.80	\$33,046.14

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Manager	\$32,547.46	\$1,713.02	\$34,260.48	\$10,000.00
Safetynet Coordinator	\$41,514.24	\$2,184.96	\$43,699.20	\$0.00
Supervisor	\$7,706.76	\$405.62	\$8,112.38	\$0.00
MCSO IV - Supervisor	\$19,531.39	\$1,027.97	\$20,559.36	\$0.00
MCSO IV Sup NE	\$21,484.53	\$1,130.76	\$22,615.29	\$0.00
MCSO IV - NE	\$19,899.47	\$1,047.34	\$20,946.81	\$0.00
MCSO III - NE	\$19,125.00	\$1,006.58	\$20,131.58	\$0.00
MCSO II	\$5,215.91	\$274.52	\$5,490.43	\$0.00
MCSO I	\$12,860.29	\$676.86	\$13,537.15	\$0.00
MCSO III	\$60,778.60	\$3,198.87	\$63,977.47	\$0.00
MCSO II	\$27,841.54	\$1,465.34	\$29,306.88	\$0.00
MCSO I - NEW	\$14,289.22	\$752.06	\$15,041.28	\$0.00
Fringe Benefits total	\$282,794.41	\$14,883.90	\$297,678.31	\$10,000.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Staff Meeting	\$3,701.20	\$194.80	\$3,896.00	\$0.00
Performance Evaluation	\$1,117.20	\$58.80	\$1,176.00	\$0.00
MCSAP Training for Island Officers	\$17,394.50	\$915.50	\$18,310.00	\$0.00
MCSAP Certification	\$10,744.50	\$565.50	\$11,310.00	\$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
MCSAP 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 In-Service Training	\$2,234.40	\$117.60	\$2,352.00	\$0.00
MCSAP Inspections	\$2,234.40	\$117.60	\$2,352.00	\$0.00
New Entrant Audits	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Training for County Police Officers	\$4,480.20	\$235.80	\$4,716.00	\$0.00
Travel total	\$65,969.90	\$3,472.10	\$69,442.00	\$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
Laptop Computers	\$15,960.00	\$840.00	\$16,800.00	\$0.00
Laptop Computer Bags	\$1,710.00	\$90.00	\$1,800.00	\$0.00
Inspection tools	\$1,520.00	\$80.00	\$1,600.00	\$0.00
Batteries for Flashlight / Tint Meter	\$456.00	\$24.00	\$480.00	\$0.00
Inspection Equipment	\$1,140.00	\$60.00	\$1,200.00	\$0.00
Portable Tents	\$380.00	\$20.00	\$400.00	\$0.00
Personal Safety Supplies	\$11,305.00	\$595.00	\$11,900.00	\$0.00
Office Supplies	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Ethernet Cable	\$161.50	\$8.50	\$170.00	\$0.00
Training Costs	\$4,322.50	\$227.50	\$4,550.00	\$0.00
Publications	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Supplies total	\$43,415.00	\$2,285.00	\$45,700.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Honolulu Police Department	\$11,162.50	\$587.50	\$11,750.00	\$0.00
Contractual and Subaward total	\$11,162.50	\$587.50	\$11,750.00	\$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
CVSA Membership Dues	\$7,410.00	\$390.00	\$7,800.00	\$0.00
Copy Machine Rental	\$1,254.00	\$66.00	\$1,320.00	\$0.00
Vehicle Usage Cost	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Shipping and Freight Cost	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Communication Costs	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Facility Improvement Costs	\$5,700.00	\$300.00	\$6,000.00	\$0.00
PRISM O & M Cost	\$13,442.50	\$707.50	\$14,150.00	\$0.00
Mileage Reimbursement	\$636.50	\$33.50	\$670.00	\$0.00
Printing	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Public Service Announcements	\$662,668.78	\$34,877.30	\$697,546.08	\$0.00
Other Costs total	\$750,011.78	\$39,474.30	\$789,486.08	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,627,700.75	\$85,668.44	\$1,713,369.19	\$43,046.14
Indirect Costs	\$260,890.94	\$13,731.10	\$274,622.04	NA
Total Costs Budgeted	\$1,888,591.69	\$99,399.54	\$1,987,991.23	\$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	\$1,888,589.00	\$99,399.00	\$1,987,988.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$298,198.00
MOE Baseline:	\$43,046.14

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$441,866.28	\$23,256.12	\$465,122.40	\$33,046.14
;;;Overtime Subtotal	\$32,480.88	\$1,709.52	\$34,190.40	\$0.00
Personnel Total	\$474,347.16	\$24,965.64	\$499,312.80	\$33,046.14
Fringe Benefits Total	\$282,794.41	\$14,883.90	\$297,678.31	\$10,000.00
Travel Total	\$65,969.90	\$3,472.10	\$69,442.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$43,415.00	\$2,285.00	\$45,700.00	\$0.00
Contractual and Subaward Total	\$11,162.50	\$587.50	\$11,750.00	\$0.00
Other Costs Total	\$750,011.78	\$39,474.30	\$789,486.08	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,627,700.75	\$85,668.44	\$1,713,369.19	\$43,046.14
Indirect Costs	\$260,890.94	\$13,731.10	\$274,622.04	NA
Total Costs Budgeted	\$1,888,591.69	\$99,399.54	\$1,987,991.23	\$43,046.14

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Edwin H.Sniffen
2. What is this person's title? Director of Transportation
3. Who is your Governor's highway safety representative? Edwin H. Sniffen
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, Edwin H.Sniffen, 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. Hawaii last adopted the FMCSR and HMR by reference as they existed on May 31, 2018 as found in the Hawaii Administrative Rules, Chapter 19-141 and 19-145. Hawaii has been in the process of updating the aforementioned administrative rules. However, due to the State's processes which includes going thru several departments for approvals, and a public hearing, we anticipate adoption to be completed by June 2025.

Part 5 Section 3 - 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? Edwin H. Sniffen
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 edwin.h.sniffen@hawaii.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Edwin H. Sniffen, certify that HAWAII 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. Hawaii last adopted the FMCSR and HMR by reference as they existed on May 31, 2018 as found in the Hawaii Administrative Rules, Chapter 19-141 and 19-145. Hawaii has been in the process of updating the aforementioned administrative rules. However, due to the State's processes which includes going thru several departments for approvals, and a public hearing, we anticipate adoption to be completed by June 2025.

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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
HB2491	07/01/2024	Section 286-234	Amends existing State law to adopt federal penalties for commercial driver's license violations
HB2492	07/01/2024	Section 296-236	Amends existing law for Commercial Drivers licenses when DACH prohibits a driver from operating a CMV due to drug and alcohol violations
HB2493	07/01/2024	Section 286-239	Amends subsection b to include commercial drivers license restrictions in excess of 18,000 lbs GVW and operating a CMV on Lanai and Molokai only.

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

Yes No

FY 2025 Certification of MCSAP Conformance (HAWAII)

I, *Edwin H. Sniffen, 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 *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 Aug 19, 2024

Signature 

State of Hawaii
Department of Transportation
Highways

Fiscal Year 2025 Indirect Cost, Payroll Additive and Equipment Rates Negotiation Agreement

The rates approved in this agreement are for use on grants, contracts, and other agreements with the Federal Government, subject to the conditions in Section III.

Section I: Rate

Indirect Cost Rate – 55 percent (rounded) of total direct salaries and wages

Payroll Additive (Fringe) Rate – 64 percent (rounded) of total direct salaries and wages

Equipment Rates – 67 cents (rounded) per mile for light-vehicles; various hour-rates for heavy-vehicles

Section III: General

A. Limitations: Use of the rates contained in this agreement are subject to any statutory or administrative limitations and are applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rates agreed to herein are predicated upon the conditions: (i) that no costs other than those incurred by the grantee/contractor or allocated to the grantee/contractor via an approved Central Service cost allocation plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles, (ii) that the same costs that have been treated as indirect costs have not been claimed as direct costs, (iii) that similar types of costs have been accorded consistent treatment, and (iv) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate agreed to herein is not subsequently found to be materially inaccurate.

The rate approval is subject to an audit review of the indirect cost rate methodology at the conclusion of Fiscal Year 2024. The approval will be rescinded if the audit and the carry-forward adjustments are not completed in a timely manner.

B. Changes: If a fixed or predetermined rate is contained in this agreement, it is based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in the organizational structure or changes in the methods of accounting for costs which affect the amount of reimbursement resulting from use of the rate in this agreement require the prior approval of the authorized representative of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowances.



GOV. MSG. NO. 1236

EXECUTIVE CHAMBERS
KE KE'ENA O KE KIA'ĀINA

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

July 1, 2024

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

The Honorable Scott K. Saiki
Speaker, and Members of the
House of Representatives
Thirty-Second 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 July 1, 2024, the following bill was signed into law:

HB2491 HD2 SD1

RELATING TO COMMERCIAL DRIVER'S
LICENSES.
ACT 135

Sincerely,

Josh Green, M.D.
Governor, State of Hawai'i

A BILL FOR AN ACT

RELATING TO COMMERCIAL DRIVER'S LICENSES.

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

1 SECTION 1. The purpose of this Act is to bring state law
2 penalties for commercial driver's licenses violations in
3 compliance with required federal penalties under the Federal
4 Motor Carrier Safety Regulations, title 49 Code of Federal
5 Regulations part 383.

6 SECTION 2. Section 286-234, Hawaii Revised Statutes, is
7 amended to read as follows:

8 "§286-234 **Employer responsibilities.** (a) Each employer
9 shall require the applicant to provide the information specified
10 in section 286-233.

11 (b) No employer shall knowingly allow, require, permit, or
12 authorize a driver to drive a commercial motor vehicle:

13 (1) During any period in which the driver has a driver's
14 license or permit suspended, revoked, or canceled by a
15 state, has lost the privilege to drive a commercial
16 motor vehicle in a state, or has been disqualified
17 from driving a commercial motor vehicle;



1 (2) During any period in which the driver has more than
2 one driver's license;

3 (3) During any period in which the driver, or the
4 commercial motor vehicle the driver is driving, or
5 motor carrier operation, is subject to an out-of-
6 service order;

7 (4) During any period in which the driver does not have a
8 current commercial learner's permit or commercial
9 driver's license or does not have the proper class,
10 restrictions, and endorsements; or

11 (5) In violation of a federal, state, or local law or
12 regulation pertaining to railroad-highway grade
13 crossings.

14 (c) Any employer who violates subsection (a) or (b)(1) or
15 (2) shall for a first conviction be fined ~~not~~ no more than
16 \$100; for conviction of a second offense committed within one
17 year after the date of the prior conviction, the employer shall
18 be fined ~~not~~ no more than \$300; and for conviction of a third
19 or subsequent offense committed within two years after the date
20 of the second conviction, the employer shall be fined ~~not~~ no
21 more than \$1,000.



1 (d) Any employer who is convicted of a violation of
2 subsection (b) (3) shall be subject to [~~a fine of not less than~~
3 ~~\$2,750 nor more than \$25,000.~~] a civil penalty of no less than
4 \$6,974 or more than \$38,612.

5 (e) Any employer who is convicted of a violation of
6 subsection (b) (4) shall be subject to a civil penalty of [~~not~~
7 no more than \$10,000.

8 (f) Any employer who is convicted of a violation of
9 subsection (b) (5) shall be subject to a civil penalty of no more
10 than \$20,017."

11 SECTION 3. Section 286-249, Hawaii Revised Statutes, is
12 amended by amending subsection (b) to read as follows:

13 "(b) A driver who is convicted of violating an out-of-
14 service order shall be [~~fined no less than \$2,500 nor more than~~
15 ~~\$4,000 for a first conviction and no less than \$5,000 nor more~~
16 ~~than \$7,500 for a second or subsequent conviction,~~] subject to a
17 civil penalty of no less than \$3,861 for a first conviction and
18 no less than \$7,723 for a second or subsequent conviction, in
19 addition to the driving disqualification of subsection (a) (1)
20 and section 286-240(i) and (j)."



1 SECTION 4. This Act does not affect rights and duties that
2 matured, penalties that were incurred, and proceedings that were
3 begun before its effective date.

4 SECTION 5. Statutory material to be repealed is bracketed
5 and stricken. New statutory material is underscored.

6 SECTION 6. This Act shall take effect upon its approval.

APPROVED this 1st day of July , 2024



GOVERNOR OF THE STATE OF HAWAII





GOV. MSG. NO. 1237

EXECUTIVE CHAMBERS
KE KE'ENA O KE KIA'ĀINA

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

July 1, 2024

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

The Honorable Scott K. Saiki
Speaker, and Members of the
House of Representatives
Thirty-Second 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 July 1, 2024, the following bill was signed into law:

HB2492 HD2 SD1

RELATING TO COMMERCIAL DRIVER'S
LICENSES.
ACT 136

Sincerely,

A handwritten signature in cursive script that reads "Josh Green M.D.".

Josh Green, M.D.
Governor, State of Hawai'i

HOUSE OF REPRESENTATIVES
THIRTY-SECOND LEGISLATURE, 2024
STATE OF HAWAII

H.B. NO. 2492
H.D. 2
S.D. 1

A BILL FOR AN ACT

RELATING TO COMMERCIAL DRIVER'S LICENSES.

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

1 SECTION 1. The purpose of this Act is to amend existing
2 law to meet new federal requirements relating to the issuance,
3 renewal, transfer, or upgrade of commercial driver's licenses
4 and commercial learner's permits.

5 SECTION 2. Section 286-236, Hawaii Revised Statutes, is
6 amended to read as follows:

7 "**§286-236 Commercial driver's license qualification**
8 **standards.** (a) No person shall be issued a commercial driver's
9 license unless that person:

- 10 (1) Meets the qualification standards of title 49 Code of
11 Federal Regulations, part 391, subparts B and E;
12 (2) Has passed a knowledge and driving skills test for
13 driving a commercial motor vehicle that complies with
14 minimum federal standards established by federal
15 regulation enumerated in title 49 Code of Federal
16 Regulations, part 383, subparts G and H;



1 (3) Is domiciled in [~~this~~] the State as defined in title
2 49 Code of Federal Regulations, part 383.5; and

3 (4) Has satisfied all other requirements of the Commercial
4 Motor Vehicle Safety Act of 1986, Public Law 99-570,
5 title XII, in addition to other requirements imposed
6 by state law or federal regulation.

7 The tests shall be prescribed by the director and administered
8 by the respective county examiner of drivers. The test
9 examiners shall communicate with the applicant only in English
10 during the skills test. As of January 30, 2012, the examiner of
11 drivers shall verify that the medical certification status of a
12 driver who self-certified according to title 49 Code of Federal
13 Regulations section 383.71(b)(1)(i), non-excepted interstate, is
14 certified. If a driver submits a current medical examiner's
15 certificate, the examiner of drivers shall date-stamp the
16 certificate and post all required information to the commercial
17 driver's license information system pursuant to title 49 Code of
18 Federal Regulations section 383.73(b)(5) and in accordance with
19 title 49 Code of Federal Regulations section 383.73(o). A
20 person who is not physically qualified to drive under title 49
21 Code of Federal Regulations section 391.41(b)(1) or (2) and who



1 is otherwise qualified to drive a motor vehicle may be granted
2 an intrastate waiver by the director. The process for granting
3 intrastate waivers shall be the same as that for interstate
4 waivers in title 49 Code of Federal Regulations section 391.49[~~7~~
5 ~~except~~]; provided that the intrastate waiver requests shall be
6 submitted to the director.

7 (b) The examiner of drivers may waive the driving skills
8 test specified in this section for a commercial driver's license
9 applicant who meets the requirements of title 49 Code of Federal
10 Regulations section 383.77 or 383.123(b).

11 (c) A commercial driver's license or commercial learner's
12 permit, including a provisional or temporary license or permit,
13 shall not be issued to a person while the person is subject to a
14 disqualification from driving a commercial motor vehicle, or
15 while the person's driver's license is suspended, revoked, or
16 canceled in any state; or while the person holds a driver's
17 license issued by any other state unless the person first
18 surrenders that license.

19 (d) A commercial learner's permit may be issued to an
20 individual who holds a valid driver's license, is at least
21 eighteen years of age, meets the qualification standards of



1 title 49 Code of Federal Regulations, part 391, subparts B and
2 E, and has passed the written tests required for the desired
3 class of a commercial driver's license.

4 (e) The commercial learner's permit shall not be valid for
5 a period in excess of one hundred eighty days from the date that
6 the applicant passes the general and all required endorsement
7 knowledge tests; provided that, if the applicant is not required
8 to take a knowledge test, the period shall start when the permit
9 is issued. When driving a commercial motor vehicle, the holder
10 of a commercial learner's permit shall be accompanied by a
11 person with a valid commercial driver's license to operate that
12 category of commercial motor vehicle with the proper
13 endorsements. The licensed person shall occupy the seat beside
14 the individual for the purpose of giving instruction in driving
15 the commercial motor vehicle. The commercial learner's permit
16 may be renewed no more than an additional one hundred eighty
17 days without requiring the commercial learner's permit holder to
18 retake the general or endorsement knowledge tests, and the
19 applicant requalifies meeting the requirements of subsection
20 (d). The commercial learner's permit holder is eligible to take



1 the commercial driver's license skills test no earlier than
2 fourteen days after obtaining the permit.

3 (f) The examiner of drivers may waive the knowledge and
4 skills tests specified in this section for any person who is at
5 least twenty-one years of age and who possesses a valid
6 commercial driver's license issued by any state of the United
7 States, Mexico, or a province of Canada that issues licenses in
8 accordance with the minimum federal standards for the issuance
9 of commercial driver's licenses. The examiner of drivers shall
10 accept the test scores of a Hawaii commercial learner's permit
11 holder who completes training in another state in the United
12 States and is tested in compliance with federal motor carrier
13 safety regulations by that state in association with the
14 training. The testing state shall electronically transmit in a
15 secure manner the skills test results directly to the examiner
16 of drivers, and if the applicant passed, and meets all other
17 requirements, a Hawaii commercial driver's license shall be
18 issued. To retain a hazardous materials endorsement, the
19 applicant shall pass the knowledge test for a hazardous
20 materials endorsement and be determined by the federal



1 Transportation Security Administration not to pose a security
2 risk warranting denial of the endorsement.

3 (g) Every applicant shall successfully complete the
4 commercial driver's license general knowledge test before being
5 issued a commercial learner's permit. A driver holding a valid
6 commercial driver's license who seeks an upgrade for which a
7 skills test is required shall also pass the appropriate
8 knowledge test before obtaining a commercial learner's permit.
9 Beginning February 7, 2022, except for a driver holding a valid
10 ~~commercial learner's permit or~~ commercial driver's license or
11 commercial learner's permit that was obtained before February 7,
12 2022, every applicant shall complete the entry-level driver
13 training requirements as specified in title 49 Code of Federal
14 Regulations part 380, subpart F, and be verified with the
15 Federal Motor Carrier Safety Administration Training Provider
16 Registry before taking the skills test for a class A or class B
17 commercial driver's license, passenger endorsement, or school
18 bus endorsement, and before taking the knowledge test for a
19 hazardous materials endorsement.

20 (h) Beginning November 18, 2024, the examiner of drivers
21 shall not issue, renew, transfer, or upgrade a commercial



1 driver's license; renew the hazardous materials endorsement; or
2 issue, renew, or upgrade a commercial learner's permit; if the
3 results of a query to the Federal Motor Carrier Safety
4 Administration's Drug and Alcohol Clearinghouse is that the
5 driver is prohibited from operating a commercial motor vehicle."

6 SECTION 3. Section 286-240, Hawaii Revised Statutes, is
7 amended to read as follows:

8 **"§286-240 Disqualification, cancellation, and downgrade.**

9 (a) The examiner of drivers shall disqualify any person from
10 driving a commercial motor vehicle for a period of no less than
11 one year if convicted of a first violation of:

- 12 (1) Driving a motor vehicle under the influence of
13 alcohol, a controlled substance, or any drug that
14 impairs driving ability;
- 15 (2) Driving a commercial motor vehicle while the alcohol
16 concentration of the driver's blood is 0.04 or more
17 grams of alcohol per two hundred ten liters of breath
18 or 0.04 or more grams of alcohol per one hundred
19 milliliters or cubic centimeters of blood;



- 1 (3) Refusing to submit to a test to determine the driver's
- 2 alcohol concentration while driving a motor vehicle as
- 3 required under sections 286-243 and 291E-11;
- 4 (4) Using a motor vehicle in the commission of any felony;
- 5 (5) Leaving the scene of an accident involving the motor
- 6 vehicle driven by the person;
- 7 (6) Unlawful transportation, possession, or use of a
- 8 controlled substance while on duty;
- 9 (7) Driving a commercial motor vehicle when, as a result
- 10 of prior violations committed while operating a
- 11 commercial motor vehicle, the driver's commercial
- 12 driver's license or commercial learner's permit is
- 13 revoked, suspended, or canceled, or the driver is
- 14 otherwise disqualified from operating a commercial
- 15 motor vehicle; or
- 16 (8) Causing a fatality through the operation of a
- 17 commercial motor vehicle, including through the
- 18 commission of the crimes of manslaughter and negligent
- 19 homicide in any degree.
- 20 (b) The examiner of drivers shall disqualify any person
- 21 for a period of no less than three years for any conviction of a



1 violation of any offense listed in subsection (a) that is
2 committed while a hazardous material required to be placarded
3 under title 49 Code of Federal Regulations, part 172, subpart F,
4 is being transported.

5 (c) The examiner of drivers shall disqualify any person
6 from driving a commercial motor vehicle for life if the person
7 is convicted two or more times for any of the offenses listed in
8 subsection (a).

9 (d) The examiner of drivers shall disqualify any person
10 from driving a commercial motor vehicle for life if the person
11 uses a motor vehicle in the commission of any felony involving
12 the manufacturing, distributing, or dispensing of a controlled
13 substance, or possession with intent to manufacture, distribute,
14 or dispense a controlled substance.

15 (e) The examiner of drivers shall disqualify any person
16 from driving a commercial motor vehicle for a period of no less
17 than sixty days if the person is convicted of two serious
18 traffic violations, or one hundred twenty days if the person is
19 convicted of three serious traffic violations; provided that the
20 violations are committed in a commercial motor vehicle and arise
21 from separate incidents occurring within a three-year period.



1 The one hundred twenty-day disqualification period required for
2 a third conviction within three years of a serious traffic
3 violation, as defined in section 286-231, shall be in addition
4 to any other previously imposed period of disqualification. The
5 disqualification periods specified in this subsection shall also
6 apply to offenses committed while operating a noncommercial
7 motor vehicle only if the conviction for the offense results in
8 the revocation, cancellation, or suspension of the driver's
9 license.

10 (f) The examiner of drivers shall disqualify any person
11 from driving a commercial motor vehicle or from resubmitting an
12 application for a period of no less than sixty days if the
13 examiner of drivers finds that a commercial driver's license or
14 [a] commercial learner's permit holder or applicant for a
15 commercial driver's license or commercial learner's permit has
16 falsified information or failed to report or disclose required
17 information either before or after issuance of a commercial
18 driver's license or [a] commercial learner's permit.

19 (g) If the examiner of drivers receives credible
20 information that a commercial driver's license or commercial
21 learner's permit holder is suspected, but has not been



1 convicted, of fraud related to the issuance of the commercial
2 driver's license or commercial learner's permit, the examiner of
3 drivers shall require the driver to re-take the skills or
4 knowledge tests or both. Within thirty days of receiving
5 notification from the examiner of drivers that re-testing is
6 necessary, the affected commercial driver's license or
7 commercial learner's permit holder shall make an appointment or
8 otherwise schedule to take the next available test:

- 9 (1) If the commercial driver's license or commercial
10 learner's permit holder fails to make an appointment
11 within thirty days, the examiner of drivers shall
12 disqualify the commercial driver's license or
13 commercial learner's permit indefinitely until the
14 applicant reapplies; or
- 15 (2) If the driver fails either the knowledge or skills
16 test or does not take the test, the examiner of
17 drivers shall disqualify the commercial driver's
18 license or commercial learner's permit indefinitely
19 until the applicant reapplies. Once a commercial
20 driver's license or commercial learner's permit
21 holder's commercial driver's license or commercial



1 learner's permit has been disqualified, the driver or
2 learner shall reapply for a commercial driver's
3 license or commercial learner's permit under state
4 procedures applicable to all commercial driver's
5 license or commercial learner's permit applicants.

6 (h) The examiner of drivers shall invalidate the
7 commercial driver's license or commercial learner's permit of a
8 person who has been convicted of fraud relating to the issuance
9 of that commercial driver's license or commercial learner's
10 permit, as well as the application of a person so convicted who
11 seeks to renew, transfer, or upgrade the fraudulently obtained
12 commercial driver's license or commercial learner's permit for a
13 period of [~~not~~] no less than one year.

14 (i) The examiner of drivers shall disqualify any person
15 from driving a commercial motor vehicle for a period of no less
16 than one hundred eighty days and no more than one year for a
17 first violation, for at least two years and no more than five
18 years for a second violation, and at least three years and no
19 more than five years for a third or subsequent violation of a
20 driver or vehicle out-of-service order committed in a commercial



1 motor vehicle transporting non-hazardous materials arising from
2 separate incidents occurring within a ten-year period.

3 (j) The examiner of drivers shall disqualify any person
4 from driving a commercial motor vehicle for a period of no less
5 than one hundred eighty days and no more than two years for a
6 first violation and for at least three years and no more than
7 five years for any subsequent violation of a driver or vehicle
8 out-of-service order committed in a commercial motor vehicle
9 transporting hazardous materials required to be placarded under
10 title 49 Code of Federal Regulations, part 172, subpart F, or
11 designed to transport sixteen or more occupants including the
12 driver; provided that each violation arises from separate
13 incidents occurring within a ten-year period.

14 (k) The examiner of drivers shall disqualify any person
15 from driving a commercial motor vehicle for a period of no less
16 than sixty days if the person is convicted of a first violation,
17 no less than one hundred twenty days if the person is convicted
18 of a second violation during any three-year period, and no less
19 than one year if the person is convicted of a third or
20 subsequent violation during any three-year period of a federal,



1 state, or local law or regulation pertaining to one of the
2 following six offenses at a railroad-highway grade crossing:

3 (1) For all drivers who are not required to always stop,
4 failing to slow down and check that the tracks are
5 clear of an approaching train;

6 (2) For all drivers who are not required to always stop,
7 failing to stop before reaching the crossing, if the
8 tracks are not clear;

9 (3) For all drivers who are always required to stop,
10 failing to stop before driving onto the crossing;

11 (4) For all drivers, failing to have sufficient space to
12 drive completely through the crossing without
13 stopping;

14 (5) For all drivers, failing to obey a traffic control
15 device or the directions of an enforcement official at
16 the crossing; or

17 (6) For all drivers, failing to negotiate a crossing
18 because of insufficient undercarriage clearance.

19 (1) The examiner of drivers shall disqualify any person
20 from driving a commercial motor vehicle if the driver's driving
21 is determined to constitute an imminent hazard, as defined in



1 section 286-231 and in accordance with the provisions of title
2 49 Code of Federal Regulations section 383.52.

3 (m) Beginning January 30, 2014, if a driver fails to
4 provide the examiner of drivers with the certification required
5 under title 49 Code of Federal Regulations section 383.71(b)(1)
6 or a current medical examiner's certificate if the driver self-
7 certifies according to title 49 Code of Federal Regulations
8 section 383.71(b)(1)(i) that the driver is operating in non-
9 excepted interstate commerce as required by title 49 Code of
10 Federal Regulations section 383.71(h), the examiner of drivers
11 shall mark the commercial driver's license information system
12 driver record as not-certified and initiate a commercial
13 driver's license downgrade.

14 (n) The examiner of drivers shall permanently disqualify
15 any person from driving a commercial motor vehicle for life
16 without the possibility of reinstatement[7] if the person uses a
17 commercial motor vehicle in the commission of any felony
18 involving severe forms of trafficking in persons.

19 (o) Beginning November 18, 2024, the State shall, upon
20 receiving notification from the Federal Motor Carrier Safety
21 Administration's Drug and Alcohol Clearinghouse that a



1 commercial driver's license or commercial learner's permit
2 holder is prohibited from operating a commercial motor vehicle,
3 begin the process to downgrade the commercial driver's license
4 or commercial learner's permit. The downgrade shall be
5 completed and recorded on the commercial driver's license
6 information system driver record within sixty days of the
7 State's receipt of the notification as stated in title 49 Code
8 of Federal Regulations section 383.73(q).

9 [~~o~~] (p) As used in this section:

10 "Commercial sex act" means any sex act on account of which
11 anything of value is given to or received by any person.

12 "Severe forms of trafficking in persons" means either sex
13 trafficking in which a commercial sex act is induced by force,
14 fraud, or coercion, or in which the person induced to perform
15 the act has not attained eighteen years of age; [~~e~~] the
16 recruitment, harboring, transportation, provision, obtaining,
17 patronizing, or soliciting of a person for the purpose of a
18 commercial sex act; or the recruitment, harboring,
19 transportation, provision, or obtaining of a person for labor or
20 services, through the use of force, fraud, or coercion for the



1 purpose of subjection to involuntary servitude, peonage, debt
2 bondage, or slavery."

3 SECTION 4. Statutory material to be repealed is bracketed
4 and stricken. New statutory material is underscored.

5 SECTION 5. This Act shall take effect upon its approval.

APPROVED this 1st day of July , 2024



GOVERNOR OF THE STATE OF HAWAII





GOV. MSG. NO. 1238

EXECUTIVE CHAMBERS
KE KE'ENA O KE KIA'ĀINA

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

July 1, 2024

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

The Honorable Scott K. Saiki
Speaker, and Members of the
House of Representatives
Thirty-Second 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 July 1, 2024, the following bill was signed into law:

HB2493 HD2 SD1

RELATING TO COMMERCIAL DRIVER'S
LICENSES.
ACT 137

Sincerely,

Josh Green, M.D.
Governor, State of Hawai'i

A BILL FOR AN ACT

RELATING TO COMMERCIAL DRIVER'S LICENSES.

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

1 SECTION 1. Section 286-239, Hawaii Revised Statutes, is
2 amended by amending subsection (b) to read as follows:

3 "(b) Commercial drivers' licenses may be issued with any
4 one or more of the following endorsements and restrictions:

5 (1) "E" - Restricts the driver to vehicles not equipped
6 with any manual transmission;

7 ~~[(1)]~~ (2) "H" - Authorizes the driver to drive a vehicle
8 transporting hazardous materials;

9 (3) "K" - Restricts the driver from operating in
10 interstate commerce as defined in title 49 Code of
11 Federal Regulations section 390.5;

12 ~~[(2)]~~ (4) "L" - Restricts the driver to vehicles not
13 equipped with air brakes;

14 (5) "M" - Restricts the driver from operating a class A
15 passenger vehicle;

16 ~~[(3)]~~ "T" - Authorizes driving double and triple trailers;

17 ~~(4)~~ "P" - Authorizes driving vehicles carrying passengers;



- 1 ~~(5)~~ (6) "N" - Authorizes driving tank vehicles;
- 2 [~~(6)~~ "X" - ~~Represents a combination of hazardous materials~~
- 3 ~~and tank vehicle endorsements;~~]
- 4 (7) "N" - Restricts the driver from operating a class A
- 5 and B passenger vehicle;
- 6 (8) "O" - Restricts the driver to non-tractor trailer
- 7 commercial motor vehicles;
- 8 (9) "P" - Authorizes driving vehicles carrying passengers;
- 9 (10) "Q" - Restricts the driver from operating a commercial
- 10 motor vehicle in excess of eighteen thousand pounds
- 11 gross vehicle weight rating;
- 12 (11) "R" - Restricts the driver to operating a commercial
- 13 motor vehicle on Lanai and Molokai only;
- 14 [~~(7)~~] (12) "S" - Authorizes driving school buses;
- 15 (13) "T" - Authorizes driving double and triple trailers;
- 16 [~~(8)~~] (14) "V" - Indicates there is information about a
- 17 medical variance on the commercial driver's license
- 18 information system driver record;
- 19 [~~(9)~~ "K" - ~~Restricts the driver from operating in~~
- 20 ~~interstate commerce as defined in title 49 Code of~~
- 21 ~~Federal Regulations section 390.5;~~]



1 (15) "X" - Represents a combination of hazardous materials
2 and tank vehicle endorsements; and

3 [~~10~~] (16) "Z" - Restricts the driver to vehicles not
4 equipped with full air brakes[+

5 ~~(11) "E" - Restricts the driver to vehicles not equipped~~
6 ~~with any manual transmission;~~

7 ~~(12) "O" - Restricts the driver to non-tractor trailer~~
8 ~~commercial motor vehicles;~~

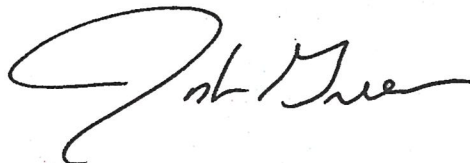
9 ~~(13) "M" - Restricts the driver from operating a class A~~
10 ~~passenger vehicle; and~~

11 ~~(14) "N" - Restricts the driver from operating a class A~~
12 ~~and B passenger vehicle]."~~

13 SECTION 2. Statutory material to be repealed is bracketed
14 and stricken. New statutory material is underscored.

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

APPROVED this 1st day of July , 2024



GOVERNOR OF THE STATE OF HAWAII



JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ


STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWÉ LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

December 22, 2023

COMPTROLLER'S MEMORANDUM NO. 2023-29

TO: Heads of Departments and Agencies

ATTN: Fiscal Offices

FROM: Keith A. Regan, Comptroller 

SUBJECT: 2024 Standard Mileage Rate Announced by Internal Revenue Service (IRS)

The Internal Revenue Service has announced in Notice 2024-08 that the standard mileage rate to be used in computing the value of the business use of an automobile for 2024 is 67.0 cents per mile.

As a reminder, for those employees not covered by collective bargaining agreements that adhere to the IRS issued rates, any amounts paid in excess of the 67.0 cents per mile must be reported as taxable income.

Please forward this information to offices in your department responsible for computing the taxable portion of mileage reimbursements to your employees.