

APPENDIX L

Planning Requirements of Environmental Justice

PRODUCT 3A (PARTIAL)
TECHNICAL MEMORANDUM
ADDRESSING PLANNING REQUIREMENTS
FOR ENVIRONMENTAL JUSTICE

April, 2001

Prepared for:

State of Hawaii
Department of Transportation
Statewide Transportation Planning Office

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This technical memorandum has been prepared as part of Task 3 of the work program for the Hawaii Statewide Transportation Plan (HSTP) and, together with an earlier technical memorandum entitled “Assess Existing Process” is intended to satisfy the requirements of Product 3A, Technical Memorandum documenting the planning requirements for the STP.

The purpose of this technical memorandum is to define “environmental justice” or “EJ,” to explain how environmental justice must be considered during the preparation of federally-assisted plans and projects (including the HSTP) and to describe the steps being taken during the preparation of the HSTP to meet those requirements. This technical memorandum also presents a socio-economic profile of the population of the State of Hawaii. The information presented here, and in some cases the exact language, is drawn from various governmental orders, memoranda and other documents on the subject, which are described below and on the attached list of references used.

PRINCIPLES AND REQUIREMENTS OF ENVIRONMENTAL JUSTICE

Title VI and environmental justice apply to all U.S. DOT programs, policies, and activities, including, but not limited to: contracting, system planning, project development, implementation, operation, monitoring, and maintenance. Environmental justice must be considered in all phases of planning. Although Environmental Justice concerns are frequently raised during project development, Title VI applies equally to the plans, programs, and activities of planning. There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental justice is more than a set of legal and regulatory obligations. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision-making. This approach will lead to better transportation decisions that meet the needs of all people. It will enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the

quality and usefulness of transportation in their lives. It will avoid disproportionately high and adverse impacts on minority and low-income populations and will minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Environmental justice is not a new requirement. Recipients of federal-aid have long been required to certify and the U.S. DOT must ensure nondiscrimination under numerous laws, regulations, and policies. Relating to transportation plans and projects, these include:

- Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI prohibits both intentional discrimination and unintentional discrimination, or “disparate-impact discrimination,” which results from the application of policies and practices which are neutral on their face but have the effect of discrimination on protected groups. The recent landmark U.S. Supreme Court decision, *Alexander vs. Sandoval*, handed down on April 24, 2000, has eliminated the right of private parties to sue over perceived instances of unintentional discrimination.
- Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (signed by President Clinton on February 11, 1994) required each federal agency to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse effects on human health or environmental effects of its programs, policies and activities on minority and low-income populations in the United States.
- On April 15, 1997 the U.S. Department of Transportation issued a final order on *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. The U.S. DOT Order clarified and reinforced Title VI responsibilities as well as addressed effects on low-income populations. The goal of the U.S. DOT Order is to ensure that programs, policies, and other activities do not have a disproportionately high and adverse effect on minority or low-income populations. The goal of the U.S. DOT Order is to ensure that programs, policies, and other activities do not have a disproportionately high and adverse effect on minority or low-income populations.
- In a joint memorandum to their respective field administrative offices issued on October 7, 1999 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided additional guidance to FHWA and FTA staff certifying Civil Rights Title VI compliance. That memorandum gave a clear message that environmental justice is integral throughout the transportation planning process.

State Departments of Transportation and metropolitan planning organizations (MPOs) are required to identify and address the Title VI and environmental justice implications of their planning processes and investment decisions. They must ensure that their transportation programs, policies

and activities serve all segments of the region without generating disproportionately high adverse effects. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed.

Environmental Justice is an important part of the planning process and must be considered in all phases of planning. This includes all public-involvement plans and activities, the development of Regional Transportation Plans (RTP's), Transportation Improvement Programs (TIP's) and Statewide Transportation Improvement Programs (STIP's). A truly integrated and effective planning process should actively consider and promote environmental justice within projects and groups of projects, across the total plan, and in policy decisions .

Planning and programming activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential effects, alternatives, and mitigation measures). (U.S. DOT order 5.b.1)

Steps shall be taken to provide the public, including members of minority populations and low-income populations, access to public information concerning the human health or environmental impacts of programs, policies, and activities, including information that will address the concerns of minority and low-income populations regarding the health and environmental impacts of the proposed action. (U.S. DOT order 5.b.2)

When discussing environmental justice, it is critical to clearly define key terms. The 1997 US DOT order provides the following definitions:

Minority means a person who is:

1. Black (a person having origins in any of the black racial groups of Africa);
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
3. Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or

4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Low-Income means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. The poverty guidelines for Hawaii in 1990 was \$14,610 for a family of 4 and increased to \$17,430 in 1995, \$19,610 in 2000 and \$20,300 in 2001.

Minority Population or *Low-Income Population* means any readily identifiable group of low-income or minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.

Adverse effects means the totality of significant individual or Cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:

1. bodily impairment, infirmity, illness or death;
2. air, noise, and water pollution and soil contamination;
3. destruction or disruption of man-made or natural resources;
4. destruction or diminution of aesthetic values;
5. destruction or disruption of community cohesion or a community's economic vitality;
6. destruction or disruption of the availability of public and private facilities and services;
7. vibration;
8. adverse employment effects;
9. displacement of persons, businesses, farms, or nonprofit organizations;
10. increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and
11. the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

APPROACH TO ENVIRONMENTAL JUSTICE TAKEN IN THE PREPARATION OF THE HSTP

Neither Title VI of the Civil Rights Act of 1964 nor Executive Order 12898 prescribes the specific methods and processes for ensuring environmental justice in transportation planning. State (and local) agencies are free to explore and devise effective analytical techniques and public involvement approaches to ensure that transportation plans successfully integrate environmental justice into decision-making. The 1997 U.S. DOT order states that the following information should be obtained where relevant, appropriate and practical:

- Population served and/or affected by race, color or national origin, and income level;
- Proposed steps to guard against disproportionately high and adverse effects on persons on the basis of race, color or national origin;
- Present and proposed membership by race, color or national origin, in any planning or advisory body which is part of the program.

The level of analysis will necessarily vary with the scope of the project currently under consideration, *i.e.*, the potential effects of a well-defined physical project can be more readily quantified and analyzed than those of a policy-level document such as the HSTP. A detailed socio-economic and demographic profile of the population of the State of Hawaii, its counties and county subdivisions has been prepared to provide a basic level of insight into the geographic distribution of protected persons and populations. This foundation is supplemented by an extensive public involvement program that is designed to provide the broadest possible exposure to the HSTP as it is developed and to obtain relevant input from all sectors of the general public, including minority and low-income persons.

DEMOGRAPHIC PROFILE BY COUNTY AND COUNTY SUBDIVISION

The most complete demographic data for Hawaii is collected by the U.S. Census Bureau in the decennial Census of Population and Housing, conducted in years ending in "0." This intensive survey effort reaches every household in the State and provides a detailed enumeration of the entire population. At the time this technical memorandum is being written, full data is available from the 1990 Census and partial data is available from the 2000 Census, which was conducted in the Spring of 2000. It is relevant to note that before the 2000 Census, respondents were limited to identifying themselves as members of only one of four racial groups (White, Black or African American, Asian/Pacific Islander or Native American/Alaskan Native), either with or without

Hispanic ethnic affiliation. The 2000 Census is the first which has allowed respondents to identify themselves with more than one racial group, thus the data are not directly comparable.

Another valuable source of demographic data for Hawaii is the State Department of Business, Economic Development and Tourism (DBEDT). Among its other duties, this agency prepares current population estimates and forecasts that are used by both the public and private sectors.

Table 1 presents selected 1990 demographic data, with totals reported for the State, for the four counties and for each county subdivision (which are the primary county divisions defined by the U.S. Census Bureau). Each county's subdivision boundaries are illustrated in Figures 1 through 4.

In 1990 about one-twelfth of all Hawaiians (8% or about 88,000 persons) lived in poverty, as defined above. In Hawaii County 14% of the population lived in poverty while between 7% and 8% of the other counties' populations were poor. In 17 of the 44 county subdivisions, 10% or more of the population lived in poverty. The greatest concentrations of poverty were located in Niihau (47%), Kalawao (37%), Puunene (28%), East Molokai (25%), Puna (24% in Keaau-Mountain View and Paho-Kalapana combined) and Hana (21%).

In 1990 Blacks made up 2% of the state's population (about 27,000 persons), almost all of which (95%) resided in Honolulu County. The largest concentration of Blacks (14%) was in the county subdivision of Wahiawa. In 1990 Hispanics made up 7% of the state's population (about 81,000 persons), dispersed across the state. In 19 of the 44 county subdivisions, 10% or more of the population was Hispanic. The greatest concentrations (22%) were located in the relatively small county subdivisions of Kalawao and Puunene.

In 1990 over three-fifths of Hawaiians belonged to the Asian or Pacific Islander racial group. In every county Asians and Pacific Islanders made up a majority of the population (57% to 63%). In fact, this group is less than 50% of the population in only 6 of the 44 county subdivisions throughout the state.

In 1990 Native Hawaiians made up over one-eighth (13% or about 139,000 persons) of the state's population, of which about two-thirds resided in Honolulu County. In every county more than one-tenth of the population was of Native Hawaiian origin (11% to 19%). Substantial concentrations of Native Hawaiians (20% or more) were present in 14 of the 44 county subdivisions throughout the

state and all but 6 of the county subdivisions had a Native Hawaiian population of at least 10%. The islands of Molokai and Niihau had the largest concentrations of Native Hawaiian residents (49% and 98%, respectively).

In 1990 Native Americans and Alaskan Natives made up less than one-half of one percent of the state's population (about 5,000 persons), dispersed across the state. The largest concentration of Native Americans and Alaskan Natives (4%) was in Honolulu County.

In 1990 Whites made up just over one-third of the state's population (35% or about 391,000 persons), dispersed across the state. Substantial concentrations of Whites were present in all but 7 of the 44 county subdivisions throughout the state, although they represented a majority of the population in only 3 county subdivisions (South Kohala and the relatively small county subdivisions of Spreckelsville and Kalawao).

Table 2 presents the most current data, which is available only at the County level of aggregation. The data in Table 2 is drawn from the 2000 Census, with the exception of the estimate of persons living in poverty, which was prepared in 1997. As stated above, the current data on race is not directly comparable with the earlier data due to the fact that over one-fifth of the state's population (21%) identified themselves as being of more than one race.

In the decade from 1990 to 2000, the population of Hawaii grew by 9%. The greatest percentage growth occurred in Maui and Hawaii Counties (27% and 24%, respectively, or about 28,000 persons in each county). Kauai County experienced a 15% increase in its population (from about 51,000 to 59,000). Honolulu County experienced the greatest numerical increase (about 40,000) which represents a 5% increase. The state's Hispanic population has increased slightly and remains at 7% overall. Between 1990 and 1997, the estimated number of people living in poverty has grown by 48% (from about 88,000 to about 131,000) and now represents one-ninth (11%) of all state residents. The largest percentage increases have occurred in Maui and Kauai Counties (67% and 88%, respectively). The County with the highest proportion of its residents living in poverty (16%) is Hawaii County.

Table 1: Characteristics of the Population of Hawaii in 1990

| Geographic Area | Total Persons | | Race | | | | | | | | Other Data | | | | | |
|----------------------------|------------------|-------------|--------------------------|-----------|----------------|------------|-------------------------------|------------|----------------|-----------|---------------------|------------|---------------------|------------|---------------|------------|
| | | | Asian & Pacific Islander | | | | Native Amer. & Alaskan Native | | White or Other | | Hispanic (Any Race) | | Below Poverty Level | | | |
| | | | Black | | Hawaiian | | | | | | | | | | Other | |
| Number | % of State | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | | | |
| State Total | 1,108,229 | 100% | 27,195 | 2% | 138,731 | 13% | 546,467 | 49% | 5,099 | 0% | 390,737 | 35% | 81,051 | 7% | 88,408 | 8% |
| Honolulu County | | | | | | | | | | | | | | | | |
| <i>County Subdivisions</i> | | | | | | | | | | | | | | | | |
| Ewa | 230,189 | 21% | 8,100 | 4% | 18,913 | 8% | 126,754 | 55% | 933 | 0% | 75,489 | 33% | 17,925 | 8% | 10,746 | 5% |
| Honolulu | 377,059 | 34% | 7,371 | 2% | 29,276 | 8% | 230,353 | 61% | 1,197 | 0% | 108,862 | 29% | 18,017 | 5% | 30,561 | 8% |
| Koolauloa | 18,443 | 2% | 153 | 1% | 4,550 | 25% | 6,224 | 34% | 147 | 1% | 7,369 | 40% | 1,433 | 8% | 2,186 | 12% |
| Koolaupoko | 117,694 | 11% | 3,250 | 3% | 20,099 | 17% | 39,891 | 34% | 611 | 1% | 53,843 | 46% | 8,498 | 7% | 4,970 | 4% |
| Wahiawa | 43,886 | 4% | 6,142 | 14% | 2,489 | 6% | 14,121 | 32% | 310 | 1% | 20,824 | 47% | 4,404 | 10% | 3,525 | 8% |
| Waialua | 11,549 | 1% | 222 | 2% | 1,395 | 12% | 5,878 | 51% | 82 | 1% | 3,972 | 34% | 1,053 | 9% | 1,021 | 9% |
| Waianae | 37,411 | 3% | 637 | 2% | 15,245 | 41% | 11,271 | 30% | 252 | 1% | 10,006 | 27% | 5,554 | 15% | 7,084 | 19% |
| <i>Total:</i> | 836,231 | 75% | 25,875 | 3% | 91,967 | 11% | 434,492 | 52% | 3,532 | 4% | 280,365 | 34% | 56,884 | 7% | 60,093 | 7% |
| Hawaii County | | | | | | | | | | | | | | | | |
| <i>County Subdivisions</i> | | | | | | | | | | | | | | | | |
| Hilo | 39,537 | 4% | 228 | 1% | 7,799 | 20% | 19,929 | 50% | 216 | 1% | 11,365 | 29% | 3,186 | 8% | 5,561 | 14% |
| Honokaa-Kukuihaele | 3,681 | 0% | 4 | 0% | 611 | 17% | 1,698 | 46% | 18 | 0% | 1,350 | 37% | 402 | 11% | 349 | 9% |
| Kau | 4,438 | 0% | 19 | 0% | 968 | 22% | 1,750 | 39% | 39 | 1% | 1,662 | 37% | 237 | 5% | 580 | 13% |
| Keaau-Mountain View | 14,079 | 1% | 119 | 1% | 2,469 | 18% | 4,551 | 32% | 179 | 1% | 6,761 | 48% | 1,510 | 11% | 2,775 | 20% |
| North Hilo | 1,541 | 0% | 8 | 1% | 188 | 12% | 857 | 56% | 12 | 1% | 476 | 31% | 158 | 10% | 116 | 8% |
| North Kohala | 4,291 | 0% | 12 | 0% | 1,028 | 24% | 1,560 | 36% | 15 | 0% | 1,676 | 39% | 797 | 19% | 302 | 7% |
| North Kona | 22,284 | 2% | 92 | 0% | 3,655 | 16% | 6,154 | 22% | 154 | 1% | 13,517 | 61% | 1,666 | 7% | 2,032 | 9% |
| Paauhau-Paauilo | 1,864 | 0% | 4 | 0% | 233 | 13% | 768 | 41% | 16 | 1% | 843 | 45% | 49 | 3% | 148 | 8% |
| Pahoa-Kalapana | 6,702 | 1% | 42 | 1% | 1,484 | 22% | 1,885 | 28% | 103 | 2% | 3,188 | 48% | 782 | 12% | 2,148 | 32% |
| Papaikou-Wailea | 5,102 | 0% | 7 | 0% | 670 | 13% | 3,059 | 60% | 11 | 0% | 1,355 | 27% | 571 | 11% | 756 | 15% |
| South Kohala | 9,140 | 1% | 47 | 1% | 2,215 | 24% | 1,913 | 21% | 67 | 1% | 4,898 | 54% | 970 | 11% | 922 | 10% |
| South Kona | 7,658 | 1% | 33 | 0% | 1,800 | 24% | 2,743 | 36% | 38 | 0% | 3,044 | 40% | 533 | 7% | 1,087 | 14% |
| <i>Total:</i> | 120,317 | 11% | 615 | 1% | 23,120 | 19% | 45,579 | 38% | 868 | 1% | 50,135 | 42% | 10,861 | 9% | 16,776 | 14% |
| Maui County | | | | | | | | | | | | | | | | |
| <i>County Subdivisions</i> | | | | | | | | | | | | | | | | |
| East Molokai | 4,419 | 0% | 15 | 0% | 2,130 | 48% | 1,454 | 33% | 37 | 1% | 783 | 18% | 232 | 5% | 1,122 | 25% |
| Haiku-Pauwela | 5,695 | 1% | 38 | 1% | 873 | 15% | 1,103 | 19% | 76 | 1% | 3,605 | 63% | 693 | 12% | 576 | 10% |
| Hana | 1,895 | 0% | 7 | 0% | 906 | 48% | 218 | 12% | 15 | 1% | 749 | 40% | 82 | 4% | 392 | 21% |
| Kahului | 16,672 | 2% | 77 | 0% | 2,018 | 12% | 11,661 | 70% | 41 | 0% | 2,875 | 17% | 1,412 | 8% | 996 | 6% |
| Kihei | 12,878 | 1% | 104 | 1% | 1,029 | 8% | 3,128 | 24% | 107 | 1% | 8,510 | 66% | 896 | 7% | 824 | 6% |
| Kula | 8,021 | 1% | 24 | 0% | 569 | 7% | 1,729 | 22% | 37 | 0% | 5,662 | 71% | 544 | 7% | 600 | 7% |
| Lahaina | 14,574 | 1% | 78 | 1% | 1,668 | 11% | 6,015 | 41% | 49 | 0% | 6,764 | 46% | 889 | 6% | 951 | 7% |
| Lanai | 2,426 | 0% | 2 | 0% | 287 | 12% | 1,854 | 76% | 4 | 0% | 279 | 12% | 189 | 8% | 138 | 6% |
| Makawao-Paia | 15,491 | 1% | 68 | 0% | 2,242 | 14% | 5,439 | 35% | 85 | 1% | 7,657 | 49% | 1,511 | 10% | 1,232 | 8% |
| Puunene | 217 | 0% | 2 | 1% | 37 | 17% | 93 | 43% | 1 | 0% | 84 | 39% | 48 | 22% | 60 | 28% |
| Spreckelsville | 213 | 0% | 0 | 0% | 7 | 3% | 19 | 9% | 0 | 0% | 187 | 88% | 7 | 3% | 16 | 8% |
| Waihee-Waikapu | 2,273 | 0% | 10 | 0% | 446 | 20% | 1,141 | 50% | 4 | 0% | 672 | 30% | 205 | 9% | 159 | 7% |
| Wailuku | 13,432 | 1% | 60 | 0% | 2,555 | 19% | 7,530 | 56% | 59 | 0% | 3,228 | 24% | 871 | 6% | 557 | 4% |
| West Molokai | 2,168 | 0% | 9 | 0% | 1,100 | 51% | 634 | 29% | 6 | 0% | 419 | 19% | 69 | 3% | 228 | 11% |
| Kalawao | 130 | 0% | 0 | 0% | 41 | 32% | 21 | 16% | 0 | 0% | 68 | 52% | 28 | 22% | 48 | 37% |
| <i>Total:</i> | 100,504 | 9% | 494 | 0% | 15,908 | 16% | 42,039 | 42% | 521 | 1% | 41,542 | 41% | 7,781 | 8% | 7,899 | 8% |
| Kauai County | | | | | | | | | | | | | | | | |
| <i>County Subdivisions</i> | | | | | | | | | | | | | | | | |
| Eleele-Kalaheo | 6,468 | 1% | 25 | 0% | 690 | 11% | 3,054 | 47% | 12 | 0% | 2,687 | 42% | 813 | 13% | 314 | 5% |
| Hanalei | 4,631 | 0% | 23 | 0% | 579 | 13% | 887 | 19% | 17 | 0% | 3,125 | 67% | 280 | 6% | 209 | 5% |
| Kapaa | 6,827 | 1% | 34 | 0% | 1,215 | 18% | 3,273 | 48% | 31 | 0% | 2,274 | 33% | 1,036 | 15% | 714 | 10% |
| Kaunakani-Hanapepe | 2,913 | 0% | 6 | 0% | 506 | 17% | 1,936 | 66% | 8 | 0% | 457 | 16% | 287 | 10% | 167 | 6% |
| Kekaha-Waimea | 5,745 | 1% | 35 | 1% | 1,022 | 18% | 3,210 | 56% | 12 | 0% | 1,466 | 26% | 619 | 11% | 562 | 10% |
| Koloa-Poipu | 4,900 | 0% | 13 | 0% | 511 | 10% | 2,197 | 45% | 27 | 1% | 2,152 | 44% | 518 | 11% | 331 | 7% |
| Lihue | 5,279 | 0% | 27 | 1% | 609 | 12% | 2,984 | 57% | 15 | 0% | 1,644 | 31% | 354 | 7% | 244 | 5% |
| Niihau | 230 | 0% | 0 | 0% | 226 | 98% | 3 | 1% | 0 | 0% | 1 | 0% | 0 | 0% | 109 | 47% |
| Puihi-Hanamaulu | 5,384 | 0% | 13 | 0% | 572 | 11% | 3,817 | 71% | 16 | 0% | 966 | 18% | 703 | 13% | 395 | 7% |
| Wailua-Anahola | 8,800 | 1% | 35 | 0% | 1,806 | 21% | 2,996 | 34% | 40 | 0% | 3,923 | 45% | 915 | 10% | 595 | 7% |
| <i>Total:</i> | 51,177 | 5% | 211 | 0% | 7,736 | 15% | 24,357 | 48% | 178 | 0% | 18,695 | 37% | 5,525 | 11% | 3,640 | 7% |

* % of area means percent of state, county or county subdivision, as identified in each row.

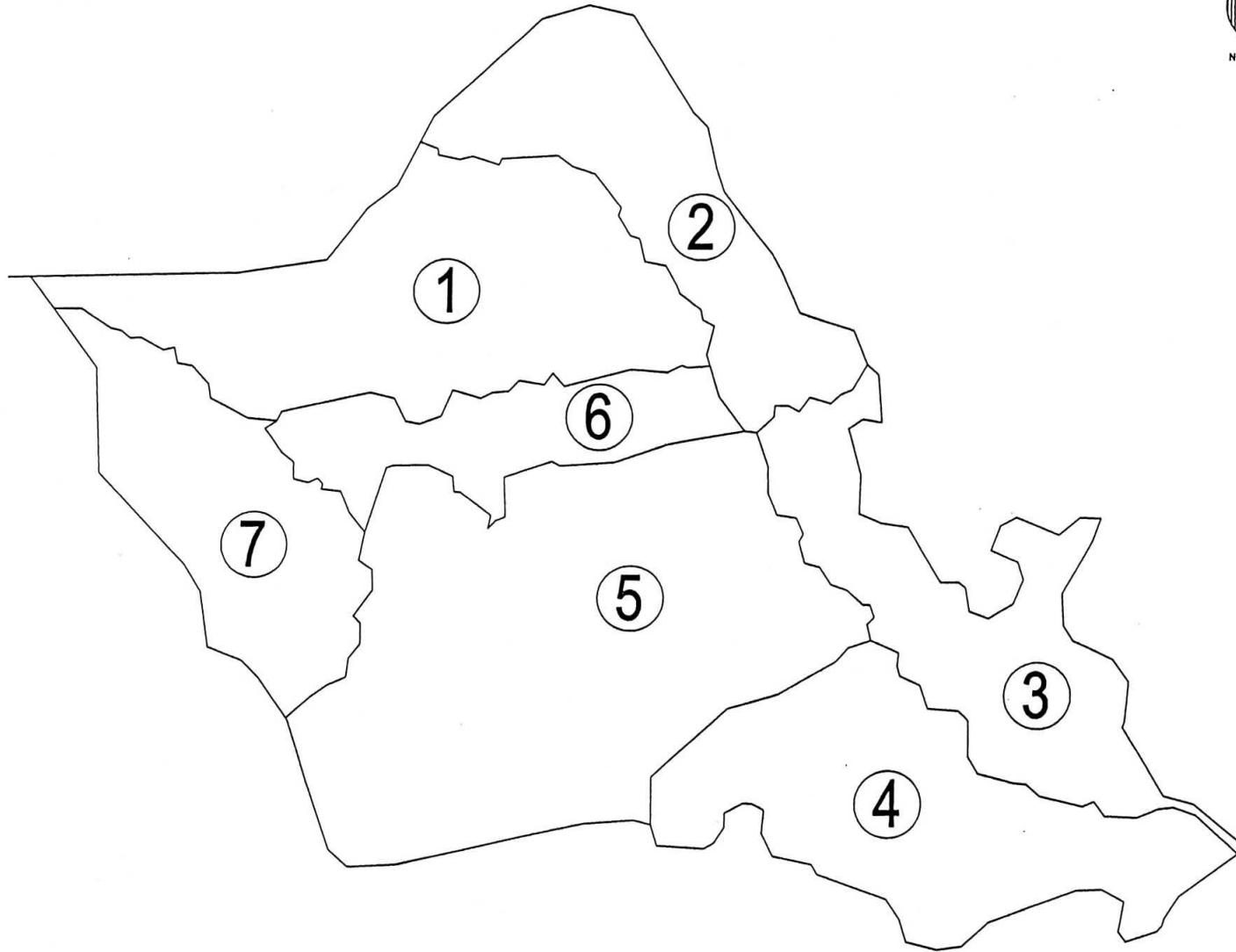
Source: U.S. Bureau of the Census <http://www.census.gov>



NOT TO SCALE

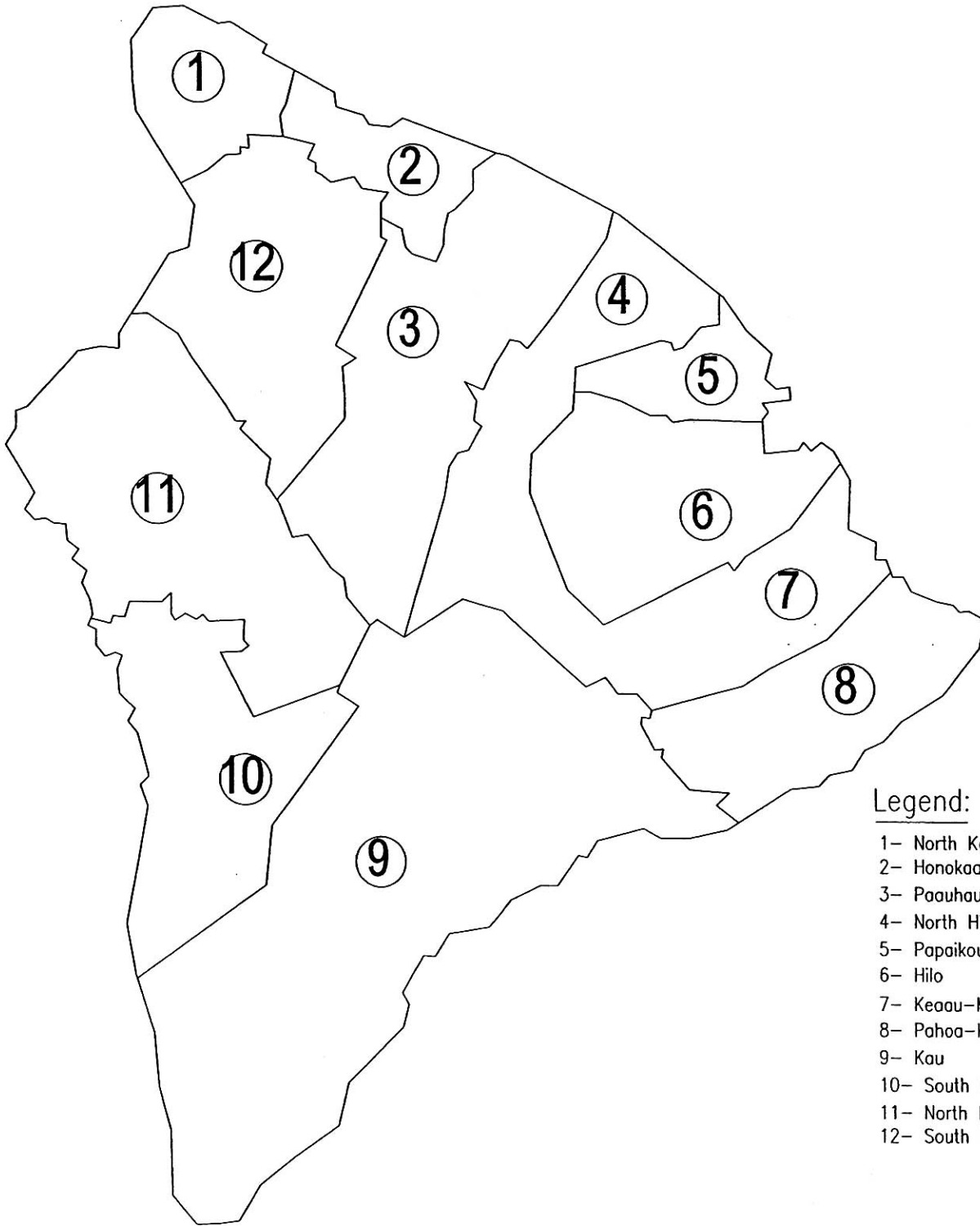
Legend:

- 1- Waialua
- 2- Koolauloa
- 3- Koolaupoko
- 4- Honolulu
- 5- Ewa
- 6- Wahiawa
- 7- Waianae



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FIGURE 1 - HONOLULU COUNTY



Legend:

- 1- North Kohala
- 2- Honokaa-Kukuihaele
- 3- Paauhau-Paavilo
- 4- North Hilo
- 5- Papaikou-Wailea
- 6- Hilo
- 7- Keaau-Mountain View
- 8- Pahoa-Kalapana
- 9- Kau
- 10- South Kona
- 11- North Kona
- 12- South Kohala



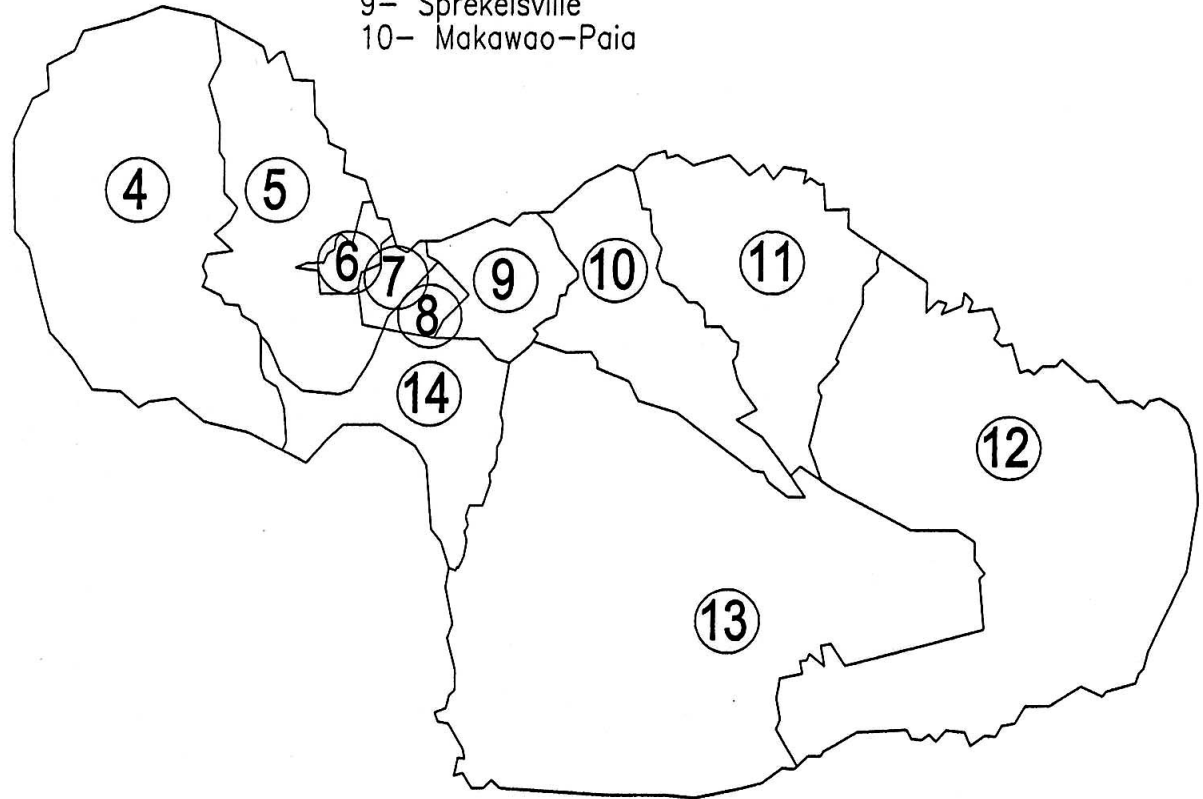
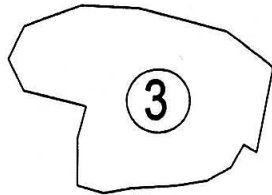
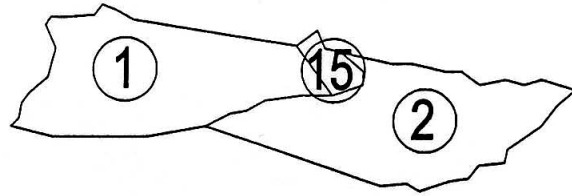
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FIGURE 2 - HAWAII COUNTY

Legend:

- | | |
|-------------------|-------------------|
| 1- West Molokai | 11- Haiku-Pauwela |
| 2- East Molokai | 12- Hana |
| 3- Lanai | 13- Kula |
| 4- Lahaina | 14- Kihei |
| 5- Waihee-Waikapu | 15- Kalawao |
| 6- Wailuku | |
| 7- Kahului | |
| 8- Puunene | |
| 9- Sprekelsville | |
| 10- Makawao-Paia | |

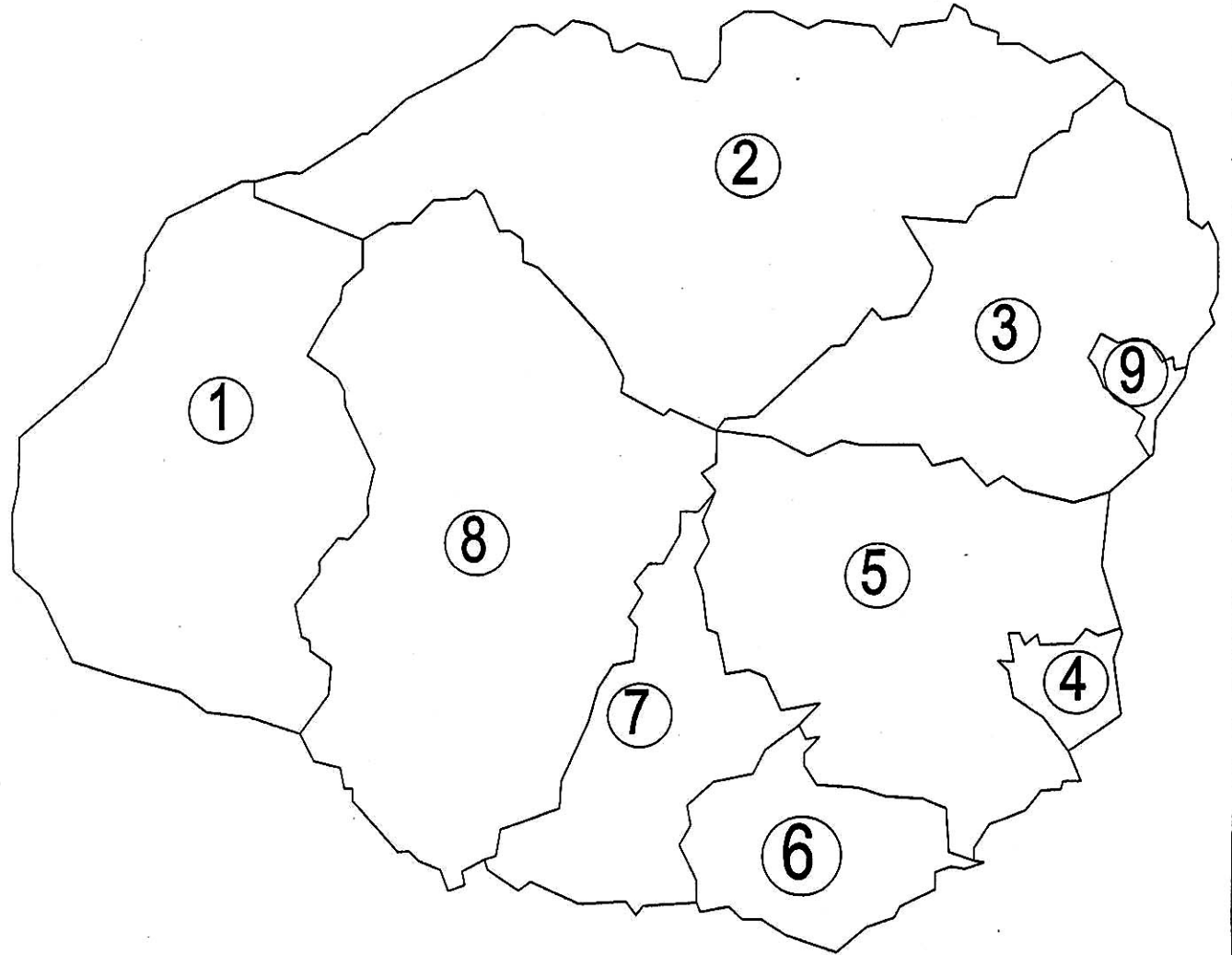
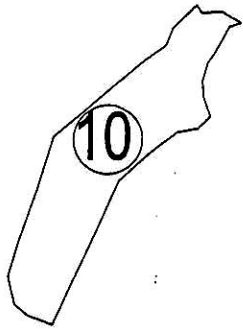


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FIGURE 3 - MAUI COUNTY

Legend:

- 1- Kekaha Waimea
- 2- Hanalei
- 3- Wailua-Anahola
- 4- Lihue
- 5- Puhi-Hanamaulu
- 6- Koloa-Poipu
- 7- Eleele-Kalaheo
- 8- Kaumakani-Hanapepe
- 9- Kapaa
- 10- Nihau



NOT TO SCALE

KAKU ASSOCIATES

FIGURE 4 - KAUAI COUNTY

Table 2: Most Current Characteristics of the Population of Hawaii (1997 and 2000)

| Geographic Area | Total Persons | | Race | | | | | | | | | | | Hispanic (Any Race) | | Below Poverty Level (Est. 1997) | | |
|-----------------|---------------|--------|---------------|--------|--------------------------|--------|--------------------------------|--------|----------------------------------|--------|----------------------|--------|----------------|------------------------|---------------|---------------------------------------|---------|-----|
| | | | One Race | | | | | | | | Two or More Races | | | | | | | |
| | | | Black | | Asian & Pacific Islander | | | | Native Amer. & Alaskan Native | | | | White or Other | | | | | |
| | | | | | Asian | | Hawaiian & Pacific Islander | | | | | | | | | | | |
| Number | % of state | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | Number | % of area* | | | |
| State of Hawaii | 1,211,537 | 100% | 22,003 | 2% | 503,868 | 42% | 113,539 | 9% | 3,535 | 0% | 294,102 | 24% | 259,343 | 21% | 87,699 | 7% | 130,644 | 11% |
| Honolulu County | 876,156 | 72% | 20,619 | 2% | 403,371 | 46% | 77,680 | 9% | 2,178 | 0% | 186,484 | 21% | 174,624 | 20% | 58,729 | 7% | 87,155 | 10% |
| Hawaii County | 148,677 | 12% | 698 | 0% | 39,702 | 27% | 16,724 | 11% | 666 | 0% | 46,904 | 32% | 42,288 | 28% | 14,111 | 9% | 23,475 | 16% |
| Maui County | 128,094 | 11% | 509 | 0% | 39,728 | 31% | 13,730 | 11% | 479 | 0% | 43,421 | 34% | 28,484 | 22% | 10,050 | 8% | 13,167 | 10% |
| Kauai County | 58,610 | 5% | 177 | 0% | 21,067 | 36% | 5,405 | 9% | 212 | 0% | 17,293 | 30% | 13,947 | 24% | 4,809 | 8% | 6,847 | 12% |

* % of area means percent of state, county, as identified in each row.

Source: All data is taken from U.S. Census Bureau, 2000 Redistricting Data (P.L. 94-171) Summary File Table PL1 (http://www.census.gov/Press-Release/www/2001/tables/redist_hi.html), except for the estimate of persons living in poverty, which is taken from 1997 Small Area Income and Poverty Estimates, (<http://www.census.gov/hhes/www/saie/stcty/sc97ftpdoc.html>)

STEPS BEING TAKEN TO ENSURE ENVIRONMENTAL JUSTICE

The approach being taken during the preparation of the HSTP focuses on involving the public in all phases of the planning process, with the intent of ensuring environmental justice in both the HSTP process and the plan itself. An effort is being made to reach out to all segments of the population, including those of minority and low-income status, to solicit their opinions and priorities regarding the future direction of the statewide transportation system. Early and continuing opportunities are provided for public participation and information about the program and decision-making process is fully accessible. These steps are expected to establish broad-based support for the results and conclusions of the HSTP.

The public participation program is composed of several elements:

- Citizen Advisory Committees;
- Resource Group Interviews;
- Home Telephone Survey;
- Outreach Presentations;
- Newsletters;
- Internet Website; and
- Newspaper Advertisements.

These elements are described below as they relate to the effort to ensure environmental justice.

Four Citizen Advisory Committees (CACs) have been established to represent a broad cross-section of the population and to focus the public participation process in the neighbor island counties (Hawaii, Maui and Kauai). Membership was initially by invitation, based on the recommendations of local county planning and other governmental officials. Care was taken to ensure that the invited CAC members would reflect the entire spectrum of racial and interest groups in each county, including advocates for the elderly, the transit-dependent, the poor and the disabled. Since the first meetings were held in late March, 2001, several individuals have expressed an interest in participating and have been added as CAC members. Of approximately 180 individuals who were originally invited to participate in the development of the HSTP as CAC members, almost half attended the first round of meetings. Current membership stands at approximately 80.

To date, almost 60 resource group interviews have been held throughout the state for the purpose of obtaining the views of organizations on how the transportation system is used, what specific

transportation-related issues they face, what their top priorities for future system-wide planning are and how the HSTP might best accommodate their needs. Additional interviews are anticipated. Represented among the resource groups that have been interviewed thus far are state agencies which assist the elderly, the disabled, the poor and Native Hawaiians, private organizations which assist the transit dependent, the elderly, the poor and the disabled.

A partially-randomized statewide telephone survey of 1,000 households throughout the state will be conducted with the objective of obtaining residents' views regarding the relative importance of a number of broad issues, goals and policies as they relate to transportation locally and statewide. In addition, respondents will also be asked open-ended questions which will allow them to offer suggestions on any additional issues, goals and objectives they wish to raise. It is structured to reach the general population statewide and on a county-level. In addition to reaching the general population statewide and in each county, the survey will be conducted to reach elderly and disabled residents and residents of several small geographic areas (the Puna region of the Island of Hawaii and the islands of Lanai and Molokai). It should be noted that these geographic areas have high concentrations of Native Hawaiian and low-income residents. It is believed that the views of these sub-groups might not be consistent with those of the general population.

An outreach presentation program is being prepared to reach groups that are interested in learning more about the HSTP and how they can participate. The presentation will begin with an explanation of the HSTP and the process being used to develop it and will solicit input from members of the public who are present, both during the presentation and afterwards. Potential outreach groups include planning districts, neighborhood boards and other interested groups.

A series of newsletters is being prepared to communicate with the general public regarding ongoing activities relating to the HSTP and to solicit public input on the plan as it is developed. These newsletters will be mailed to up to 3,000 households (nearly 1% of the statewide total). The first newsletter will invite readers to provide comments on transportation issues, obtain more information on the HSTP, and request an outreach presentation. Later newsletters will report on current activities and will invite readers to comment on a set of draft goals and objectives for the HSTP. The final newsletter will announce the availability of the public review draft of the HSTP, will provide a brief summary of the document and will announce a series of public meetings that will be held to seek comment on the draft HSTP.

An Internet web site is being developed which will offer information on the HSTP and the planning process being used to develop it, as well as afford viewers an opportunity to submit comments and ask questions. It will also contain electronic copies of the newsletters and minutes taken at past CAC meetings. It will be located within the site currently maintained by the Statewide Transportation Planning Office of HDOT and will be accessible to anyone with access to a computer and modem (either at home, at work or at a library).

A series of newspaper advertisements will be published to communicate with the general public regarding ongoing activities relating to the HSTP and to solicit public input as the plan is developed. Three advertisements are planned and will be published in the Sunday editions of the six major newspapers in the state, including at least one on each island, and several weekly newspapers which have a wide circulation among certain Native Hawaiian and low-income communities (*The Leeward Current* which covers Leeward Oahu and the Waianae coast, *The Waimanalo News* and *Midweek*, which reaches every household on Oahu).

As stated above, these steps are being taken to provide the public with broadest possible opportunities to participate in the preparation of the HSTP and to ensure that environmental justice is met in both the HSTP process and the plan itself.

REFERENCES

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U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations, Federal Register April 15, 1997 (Volume 62, Number 72, pages 18377-18381).

Implementing Title VI Requirements in Metropolitan and Statewide Planning, a joint memorandum issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), October 7, 1999.

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