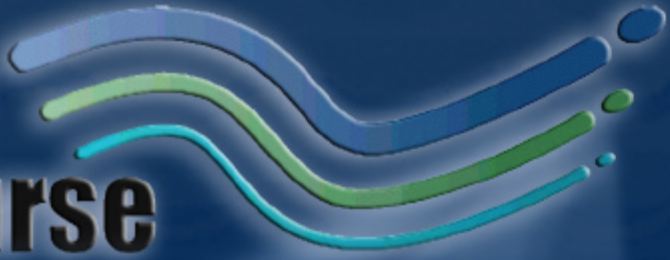
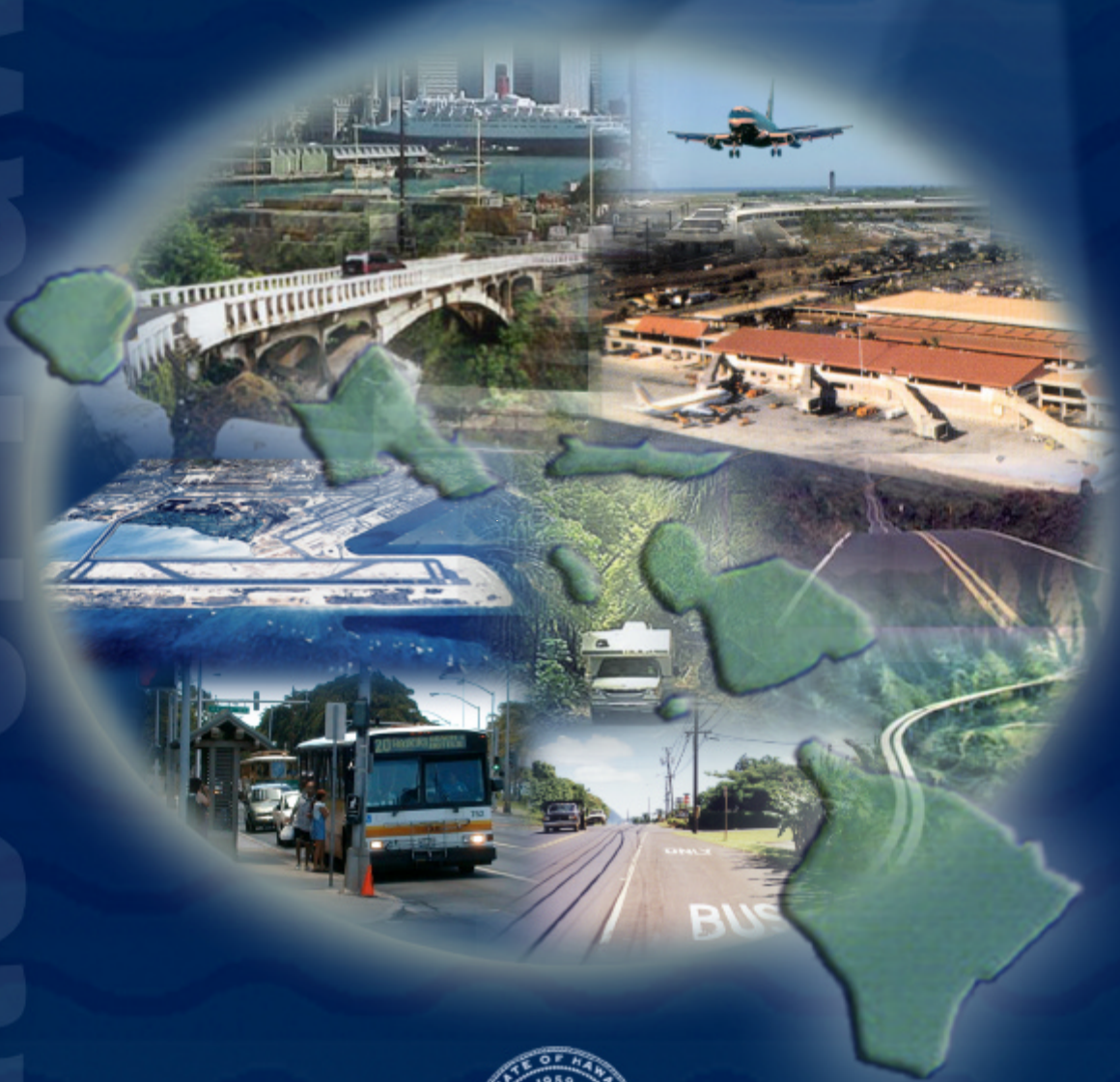


# Setting the Course



## Hawaii Statewide Transportation Plan



State of Hawaii



**Benjamin Cayetano**  
*Governor*



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*Director*

**HAWAII STATEWIDE TRANSPORTATION PLAN**

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Prepared for

**STATE OF HAWAII DEPARTMENT OF TRANSPORTATION**

and

**COUNTIES OF HAWAII, KAUAI AND MAUI  
Departments of Public Works and Planning**

**OAHU METROPOLITAN PLANNING ORGANIZATION  
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## **HAWAII STATEWIDE TRANSPORTATION PLAN EXECUTIVE SUMMARY**

The Hawaii Statewide Transportation Plan (HSTP) intends to provide transportation professionals and decision makers with a framework to be used in the planning of Hawaii's transportation system. Integral to the plan's development was an extensive public involvement and outreach effort that included a broad and diverse range of participants. The plan was also a product of collaboration with the modal divisions of the State of Hawaii Department of Transportation (HDOT) and its county partners. A detailed research effort was also conducted to ensure that all technical issues associated with the plan were fully analyzed and considered, and that applicable federal and state regulations were satisfied.

### **HAWAII STATEWIDE TRANSPORTATION PLAN**

Planners, engineers, and elected and appointed officials will be faced with many challenges in their quest to provide an integrated, multi-modal transportation system for Hawaii. To meet these challenges, substantial investments of time and money will be required. With a renewed emphasis on comprehensive transportation planning, it is necessary to forecast both the technological changes that may help frame the solutions to future problems and the societal changes that those solutions may in turn create. With sound long-range planning, the opportunity exists to anticipate future needs and to make appropriate adjustments to the transportation landscape.

The Hawaii Statewide Transportation Plan links broad policy goals with specific action items. It provides the foundation that connects these action items with the transportation planning done at the regional and county levels. The plan is a product of collaboration with HDOT and its three operating divisions as well as with the transportation planning partners at the county levels. This collaboration used input from various sources including the users of the transportation system, the stakeholders, and providers.

The HSTP is *not* a listing of specific transportation projects at either the statewide or local level. Rather, the HSTP sets the stage and provides the context for the development of transportation programs that, when implemented, will help achieve one or more of Hawaii's transportation goals. It identifies transportation directions and the range of key elements to be considered in the development, management, and operation of Hawaii's transportation systems. It is within these parameters that the search for solutions can begin. HDOT will update the plan every five years to assess its progress and to make adjustments as appropriate.

## **PURPOSE AND UTILITY OF THE HSTP**

The primary purposes and utility of the HSTP are:

- To establish a framework for the development, integrated management, and operation of Hawaii's multi-modal transportation systems, programs, and facilities
- To provide a foundation and identify the parameters within which the search for solutions can begin

When developing transportation plans, programs, and projects, the statewide goals and objectives set forth in this document should be considered and assessed to ensure that a balanced and circumspect approach is taken. Not every plan, program, or project will further every stated goal or meet every stated objective. Nevertheless, planners, decision makers, and the public should consider their actions within the context of these statewide goals and objectives. This will ensure that all aspects of an action are taken into consideration.

The HSTP provides a description of the transportation planning process to be used. It also describes the elements required for the development of the HSTP as well as other transportation plans, programs, and projects. The process described in the HSTP applies to each of the potential transportation planning activities at each of the levels included in the plan, i.e., statewide master plans, countywide master plans, and facility plans. The actual steps necessary to implement the transportation planning process for each specific project may require some refinements or modifications depending on the specific needs.



## **GOALS AND OBJECTIVES**

The Hawaii Statewide Transportation Plan (HSTP) is an umbrella document intended to guide the public, planning professionals, and decision makers as they implement the statewide transportation process. The statement of goals, objectives, strategies, and examples of implementing actions presented in this section is a key element of the HSTP. It should be referenced as lower level plans are updated or prepared (system master plans and facility master plans) and as specific projects and programs are considered for development and implementation. Consistency with the HSTP must be maintained in order to best achieve the transportation system's overall mission.

The five goals set forth here encompass a broad range of interrelated yet diverse transportation-related issues. It is important that care be taken to fully appreciate the interrelations and diversity inherent in addressing these issues. This section begins with a discussion of this topic to further such an appreciation. It proceeds to describe how the goals, objectives, strategies, and examples of implementing actions of the HSTP were developed. This is followed by a presentation of the goals, objectives, strategies, and examples of implementing actions of the HSTP. The section concludes with a discussion of areas of emphasis, both statewide and in individual counties or communities that have been identified based on extensive input solicited from a broad cross-section of the public.

### **The Goals of the Hawaii Statewide Transportation Plan**

The HSTP, with a planning horizon of over twenty years (to 2025), intends to provide policy-level direction to the activities of the Hawaii Department of Transportation and each of the county transportation agencies in the near-term, mid-term, and long-term. The goals and objectives presented here, together with the appropriate strategies and examples of implementing actions, are broad enough to address projects and programs that are not yet defined. At the same time, they are narrow enough to provide meaningful guidance to planners, decision makers, and the public while seeking to identify specific projects and programs for development. Each broad goal statement is followed by several specific objectives and strategies to attain those objectives. The examples of

implementing actions that follow each strategy are not meant to be exhaustive but rather are intended to clarify the meaning and intent of the strategies. They present potential actions. Immediately below are the mission statement of HDOT and a list of the HSTP's five goals. Each of the five goals is a product of the overall process, especially the outreach program, used to develop the HSTP. A full presentation of the goals, objectives, strategies, and examples of implementing actions is presented at the end of this chapter.

***MISSION: TO PROVIDE FOR THE SAFE, ECONOMIC, EFFICIENT, AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.***

- GOAL I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.
- GOAL II: Ensure the safety and security of the air, land, and water transportation systems.
- GOAL III: Protect and enhance Hawaii's unique environment and improve the quality of life.
- GOAL IV: Support Hawaii's economic vitality.
- GOAL V: Implement a statewide planning process that is comprehensive, cooperative, and continuing.

### **Areas of Emphasis**

During the public involvement process for the HSTP, input was solicited on which goals should be emphasized in the planning of the statewide transportation system. The Citizen Advisory Committees, the home telephone survey, and the resource group interviews were the primary means of obtaining this input. The results of this process indicated that each group felt that no specific areas of emphasis should be identified. They also felt that each goal should be treated equally. When referring to the HSTP to guide future actions, planners, decision makers, and the public should consider this input.

## **APPROACH AND METHODOLOGY USED TO DEVELOP THE HSTP**

The overall intent of the process used to prepare the HSTP was to identify and satisfy the needs of the three primary target groups associated with the plan: (1) stakeholders, (2) users, and (3) providers. Descriptions of these groups are provided below.

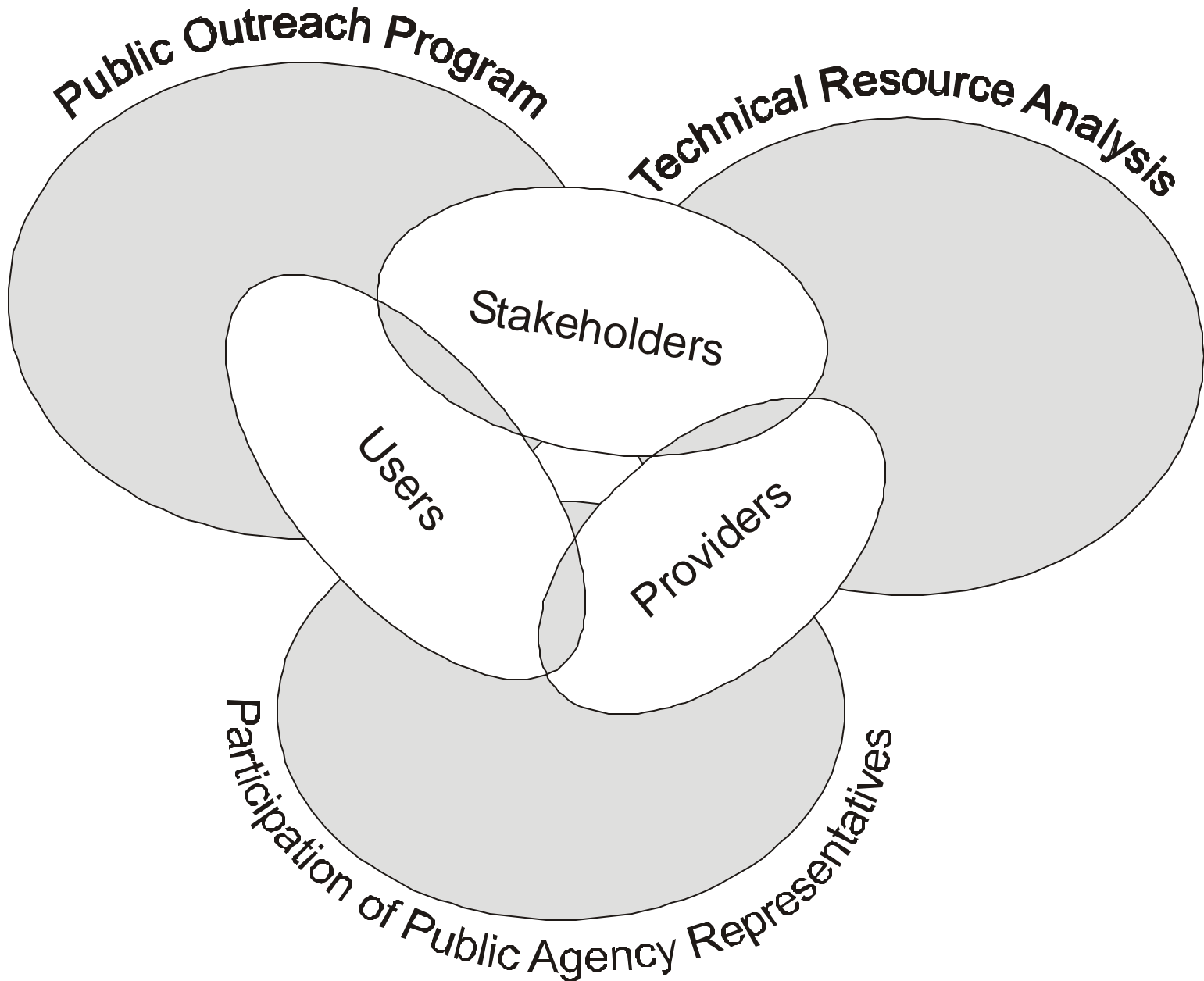
- Stakeholders – those with a vested interest in the transportation system, including airlines and air cargo carriers at airports; shippers and passenger carriers at harbors; and truckers, taxis, and transit providers on the roadway system.
- Users – the general public and other users of the various transportation systems.
- Providers – the agencies and organizations that provide the transportation systems including the airports, harbors, roadways, and transit agencies.

Although the areas of influence of these three groups overlap somewhat, their individual needs and requirements provide the foundation for Hawaii's transportation system. Each must be satisfied if a balanced system that comprehensively addresses the concerns of the entire state is to be provided. The input obtained through the public outreach program was the major focus of the HSTP's preparation. However, significant input was also obtained from several other sources. This section summarizes each source used to prepare this document and includes a detailed description of the public outreach program.

### **Process Used to Prepare the HSTP**

Figure ES-1 provides a graphic illustration of the methodology used to develop the HSTP. Three primary sources of data were used in the development of this document: (a) the public outreach program, (b) technical resources used to develop background data, and (c) comments and information provided by the various agencies and organizations involved with the transportation system in Hawaii. Although the technique depicted in Figure ES-1 was applied to the three target groups in an evenhanded manner, the actual results indicated that each group provided useful input in different ways. Input from the user group was most effectively obtained through the public outreach program. Input from the stakeholders was best obtained from both the public

**FIGURE ES -1  
DATA SOURCES FOR HSTP**



outreach program and the technical resources. Data from the providers was most effectively obtained from the technical resources and the agencies' participation in the study process.

**Public Outreach Program.** The public outreach program, which was primarily used to provide input for the identification of the goals and objectives of the HSTP, was composed of five elements. These elements included the statewide transportation plan Citizen Advisory Committees (CACs) that were established in the neighbor island counties (including two in Hawaii County), the Citizen Advisory Committee of the Oahu Metropolitan Planning Organization, and a subcommittee of the OMPO CAC. Each element employed various public outreach methods to capture the unique perspectives and contributions that each participant brought to the process. These methods made use of the following:

- The Statewide Transportation Plan CAC/OMPO CAC Subcommittee
- Public Officials and Agencies
- Resources Group Interviews
- A Telephone Survey
- A Public Information Program

Although the program included several elements, the central focus of the program was the Citizen Advisory Committees (CAC) formed on each neighbor island. These committees were used to conduct a step-by-step process that eventually resulted in the goals, objectives, strategies, and examples of implementing actions for the HSTP. The steps used in the process, which corresponded with the series of CAC meetings, included the following:

- Step 1 – Identify transportation issues and concerns
- Step 2 – Develop preliminary goals and objectives
- Step 3 – Describe the draft goals, objectives, strategies, and implementing actions
- Step 4 – Prepare proposed goals and objectives for the HSTP

On Oahu, the primary focus was on the technical resources provided by the public outreach programs. These programs were conducted by the city and county as part of the planning process for the TRANS-2K and Primary Corridor Transit projects. They were also conducted by the Oahu Metropolitan Planning Organization (OMPO) as part of

the development of the Oahu Regional Transportation Plan (ORTP). An OMPO CAC subcommittee was used to assist in the interpretation and synthesis of this data. This subcommittee was useful in advising on the overall outreach program's mechanics throughout the state as well as on the incorporation of Oahu-specific data into the planning process. Because the various transportation agencies on Oahu, including the City and County of Honolulu Department of Transportation Services (DTS) and the Oahu Metropolitan Planning Organization (OMPO), had completed several outreach programs as part of their identification of transportation goals and objectives for Honolulu, the outreach for Oahu was limited to the results of these completed efforts. The goals and objectives from these planning activities were incorporated into the statewide program by converting them into a statewide context.

Figure ES-1 indicates the relationship of the public outreach program input and the steps used to develop the goals and objectives. It also indicates how this activity fits into the overall process used to develop the HSTP.

**Use of Public Outreach Program to Prepare the HSTP.** The public outreach program specifically designed for the project was conducted during the development of the Hawaii Statewide Transportation Plan (HSTP). This provided the general public with access to information throughout the plan development. The program was designed to inform interested individuals, groups, and agencies about the plan. It also gave interested parties opportunities to provide input on the HSTP's development. The public involvement program reached out to a wide spectrum of interested parties to ensure that the provisions of Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice were addressed. The program described below built on the strategies used by the Oahu Metropolitan Planning Organization (OMPO) and the City and County of Honolulu to develop the Oahu Regional Transportation Plan (ORTP). The program also built on strategies used by the neighbor island counties in their recent outreach and public information programs used to develop countywide general plan documents.

**Technical Resources.** The technical resources used to assist in the HSTP's development included the following:

- Previous Statewide Transportation Plans for the State of Hawaii – both the 1992 final report and the 2000 interim report were used as background information;
- Statewide transportation plans from other states, including plans from Florida, Iowa, Minnesota, California, Pennsylvania, Washington, and Oregon;
- Hawaii statewide transportation system plans for the airports system and the harbors system;
- Countywide land transportation plans for each county, including the Oahu Regional Transportation Plan and the Countywide Land Transportation Master Plan for Maui, Kauai, and Hawaii;
- Master plans for specific facilities, including the harbors in each county and the transit system on Oahu;
- County general plans for each county;
- Community plans on various islands;
- Financial plans for the HDOT divisions, including airports, harbors, and highways; and
- Visitor industry information, including the Kauai visitor survey and the Strategic Tourism Plan prepared by the Hawaii Tourism Authority.

**Comments from Technical Agencies.** Coordination was maintained with the agencies involved in the HSTP’s development. These agencies included:

- Hawaii DOT divisions including Airports, Harbors, and Highways
- The Oahu Metropolitan Planning Organization
- The City and County of Honolulu Department of Transportation Services and the Department of Planning and Permitting
- The public works and planning departments for each of the neighbor island counties
- The Federal Highway Administration

As indicated in Figure ES-1, agency comments and/or data input were received during all phases of the work program on all aspects of the HSTP, including the goals and objectives, the planning process, and the financial component. These comments were used to refine and modify each element of the HSTP as appropriate. The coordination process was iterative in nature with agency review, as appropriate during the planning

process, to ensure that both the intent as well as the technical requirements of the process would be satisfied.



**OUR VISION**  
**TRANSPORTATION IN THE 21<sup>ST</sup> CENTURY**  
**HAWAII STATE DEPARTMENT OF TRANSPORTATION**

As we move into the 21<sup>st</sup> Century, we envision a multi-modal transportation system that encourages the integration of advanced technology and innovation in providing for the safe, economic, efficient, and convenient movement of people and goods while fostering economic growth and development throughout the state.

**We see...** a well-developed multi-modal transportation system in Hawaii.

Our airports and harbors on Oahu, Maui, Hawaii, and Kauai will be developed to insure the rapid and efficient movement of people and goods to local, national, and international destinations. All parts of the world will be accessible by a combination of long-range, subsonic and hypersonic jet aircraft.

Our interstate highway system will be completed. Each of our islands will have a complete belt highway around the island. Highways will be four lanes, divided to enhance safety and landscaped to enhance the islands' beauty. Grade-separated crossing and interchanges will replace many old road intersections and traffic bottlenecks.

**We see...** other forms of transportation. Environmentally friendly, automated rapid transit and people mover systems will move large numbers of people into and within cities with clock-like precision. State-of-the-art electrical systems and innovations will energize these with improved energy efficiency.

Hi-speed ferries will transport our commuters from their homes to work in comfort and without the stresses of peak-hour driving. Ferries will provide our visitors with important transportation links to the airport, the downtown waterfront, and various resort and tourist destinations.

**We see...** jobs created closer to homes, and homes clustered around employment centers. Those living in suburban communities will work in neighborhood telework centers, branch offices close to their homes, or even their homes. These facilities will be linked to parent offices with computers, state-of-the-art telecommunication links, and teleconferencing facilities. Many residents will be able to live, work, and play in their own communities. Employee and family life quality will be enhanced as long work commutes are gradually eliminated.

**We see...** businesses relocating from the downtown area to suburban communities to meet labor needs and to reduce office space and parking costs. They will realize reduction in business travel as they are able to receive more information from government and other "smart" offices via remote computer terminals. We will also see decreases in public travel as access to information becomes available at conveniently located state satellite offices.

**We see...** an exciting evolution as Hawaii moves into the Information Age. We see a corresponding evolution into "electronic highways" as communication is increasingly substituted for transportation. The development of Hawaii's transportation and communication systems will enhance it to be globally competitive in the 21<sup>st</sup> Century.

## **HAWAII STATEWIDE TRANSPORTATION PLAN GOALS AND OBJECTIVES**

**MISSION: TO PROVIDE FOR THE SAFE, ECONOMIC, EFFICIENT, AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.**

### **MOBILITY AND ACCESSIBILITY**

**GOAL I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.**

Objective 1: To preserve, maintain, and improve the air, land, and water transportation system infrastructure and programs with regard to each community's unique characteristics.

A. Improve multi-modal and inter-modal connectivity of the transportation system.

*Examples:*

- *Improve mauka-makai connections.*
- *Consider developing alternate routes where feasible.*
- *Explore opportunities to acquire and develop private roads previously used for agricultural purposes.*

B. Increase capacity and services to respond to current needs and anticipated growth.

*Examples:*

- *Expand infrastructure, facilities, and services.*
- *Provide new facilities and services.*
- *Optimize operations.*
- *Provide alternative mode choices.*
- *Improve ground access concurrent with airport and harbor expansion projects as appropriate.*

C. Pursue the maintenance and rehabilitation of the transportation system.

*Examples:*

- *Identify existing maintenance deficiencies and resolve or mitigate.*
- *Monitor and evaluate systems performance.*
- *Coordinate state and county maintenance and rehabilitation projects.*
- *Consider the use of life cycle costs in the project design and engineering that could result in using more durable materials.*

D. Ensure provision of essential air, land, and water transportation operations and facilities.

*Examples:*

- *Maintain essential air service and defense highway system.*

- *Implement accessible transportation requirements (ADA and others).*

Objective 2: To increase the efficiency of the air, land, and water transportation systems' operations.

A. Enhance inter-modal connectivity.

*Examples:*

- *Provide for smooth and efficient inter-modal transfers of passengers and goods.*
- *Enhance existing or provide new facilities and/or services to and from modal hubs.*
- *Provide user-friendly guidance and information.*
- *Provide adequate storage and support facilities at airports and harbors.*
- *Establish a continuous inter-regional state highway system that links state airports, harbors, and their related support facilities.*
- *Provide for safe motorized and non-motorized (pedestrian and bicycle) access to all airport, bus, and ferry terminals.*

B. Employ and encourage strategies to reduce transportation demand.

*Examples:*

- *Encourage the use of TDM strategies and actions to reduce single occupancy vehicle travel, including ridesharing and telecommuting.*
- *Encourage bicycle and pedestrian travel for trips of short distances.*
- *Support "smart growth" initiatives in land use planning.*
- *Provide informational and educational programs.*
- *Coordinate transportation system development with land use.*

C. Enhance performance of transportation systems affecting all modes of transportation used by people.

*Examples:*

- *Improve signal timing and coordination.*
- *Employ intelligent transportation system (ITS) technologies and concepts.*
- *Improve incident management and minimize response times for incidents and accidents.*
- *Ensure cost effectiveness of transportation policies and strategies in implementing initiatives and actions.*

Objective 3: To promote alternative air, land, and water transportation mode choices.

A. Facilitate and encourage a continuous level and variety of public transit services consistent with statewide and community needs.

*Examples:*

- *Provide safe and continuous routes.*
- *Provide educational programs.*

- *Expand the coverage of bus services in both service hours and geographic areas.*
- B. Facilitate and encourage the use of affordable, viable alternatives that are convenient and accessible.
- Examples:*
- *Provide and improve park-and-ride facilities and services.*
  - *Inform and educate the public about the availability and usage of services.*
  - *Encourage multi-modal accessibility to employment, shopping and other commerce, medical care, housing, and leisure, including adequate public transit access for the transportation-disadvantaged.*
  - *Implement the accessible transportation requirements established by the Americans with Disabilities Act of 1990.*
- C. Facilitate and provide walking and bicycling options that meet statewide and community needs.
- Examples:*
- *Provide safe and continuous routes.*
  - *Provide educational programs.*
  - *Increase the number of crosswalks and other pedestrian pathways.*
  - *Increase the mileage of bicycle lanes and bicycle routes.*
  - *Provide wide shoulders along roads where bicycle lanes are not feasible or merited.*
  - *Sweep and maintain roadway shoulders and bike/multi-use paths regularly.*

## **SAFETY AND SECURITY**

**GOAL II: Ensure the safety and security of the air, land, and water transportation systems.**

Objective 1: To enhance the safety of the transportation system.

- A. Provide safe facilities and infrastructure.
- Examples:*
- *Identify and implement physical improvements to reduce hazards, such as traffic signals, crosswalks, and signage.*
  - *Maintain and repair existing facilities and infrastructure.*
  - *Consider and accommodate the needs of pedestrians and cyclists.*
  - *Implement traffic calming measures.*
  - *Identify and improve “safe routes to school” for students who walk, cycle, or use other non-motorized modes.*
  - *Provide up-to-date air traffic control equipment.*
  - *Consider relocating roadside utilities underground.*

- *Minimize the use of guardrails that form barriers or hazards to safe passage by pedestrians or cyclists.*

B. Promote the safe use of the transportation system.

*Examples:*

- *Promote age-appropriate education for all users.*
- *Conduct targeted law enforcement at problem locations.*
- *Prepare Emergency Response Plans for disasters or emergencies.*
- *Identify operational improvements to reduce hazards and impacts.*
- *Maintain a current traffic accident record system.*
- *Consider developing a highway safety improvement program.*

Objective 2: To ensure the secure operation and use of the transportation system.

A. Employ various safety and security measures as required.

*Examples:*

- *Improve air traffic control.*
  1. *Provide up-to-date air traffic control equipment.*
  2. *Consider restricting areas in which helicopter tours can operate as appropriate.*
- *Provide transport routes for hazardous materials that ensure the safety of neighboring communities and vehicles (e.g. cars, cyclists, cruise ships).*
- *Develop hazardous materials accident and spill management strategies.*
- *Identify, evaluate, and eliminate threats to the transportation system.*

B. Use law enforcement at problem locations.

## **ENVIRONMENT AND QUALITY OF LIFE**

**GOAL III: Protect and enhance Hawaii's unique environment and improve its quality of life.**

Objective 1: To provide an air, land, and water transportation system that is environmentally compatible and sensitive to cultural, historic, and natural resources.

A. Provide an infrastructure and facilities that are environmentally friendly, safe, and appropriate to each community's character and scale.

*Examples:*

- *Develop and maintain a built environment that is aesthetically beautiful and culturally responsible.*
- *Encourage sustainability of natural and human resources and livability of communities in infrastructure development.*

- *Consider adopting flexible design standards and context-sensitive design practices.*
- *Consider a reasonable range of design alternatives.*
- *Provide bike and pedestrian facilities.*
- *Ensure access to shoreline and cultural resources.*

B. Manage and operate the transportation system in an environmentally responsible manner.

*Examples:*

- *Encourage the use of TDM strategies and actions.*
- *Encourage the use of low-cost, energy efficient, non-polluting means of transportation.*
- *Develop monitoring programs to ensure compliance with noise, air, and water quality standards, effectiveness of mitigations, and improved facilities.*

C. Support environmentally responsible programs and activities.

*Examples:*

- *Promote 'Adopt-a-Highway' program.*
- *Promote rideshare programs.*
- *Promote bicycling and walking.*
- *Support the prevention of unwanted alien species introduction.*

Objective 2: To ensure that the statewide air, land, and water transportation system supports comprehensive land use policies and livability in urban and rural areas.

A. Provide a transportation system that supports and enhances quality of life.

*Examples:*

- *Provide noise abatement measures.*
- *Comply with air, noise, and water quality standards.*
- *Encourage smart transportation infrastructure development that is sensitive to Hawaii's unique environment, its historic and cultural heritage, its diverse communities, and its Ahupua'a concept of integrated watershed management.*

B. Encourage the use of non-motorized transportation modes.

*Examples:*

- *Provide safe and continuous bicycle and pedestrian routes.*
- *Establish programs to protect scenic, historic, and heritage transportation corridors.*

C. Minimize disruption of existing neighborhoods due to transportation.

*Examples:*

- *Schedule construction activities to minimize local impacts.*
- *Schedule construction activities during off-peak hours when possible to minimize traffic impacts.*
- *Protect and preserve existing rights-of-way to allow for potential future roadway expansion.*

## **ECONOMIC DEVELOPMENT**

### **GOAL IV: Support Hawaii's economic vitality.**

Objective 1: To provide and operate an air, land, and water transportation system to accommodate existing and emerging economic developments and opportunities.

A. Provide a direct, convenient, and physically suitable system for goods movement to transportation facilities and to commercial and industrial areas.

*Examples:*

- *Maintain and improve the connectivity and accessibility to/from transportation hubs, population centers, and the workplace.*
- *Improve transportation facilities for freight handling and storage.*
- *Partner with public and private sectors to ensure cooperation and coordination for the provision of transportation facilities and infrastructure.*

B. To promote efficient and cost effective operations of the transportation system.

*Examples:*

- *Reduce delay and costs for people and goods movement through increased system efficiency and multi-modal capacity.*
- *Coordinate public and private sector investments.*
- *Promote high technology including inter-island and intra-island ferry systems.*

Objective 2: To develop an air, land, and water transportation system that complements and preserves Hawaii's unique, natural environment as an asset for economic and quality of life issues.

A. Make transportation investments that reflect each island's character and scale and that foster the residents' quality of life.

B. Target transportation investments in coordination with community involvement.

C. Consider developing a scenic byways program.

*Example:*

- *Coordinate with appropriate agencies to develop a scenic byways program.*

## **INTEGRATED STATEWIDE PLANNING, PROGRAMMING, AND DECISION-MAKING**

**GOAL V: Conduct a statewide planning process that is comprehensive, cooperative, and continuing.**

Objective 1: To improve coordination and cooperation between all branches and levels of government, the private sector, and the general public.

A. Support and conduct the Statewide Transportation Planning Process.

*Examples:*

- *Educate the participants.*
- *Maintain a dynamic and continuously evolving process.*
- *Use current information technology to support ongoing planning efforts.*
- *Improve continuously evolving county/state planning process for project development.*
- *Work with partners at the federal and county levels of government.*

B. Improve communication between all branches and levels of government, the private sector, and the general public.

*Examples:*

- *Proactively seek dialogue with stakeholders.*
- *Educate the public and decision makers on the planning process.*

C. Integrate approved policies, programs, and plans from all branches and levels of government and maintain consistency with the "Hawaii Statewide Transportation Plan."

*Examples:*

- *Develop comprehensive long-range transportation plans and implementation strategies.*
- *Keep abreast of current and evolving programs and regulations.*
- *Address Title VI and environmental justice considerations.*

Objective 2: To involve the public and stakeholders to the fullest practicable extent in the planning and implementation of the transportation system.

A. Develop programs to ensure adequate opportunities for public and stakeholders' involvement.

*Examples:*

- *Conduct timely public outreach meetings to inform, educate, and/or solicit input.*
- *Employ new technologies for public access and dissemination.*

B. Ensure responsiveness to public concerns.

*Examples:*

- *Develop and implement procedures to respond to public concerns.*



Objective 3: To develop and maintain a transportation financial structure that provides adequate and dependable resources for air, land, and water transportation systems.

A. Optimize the use of all possible financial resources.

*Examples:*

- *Seek maximum possible federal contributions.*
- *Seek innovative and non-traditional transportation financing.*
- *Assess user fees for transportation services and improvements.*
- *Identify opportunities to create public-private partnerships to improve the transportation system.*

B. Develop an ongoing comprehensive financial program.

*Examples:*

- *Continuously monitor revenue flow to optimize fiscal opportunities and avoid lapsing funds.*
- *Continuously monitor expenditures to maintain cash flow and ensure sufficient funds.*

## **STATEWIDE TRANSPORTATION PLANNING PROCESS**

The State of Hawaii is responsible for the implementation of the continuing, comprehensive, inter-modal statewide transportation planning process. This process incorporates the requirements for both the metropolitan and non-metropolitan areas of the state to develop the statewide transportation plan and the statewide transportation improvement program. Among the most important purposes of such a planning process are the following:

- To satisfy federal requirements, as originally established by the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA) and refined by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) as the necessary mechanism for cooperative transportation decision-making throughout the state.
- To coordinate statewide planning with planning activities in metropolitan and non-metropolitan areas.
- To ensure that public involvement can be provided throughout the planning process.
- To assure that fiscal constraint and public involvement are included in the development of the three-year Statewide Transportation Improvement Program.

### **Federal Requirements**

To maintain conformity with the U.S. Department of Transportation regulations, the statewide transportation planning process must satisfy the following federal requirements:

- The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21): TEA-21 was enacted on June 9, 1998 as Public Law 105-178. It authorizes the federal surface transportation programs for highways, highway safety, and transit for the six-year period of 1998 to 2003. It continues many of the provisions of the Inter-modal Surface Transportation Efficiency Act (ISTEA), its predecessor.
- Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) and related regulations, the President's Executive Order on Environmental Justice, the U.S. DOT Order, and the FHWA Order.

## **Statewide Transportation Planning Processing**

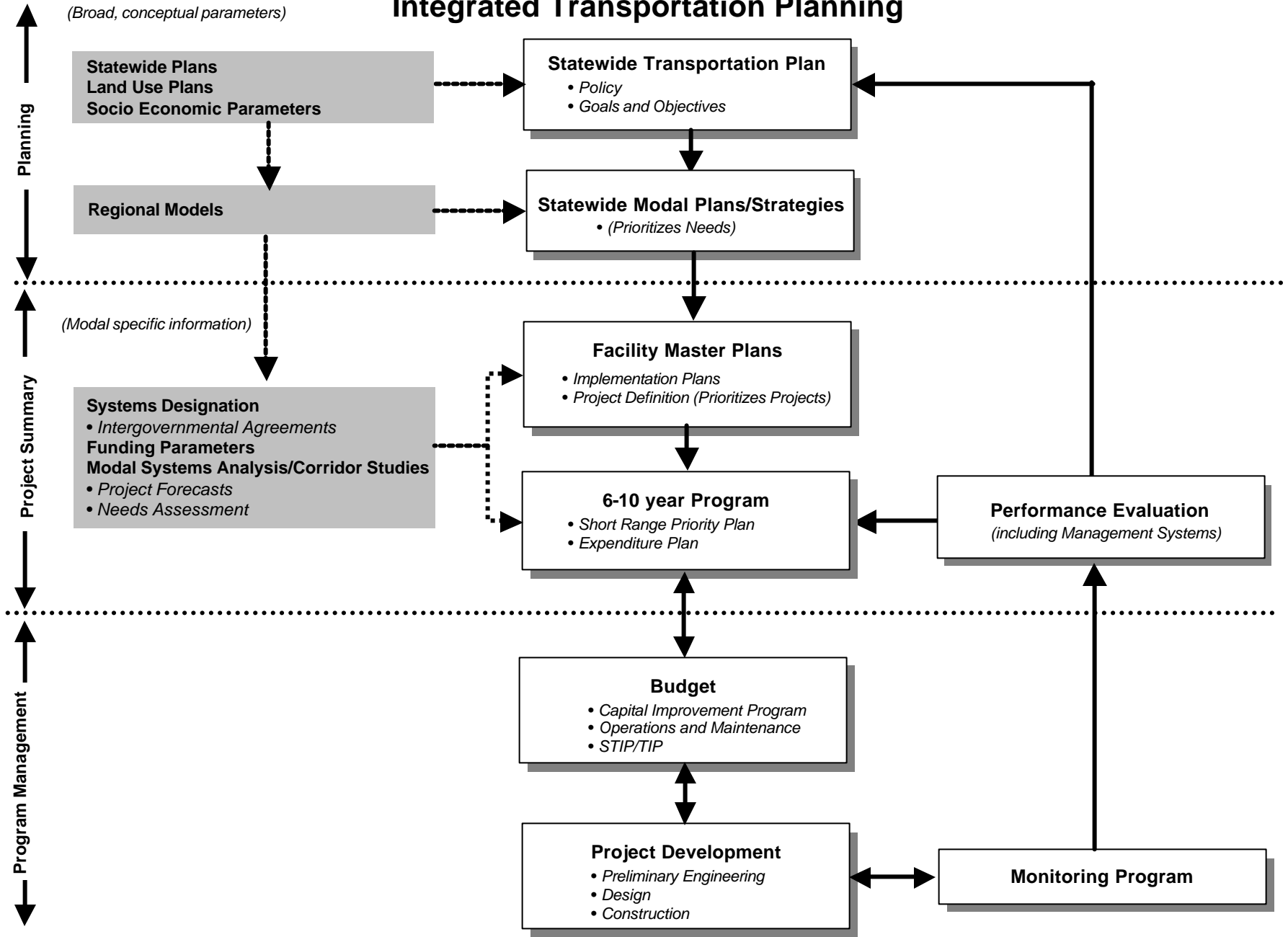
The process consists of a series of interrelated activities. These activities address the preparation of a specific element in the state's overall program of transportation requirements. The process is integrated into a series of activities, including the statewide policy and land use planning activities, transportation planning activities, transportation funding activities, engineering and implementation activities, and management activities used to monitor and evaluate the performance of the transportation system. These are illustrated in Figure ES-2. To describe how the transportation planning process functions, the overall flow of activities that occurs, resulting in the state's transportation improvements, must be discussed. The relationship of these activities to the plans and actions that must be completed as well as the organizational structure used to implement this process must also be discussed.

**Flow of Activities Related to the Transportation Planning Process.** Figure ES-3 illustrates the overall flow of activities involved in the transportation planning process. The flow chart illustrates the relationship between policy and land use planning activities, the transportation planning activities, and the funding and management activities. It indicates that the policy and land use activities and the funding and management activities are both related to but not part of the transportation planning process.

**Organizational Structure of Planning Process.** Figure ES-4 illustrates the organizational structure established to implement the various elements of the Hawaii statewide transportation planning process identified in Figure ES-3 and described above. The structure has three primary components:

- The Department of Transportation and the commissions and committees that serve as advisors
- The Oahu Metropolitan Planning Process used for the urbanized area of the state
- The Countywide Transportation Planning Process (CTPP) used in the non-urbanized areas of the state

# Figure ES - 2 Integrated Transportation Planning

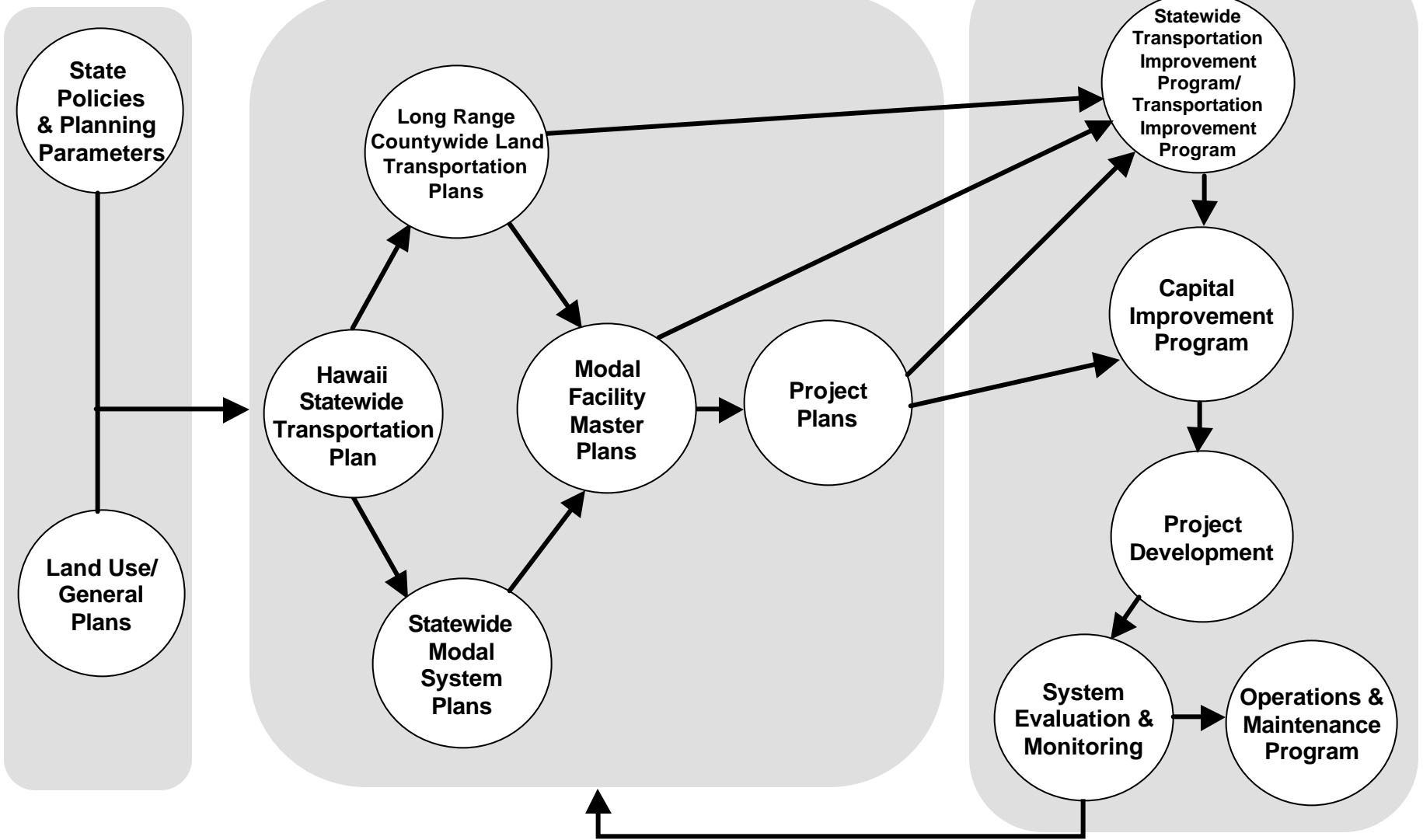


**Figure ES - 3**  
**Integrated Transportation Activities**

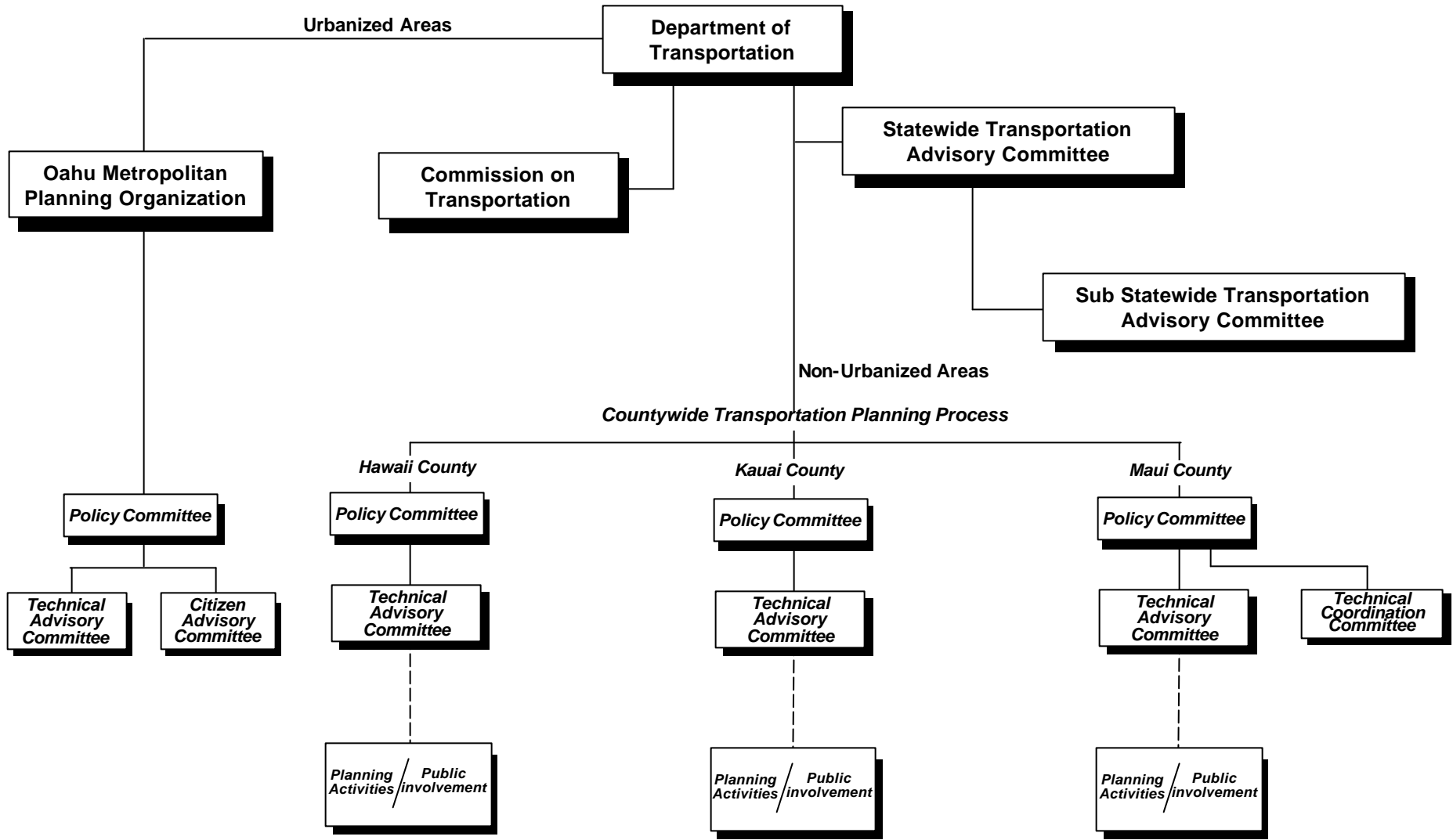
Policy/Land Use  
Planning

Transportation Planning

Funding and Management



# Figure ES - 4 Transportation Planning Process Organization Structure



## **Public Involvement**

TEA-21 provides specific guidelines for the public involvement program that has been included in the Hawaii statewide transportation planning process, thus satisfying federal requirements. The public involvement program used in the Hawaii statewide transportation planning process was designed to adhere to the following statement:

*"The public involvement processes are open and proactive providing complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement by its residents."*

These objectives are accomplished through the incorporation of the following activities:

- Providing early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Distributing timely information about transportation issues and processes to the public, affected public agencies, representatives of transportation agencies, private providers of transportation, freight shippers, users of public transportation, and other interested parties and segments of the community affected by transportation plan, programs, and projects;
- Providing reasonable public access to technical and policy information used in the development of plans;
- Giving adequate public notice of public involvement activities and giving adequate time for public review and comment at key decisions points, including, but not limited to, action on the plan;
- Giving explicit considerations and responses to public input during the planning and program development process, including responses to input received from persons with disabilities, minorities, the elderly, and low-income residents;
- Seeking out and considering the needs of those who are traditionally under-served by existing transportation systems, including, but not limited to low-income and minority populations that may face challenges accessing employment and other amenities;
- Reviewing periodically the effectiveness of the public involvement process to ensure that the process provides full and open access to all and envisions any necessary modifications, with specific attention to the efforts to engage persons with disabilities, minority individuals, the elderly, and low-income residents; and

- Ensuring that public involvement activities conducted on Oahu, the lone metropolitan area in the state, are carried out in response to the requirements as established by OMPO and in compliance with the objectives identified above.

The public involvement program must also ensure that the following objectives are satisfied during the initial development and when major revisions are made to plan documents and programs.

- The public, affected public agencies and jurisdictions, representatives of transportation agencies, private and public providers of transportation, users of transit services, freight shippers, and other interested parties must be provided with a reasonable opportunity to comment on the plan. To accomplish this, the plan must be published, with reasonable notification of its availability, or otherwise made available for public review and comment.
- The public, affected public agencies and jurisdictions, representatives of transportation agencies, private and public providers of transportation, users of transit services, freight shippers, and other interested parties must be provided with a reasonable amount of time to review and comment on the plans and programs.
- The process must provide an appropriate procedure for public involvement throughout the planning process, ensuring that the procedures are published and available for public review.



## **I. INTRODUCTION**

Providing for our transportation needs is a dynamic and complex effort. Changes in travel demand, technology, funding, regulations, and other factors influence decisions. Likewise, the desire for the transportation system to support quality of life and other long-term and short-term goals is another factor affecting these decisions.

The Hawaii Statewide Transportation Plan (HSTP) intends to provide transportation professionals and decision makers with a framework to be used in the planning of Hawaii's transportation system. Integral to the plan's development was an extensive public involvement and outreach effort that included a broad and diverse range of participants. The plan was also a product of collaboration with the modal divisions of the State of Hawaii Department of Transportation (HDOT) and its county partners. A detailed research effort was also conducted to ensure that all technical issues associated with the plan were fully analyzed and considered, and that applicable federal and state regulations were satisfied.

Thus, the process of developing the plan could be described as a grass-roots effort since it focused on public input while incorporating on-going and previously completed division-specific and county planning efforts and activities. In turn, the plan provides the statewide and interregional policy context for future transportation plans and programs.

### **A. CURRENT AND FUTURE CONDITIONS OF THE STATE**

The development of a long-range transportation plan requires a look into a twenty-plus year planning horizon. The planning framework provided by a document such as the Hawaii Statewide Transportation Plan (HSTP) must address the modal transportation plans' needs, which are directed at developing plans, programs, and services that satisfy the future transportation needs of each community, each county, and the state. The transportation demands that must be satisfied in these long-range plans are ultimately derived from the cumulative needs of individuals and

businesses. Demographic and economic trends, therefore, can significantly affect the demand for transportation services. Knowledge of past, present, and future trends is essential in planning a balanced and efficient transportation system.

## **1. Demographic Trends**

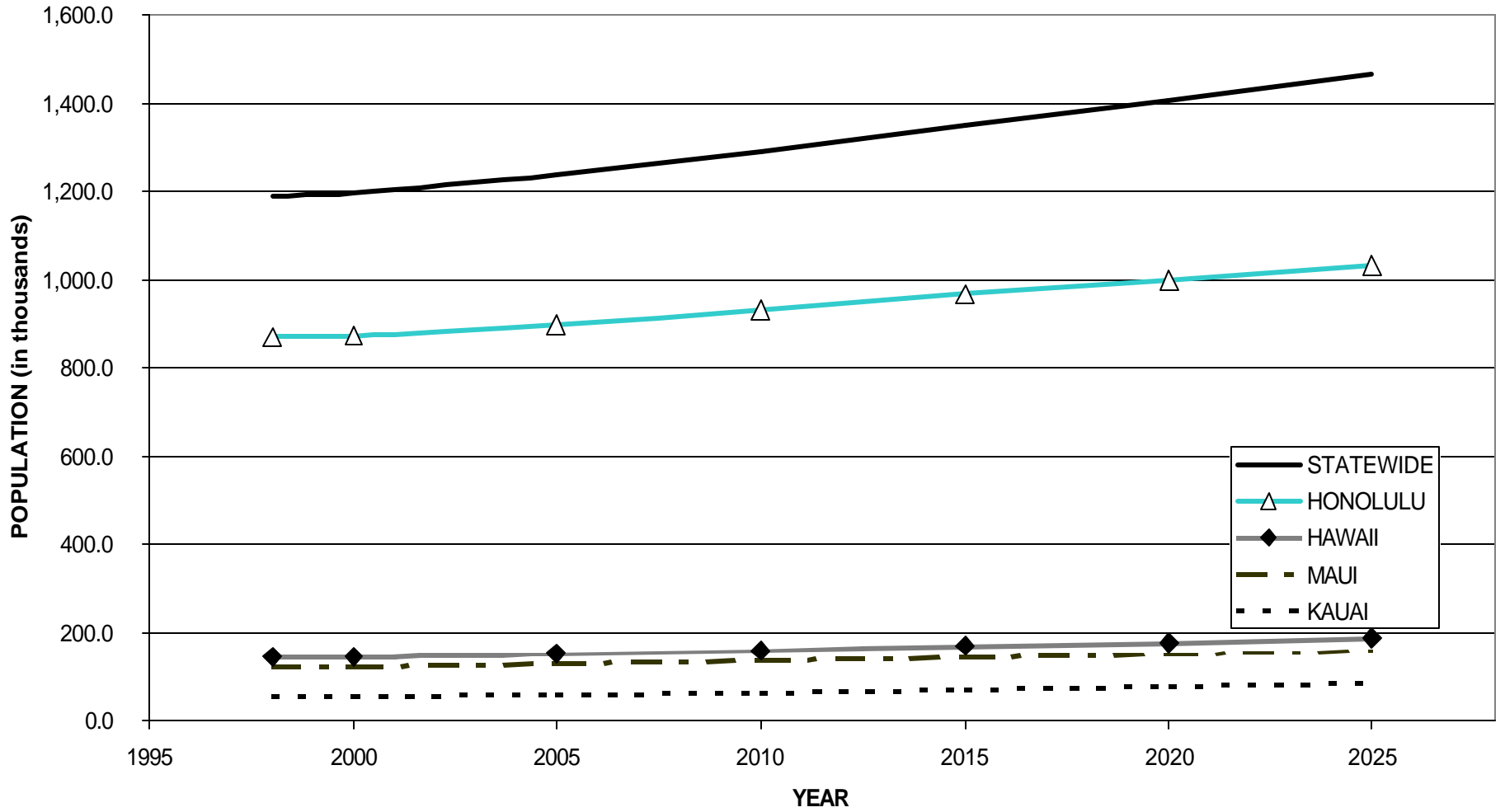
The resident population of the State of Hawaii, which is currently 1,211,537 according to the 2000 census, is anticipated to increase to 1,461,600 by 2025. As illustrated in Figure I-1, which provides population trends for each county, the statewide resident population is expected to increase by over 250,000 persons between 2000 and 2025. This represents a 20.6% increase and translates directly into increased travel demand for work, school, shopping, and other activities within each island. The increased population will also require the importation of additional consumer goods from outside the state. Additionally, the higher population on the neighbor islands could be assumed to create an increase in the demand for inter-island travel. However, this may be offset by decreased inter-island travel by visitors, resulting from an increase in direct visitor flights to the neighbor islands and in cruise ships porting on the neighbor islands.

The nature of this population is also expected to change over time. Age distribution, for example, is expected to shift toward an older population, as illustrated in Figure I-2. An older population could directly affect the demands placed on the transportation system. First, more of the population will be of working and driving age, increasing potential demands on the highway and public transportation systems. Second, as the elderly population increases, there may be an increased demand for specialized transportation services as well as more off-peak travel demands.

## **2. Economic Trends**

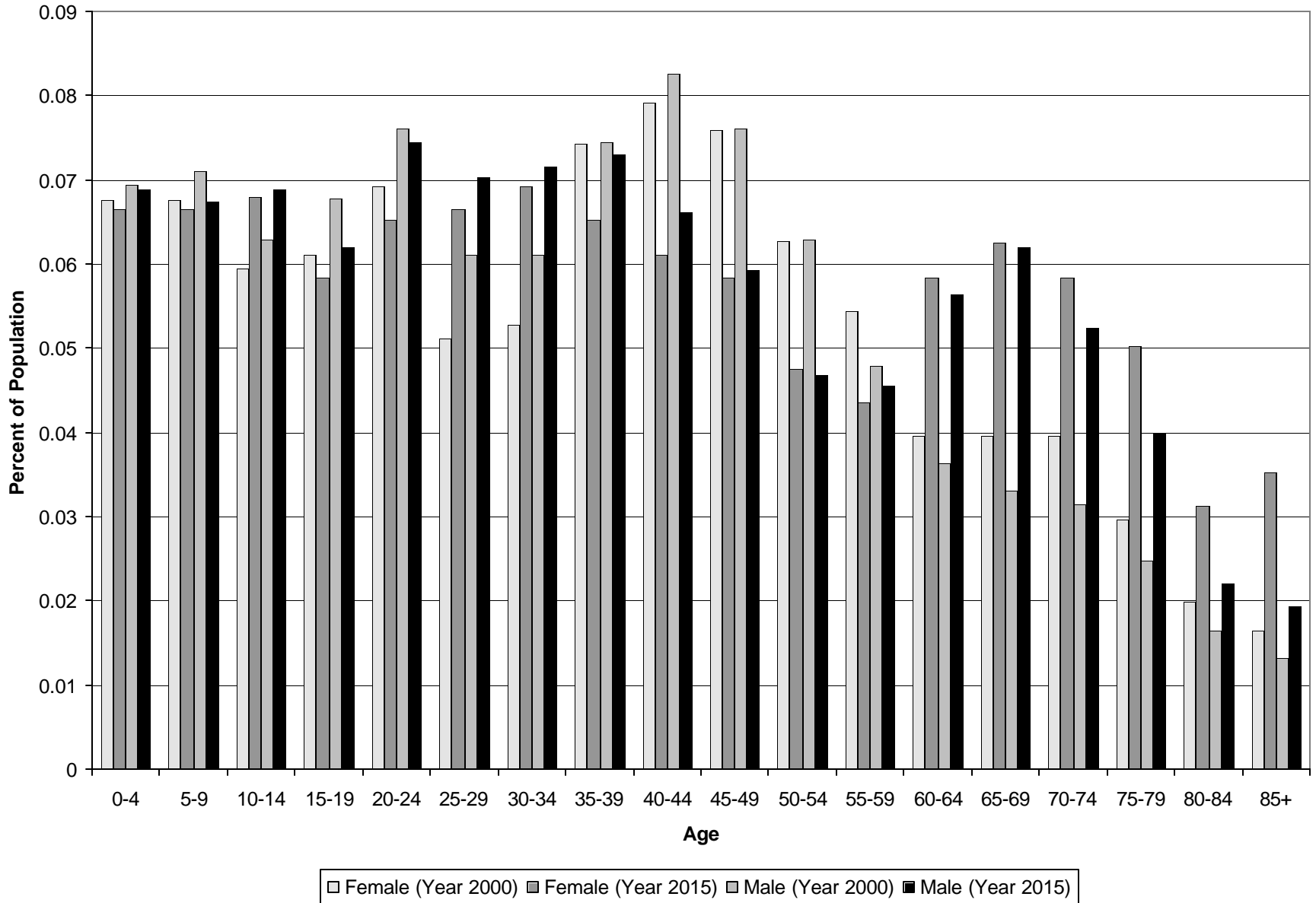
The numbers and types of jobs available to this population significantly affect transportation planning. Table I-1 provides a historical perspective of the job count in Hawaii between 1996 and 2000. The table lists the jobs by the categories used by the Hawaii State Department of Labor and Industrial Relations. The job count has

**FIGURE I-1  
RESIDENT POPULATION PROJECTIONS, BY COUNTIES:  
1998 TO 2025**



Source: Hawaii State Department of Business, Economic Development & Tourism, Population and Economic Projections for the State of Hawaii to 2025 (Series DBEDT 2025) (February 2000)

**Figure I-2  
Resident Population, by Age and Sex: 2000 and 2015**



**Table I-1 -- JOBCOUNT, BY INDUSTRY: ANNUAL AVERAGES,  
1996 TO 2000**

[Data rounded to nearest 50. Totals may not add due to rounding or residual categories]

Industry	1996	1997	1998	1999	2000
Nonagriculture, wage and salary	530,750	531,500	531,250	1/ 535,050	551,500
Construction, mining	23,650	22,300	21,650	1/ 21,650	23,500
Manufacturing	16,650	16,550	16,450	1/ 16,550	17,200
Durable goods	3,450	3,300	3,300	3,400	3,650
Nondurable goods	13,200	13,300	13,150	1/ 13,150	13,550
Food processing 2/	6,300	6,400	6,500	1/ 6,600	6,700
Textile, apparel	2,150	(NA)	(NA)	(NA)	(NA)
Printing, publishing	3,200	3,100	3,050	3,050	3,200
Transp., commun., utilities	41,050	41,300	41,150	1/ 41,200	42,400
Transportation 3/	31,000	31,150	31,000	1/ 31,250	32,500
Communication	6,400	6,600	6,750	1/ 6,600	6,500
Utilities	3,700	3,550	3,400	1/ 3,350	3,400
Trade	135,200	134,350	132,200	1/ 133,150	136,950
Wholesale	21,400	20,950	21,000	1/ 21,150	21,600
Retail	113,850	113,350	111,200	1/ 112,000	115,400
Finance, insur., real estate	36,900	36,150	35,500	1/ 34,800	33,400
Services and miscellaneous	166,650	169,200	172,200	1/ 174,900	183,400
Hotels	38,350	38,350	37,750	37,100	38,450
Health services	34,100	34,700	35,300	1/ 35,800	36,700
Government	110,550	111,700	112,200	112,800	114,600
Federal	31,100	30,650	30,400	1/ 30,300	30,950
Air Force	2,100	2,050	2,050	2,050	2,100
Army	4,850	5,000	4,900	4,700	4,700
Navy	9,850	9,250	9,100	9,000	8,750
State	62,800	64,250	64,950	65,800	66,950
Local 3/	16,600	16,750	16,850	16,650	16,700
Agriculture, wage and salary	7,400	7,200	7,550	7,700	7,850
Labor disputes	-	-	50		-

NA Not available.

1/ Revised.

2/ Data beginning with 1994 are not directly comparable with data for earlier years.

3/ Data for 1995 are not directly comparable with data for earlier years.

Source: Hawaii State Department of Labor and Industrial Relations Internet site <http://www.hawaii.gov/workforce/ces.htm#jci>, accessed March 2, 2001.

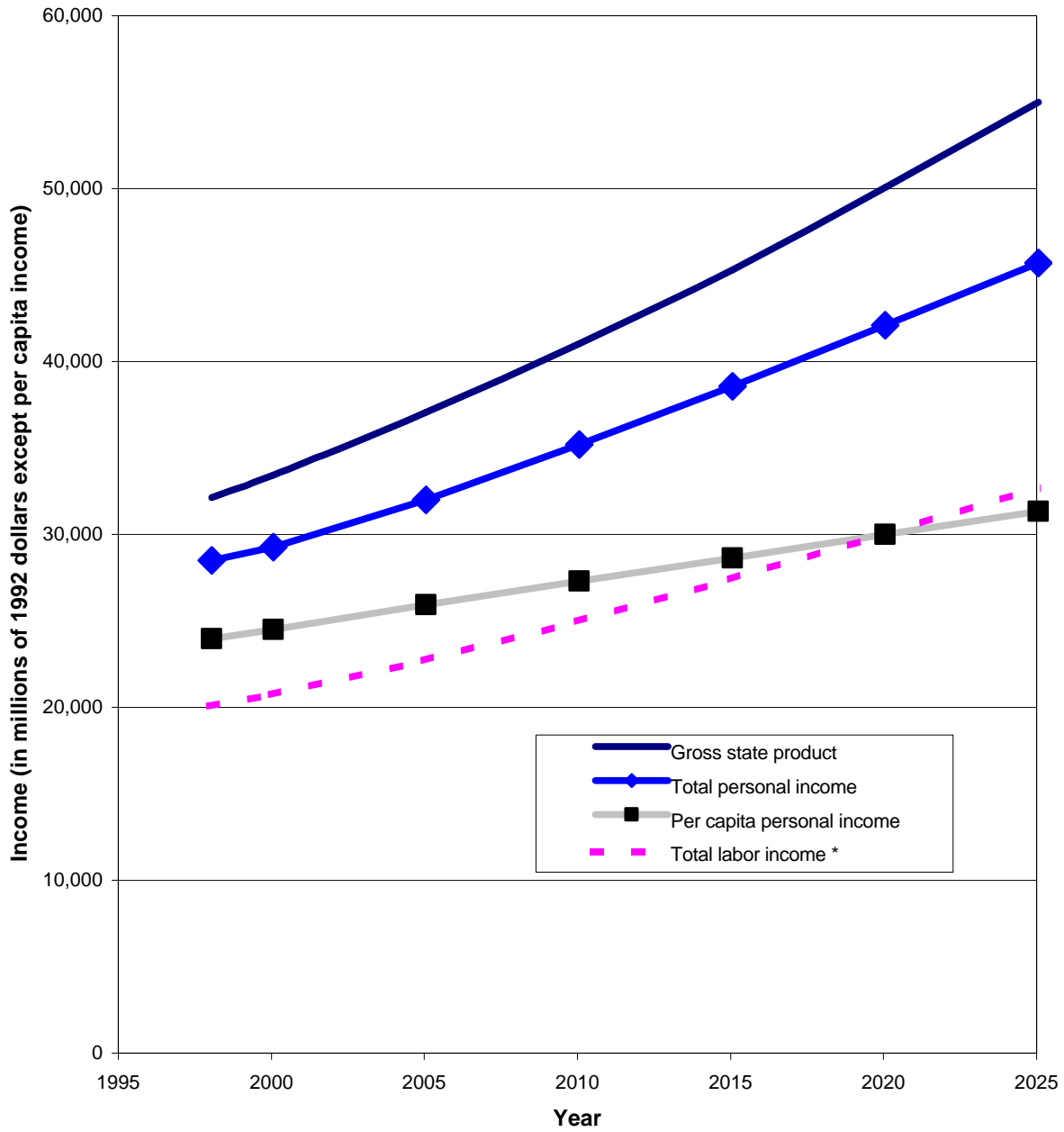
been relatively flat during this period, increasing from a 1995 figure of 532,850 to a 1999 figure of 533,700 jobs. The data in the table indicates that the job category with the most significant increase during this period was “Services and Miscellaneous.” “Government” jobs continued to provide a high level of employment, remaining at about 112,000 jobs throughout this period. Continued growth in service industry employment could have a substantial impact on the future transportation system. First, service and retail employment is characterized by non-traditional work schedules that alter the demands placed on land transportation systems. Second, this type of employment depends heavily on the visitor industry. Consequently, it is based on the expectation that the visitor population would also increase substantially. This increased activity must be accommodated by the air, land, and water transportation systems.

Figure I-3 provides an assessment of the projected economic conditions in Hawaii from 1998 to 2025 using several indicators. These include gross state product, personal income as a total and per capita, and total labor income. Figure I-4 provides a projection for total civilian employment, indicating the total civilian employment is projected to increase to 732,300 persons in 2025. This would be an increase of 28.1% from the level of employment in 2000.

### **3. Visitor Industry Trends**

The most relevant indicator of increases in the visitor industry and total visitor expenditures for the period from 1990 to 2000 is illustrated in Figure I-5. The level of visitor expenditure grew steadily from 1990 to 1995, reaching a peak of over \$11.1 billion. The visitor expenditures decreased in 1996 and have fluctuated at levels well below the 1995 peak since then. A review of Table I-2, which provides the expenditures by country for this period, indicates that this decrease in Hawaii visitor expenditures (from the peak in 1995) is primarily due to the reduction in expenditures by visitors from Japan. The impacts of the visitor industry on the transportation system are numerous, directly affecting the demand for travel by air, land, and water transportation. Indirect impacts filter throughout the economy, ranging from visitor-industry employment to additional need for importation of consumer goods.

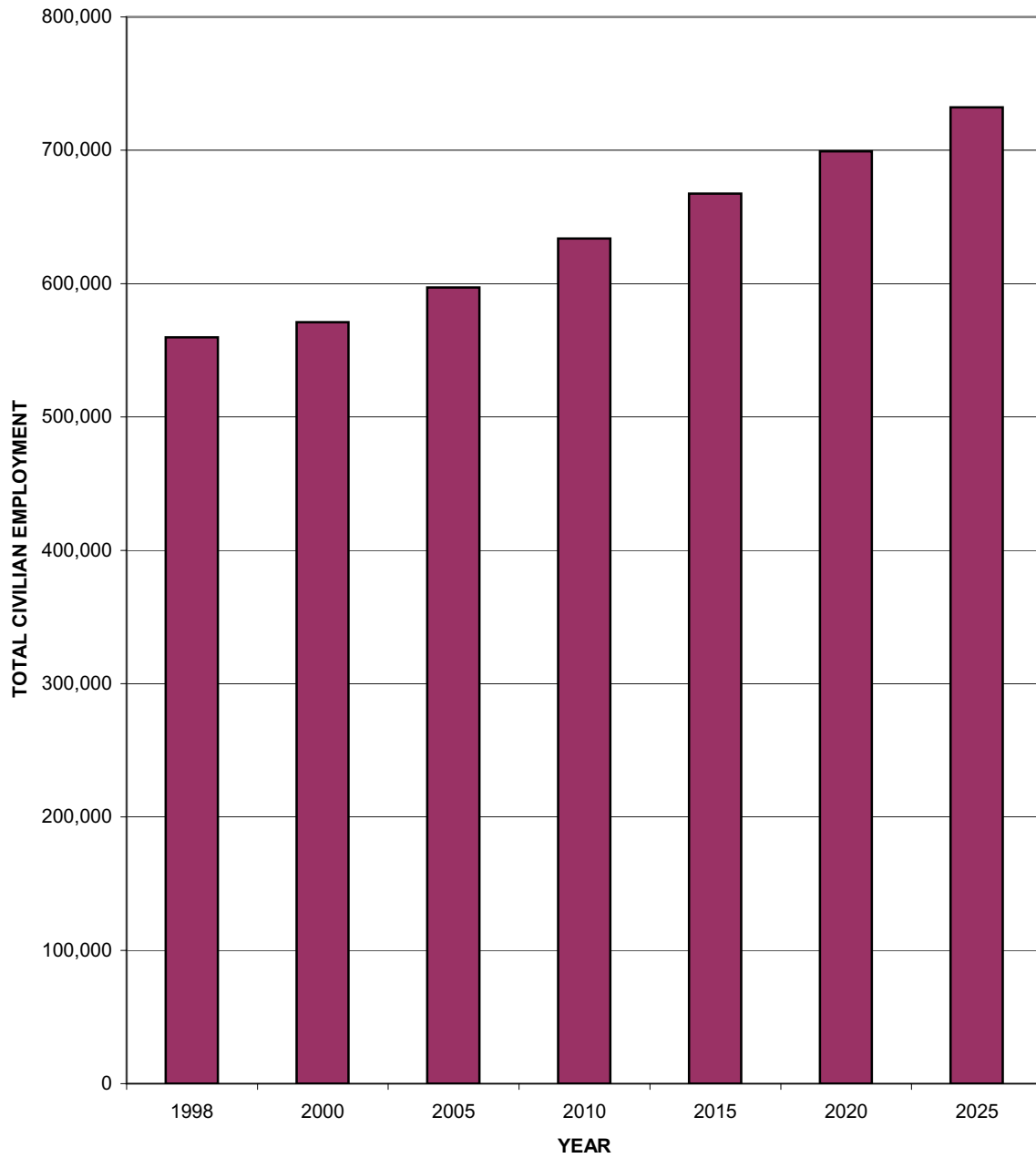
**Figure I-3  
ECONOMIC ESTIMATES AND PROJECTIONS:  
1998 TO 2025**



\* Labor income is the sum of wage and salary disbursements, other labor income, and proprietors' income.

Source: Hawaii Department of Business, Economic Development & Tourism, *Population and Economic Projections for the State of Hawaii to 2025, DBEDT 2025 Series*, February 2000.

**Figure I-4  
TOTAL CIVILIAN EMPLOYMENT:  
1998 TO 2025**



Source: Hawaii Department of Business, Economic Development & Tourism, *Population and Economic Projections for the State of Hawaii to 2025, DBEDT 2025 Series*, February 2000.



**Figure I-5  
TOTAL VISITOR EXPENDITURES,  
1990 TO 2000**

[In billions of dollars]



Source: Hawaii State Department of Business, Economic Development and Tourism, Tourism Research Branch, *Annual Visitor Research Report* (annual) and records.

**Table I-2**  
**VISITOR EXPENDITURES, BY COUNTRY OF RESIDENCE:**  
**1990 TO 2000**

[In thousands of dollars]

Year	Total expenditures	Personal (diary) expenditures				
		All countries	United States	Japan	Canada	Other countries
1990	9,082,130	8,706,772	5,041,774	2,572,284	306,867	785,847
1991	9,817,697	9,004,163	5,019,993	2,895,278	334,673	754,219
1992	9,310,860	8,613,581	3,969,014	3,349,276	276,632	1,018,660
1993	8,472,267	7,808,307	3,655,465	3,151,487	252,868	748,487
1994	10,253,911	9,544,014	4,504,806	3,768,143	349,484	921,581
1995	11,107,203	10,067,050	4,449,797	4,370,717	363,914	882,622
1996	10,166,844	9,568,828	4,651,449	3,531,913	351,511	1,033,954
1997	10,490,965	10,102,123	5,290,584	3,402,139	382,771	1,026,628
1998	10,309,191	9,910,271	5,327,957	2,932,547	346,211	1,303,556
1999	10,279,675	9,843,993	5,776,260	2,359,243	479,568	1,228,923
2000	10,918,136	10,395,854	6,452,691	2,370,355	451,457	1,121,352

Source: Hawaii State Department of Business, Economic Development and Tourism, Tourism Research Branch, *Annual Visitor Research Report* (annual) and records.

#### **4. Defense Department Trends**

Table 1-1 also provides a summary of recent military employment levels in Hawaii. According to the Federal Department of Defense, no significant changes have occurred between 1996 and 2000. This sector of the state's economy still constitutes a significant proportion of the employment and has an impact on the transportation needs of the state. Since the state has essentially no control over the size of the military population or activity, this sector of the economy must be recognized for its potential variability and unpredictability. The impact of military employment on the transportation needs of the state can be monitored and potentially evaluated, but any attempts to forecast changes or future requirements are not possible.

#### **5. Transportation System Trends**

The transportation system in the State of Hawaii is a diverse multi-modal system that supports a significant population and an economy fueled by many elements, including the visitor industry and the military. The ability of the transportation system to satisfy the state's demands can be described in terms of factors such as motor vehicles registered, miles of roadway provided, gallons of fuel consumed, tonnage of cargo moved through the state's harbors, and passengers and cargo moved through the state's airports.

As of Year 2000, there were 964,738 motor vehicles registered in Hawaii. Of these, 759,840 were passenger vehicles; 165,104 were vans, pickups, and trucks under 6,500 pounds in personal use; and the remainder were ambulances, buses, truck tractors, truck cranes, and motorcycles. The breakdown of motor vehicles by county is as follows:

- City and County of Honolulu           626,737
- County of Hawaii                       138,616
- County of Kauai                         63,831
- County of Maui                         135,554

Motor vehicle fuel consumption and vehicle miles of travel have steadily increased in the state over the years, growing from 395.185 million gallons of highway fuel consumed in 1990 to 428.425 million gallons consumed in 2000. Total vehicle miles of travel increased during that same period from 8,065.4 million vehicle miles in 1990 to 8,525.7 million vehicle miles in 2000. Highway fuel consumption and vehicle miles of travel in Year 2000 by county is as follows:

**Year 2000 Vehicle Usage Statistics**

County	Highway Fuel Consumption (million gallons of fuel)	Vehicle Miles of Travel (million miles of travel)
City and County of Honolulu	268.841	5,402.7
County of Hawaii	72.382	1,295.0
County of Kauai	26.604	645.4
County of Maui	60.598	1,182.6

The Honolulu Harbor, which is the focal point for all shipping activity in the state, accepted 5,382,309 tons of cargo from overseas ports in 2000 and 1,959,455 tons of cargo from interisland ports.

The airports in the statewide system had 7,699,676 passengers deplane from overseas airports in 1999. Interisland airports had 10,173,069 passengers deplaned in 1999. The airports also accepted 179,714 tons of cargo from overseas airports and 69,184 tons of cargo from interisland airports. The airport system also accepted 55,488 tons of mail from overseas airports and 23,893 tons of mail from interisland airports.

**B. STATEWIDE TRANSPORTATION PLANNING**

Planners, engineers, and elected and appointed officials will be faced with many challenges in their quest to provide an integrated, multi-modal transportation system for Hawaii. To meet these challenges, substantial investments of time and money will be required. With a renewed emphasis on comprehensive transportation planning, it is necessary to forecast both the technological changes that may help

frame the solutions to future problems and the societal changes that those solutions may in turn create. With sound long-range planning, the opportunity exists to anticipate future needs and make appropriate adjustments to the transportation landscape.

The Hawaii State Plan is the starting point for the statewide transportation planning process. It is a tool used to identify changes in public priorities and to provide a process for dealing positively with these changes. The Hawaii Statewide Transportation Plan links broad policy goals with specific action items by providing the foundation that connects these action items with the transportation planning done at the regional and county levels. The plan is a product of collaboration with HDOT and its three operating divisions as well as with the transportation planning partners at the county levels. This collaboration used input from various sources, including the users of the transportation system, the stakeholders, and providers.

The HSTP is *not* a listing of specific transportation projects at either the statewide or local level. Rather, the HSTP sets the stage and provides the context for the development of transportation programs that, when implemented, will help achieve one or more of Hawaii's transportation goals. It identifies transportation directions and the range of key elements to be considered in the development, management, and operation of Hawaii's transportation systems. It is within these parameters that the search for solutions can begin. HDOT will update the plan every five years to assess its progress and to make adjustments as appropriate.

## **II. HAWAII STATEWIDE TRANSPORTATION PLAN**

The following subsections elaborate on the purpose and utility of the HSTP. They provide a detailed description of the process used and a discussion of the goals and objectives produced during its development.

### **A. PURPOSE AND UTILITY OF THE HSTP**

The primary purposes and utility of the HSTP are:

- To establish a framework for the development, integrated management, and operation of Hawaii's multi-modal transportation systems, programs, and facilities
- To provide a foundation and identifies the parameters within which the search for solutions can begin

When developing transportation plans, programs, and projects, the statewide goals and objectives set forth in this document should be considered and assessed to ensure that a balanced and circumspect approach is taken. Not every plan, program, or project will further every stated goal or meet every stated objective. Nevertheless, planners, decision makers, and the public should consider their actions within the context of these statewide goals and objectives. This will ensure that all aspects of an action are taken into consideration.

This document is an overarching framework that defines considerations pertinent to the assessment of plans, programs, and transportation improvements. The goals and objectives are intended to be broad and all encompassing to allow for maximum flexibility and to serve as a consensus-building tool. The plan possesses the adaptability to allow the individual definition and refinement of specific actions as needs dictate. However, it is not a forum for detailed analyses or consideration of specific actions or projects.

The HSTP provides a description of the transportation planning process to be used. It also describes the elements required for the development of the HSTP as well as other

transportation plans, programs, and projects. The process described in the HSTP applies to each of the potential transportation planning activities at each of the levels included in the plan, i.e., statewide master plans, countywide master plans, and facility plans. The actual steps necessary to implement the transportation planning process for each specific project may require some refinements or modifications depending on the specific needs.

The HSTP concludes with a discussion of the financial elements of the plan, including existing funding sources and current expenditures both for capital improvements and for operation and maintenance of the various modal systems.

## **B. STATUTORY REQUIREMENTS**

The requirement for a statewide transportation plan was initiated by ISTEA. It is continued under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and under Chapter 226 of the Hawaii Revised Statutes. The following two subsections describe these requirements further.

### **1. Federal Requirements**

The statewide planning requirements of ISTEA and TEA-21 are implemented by 23 CFR 450.214, which specifically requires that a statewide transportation plan be developed and satisfy the following:

- a. Be inter-modal and statewide in scope in order to facilitate the efficient movement of people and goods;
- b. Be reasonably consistent in time horizon among its elements but cover a period of at least 20 years;
- c. Contain, as an element, a plan for bicycle transportation, pedestrian walkways, and trails, which is appropriately interconnected with other modes;
- d. Be coordinated with the metropolitan transportation plans required under 23 U.S.C. 134 to be prepared for urbanized areas, which, in Hawaii, consists of the Honolulu urbanized area and the Kailua-Kaneohe urbanized area;

- e. Cooperate with the MPOs on the portions of the plan affecting metropolitan planning areas;
- f. Reference, summarize, or contain any applicable short-range planning and/or policy studies, strategic planning and/or policy studies, transportation need studies, management system reports, and any statements of policies, goals, and objectives regarding issues such as transportation, economic development, housing, social and environmental effects, energy, etc., that were significant to development of the plan;
- g. Reference, summarize, or contain information on the availability of financial and other resources needed to carry out the plan.

## **2. State of Hawaii Requirements**

The Hawaii State Legislature established the statutory requirements for the Hawaii Statewide Transportation Plan's preparation with the passage of Chapter 226 (Hawaii State Planning Act) and 279A (Statewide Transportation Planning) of the Hawaii Revised Statutes (HRS 226 and 279A). HRS 279A requires that HDOT prepare a plan that is directed toward the ultimate development of a "balanced, multi-modal statewide transportation system that serves clearly identified social, economic and environmental objectives." The transportation plan for this statewide transportation system shall be applicable to, but not limited to, the following system components: (1) the national system of interstate and defense highways as well as highways within the state highway system, (2) airports, (3) harbors and waterborne transit, (4) surface mass transit systems, and (5) major county roads.

### **C. GOALS AND OBJECTIVES**

The Hawaii Statewide Transportation Plan (HSTP) is an umbrella document intended to guide the public, planning professionals, and decision makers as they implement the statewide transportation process. The statement of goals, objectives, strategies, and examples of implementing actions presented in this section is a key element of the HSTP. It should be referenced as lower level plans are updated or prepared (system master plans and facility master plans) and as specific projects and programs are considered for development and implementation. Consistency with the



HSTP must be maintained in order to best achieve the transportation system's overall mission.

The five goals set forth here encompass a broad range of interrelated yet diverse transportation-related issues. It is important that care be taken to fully appreciate the interrelations and diversity inherent in addressing these issues. This section begins with a discussion of this topic to further such an appreciation. It proceeds to describe how the goals, objectives, strategies, and examples of implementing actions of the HSTP were developed. This is followed by a presentation of the goals, objectives, strategies, and examples of implementing actions of the HSTP. The section concludes with a discussion of areas of emphasis, both statewide and in individual counties or communities that have been identified based on extensive input solicited from a broad cross-section of the public.

## **1. The Goals of the Hawaii Statewide Transportation Plan**

The HSTP, with a planning horizon of over twenty years (to 2025), intends to provide policy-level direction to the activities of the Hawaii Department of Transportation and each of the county transportation agencies in the near-term, mid-term, and long-term. The goals and objectives presented here, together with the appropriate strategies and examples of implementing actions, are broad enough to include types of projects and programs that are not yet defined. At the same time, they are narrow enough to provide meaningful guidance to planners, decision makers, and the public while seeking to identify specific projects and programs for development. Each broad goal statement is followed by several specific objectives and strategies to attain those objectives. The examples of implementing actions that follow each strategy are not meant to be exhaustive but rather are intended to clarify the meaning and intent of the strategies. They present potential actions. Immediately below are the mission statement of HDOT and a list of the HSTP's five goals. Each of the five goals is a product of the overall process, especially the outreach program, used to develop the HSTP. A full presentation of the goals, objectives, strategies, and examples of implementing actions is presented at the end of this chapter.

**MISSION: TO PROVIDE FOR THE SAFE, ECONOMIC, EFFICIENT, AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.**

GOAL I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.

GOAL II: Ensure the safety and security of the air, land, and water transportation systems.

GOAL III: Protect and enhance Hawaii's unique environment and improve the quality of life.

GOAL IV: Support Hawaii's economic vitality.

GOAL V: Implement a statewide planning process that is comprehensive, cooperative, and continuing.

## **2. Symbiotic and Dichotomous Issues in Transportation Planning**

The issues dealt with in transportation planning include mobility and accessibility, congestion reduction, environmental protection, historic and cultural preservation, energy conservation, livable communities, economic development, and others. Some examples of how these planning issues may be symbiotic or dichotomous (i.e., how they can work together or be at odds) or, in some ways, both are discussed below. It should be stressed that through the use of a balanced approach, potential issues can be minimized or resolved.

**a. Congestion vs. Growth & Economic Development.** Growth and development often cause more trips, and more trips can cause congestion. Thus, measures for stimulating growth and economic development can work against the goal of improving mobility by relieving congestion. Furthermore, relieving congestion through measures that expand capacity can stimulate growth and economic development. This is positive in one sense, but negative in the sense that the added development might in turn increase vehicle trips and thereby create future congestion problems.

**b. Congestion vs. Air Quality.** Relieving congestion can involve reducing the number of stopped vehicles and the length of time during which vehicles are stopped. This in turn improves local air quality. However, reducing congestion can also, in effect, increase capacity and eventually the total number of trips to the point where a congested state redevelops. This congested state would involve a larger number of stopped vehicles than had originally been involved and would thereby have negative impacts on local air quality. A key question that arises in this discussion asks whether the number of trips would have increased regardless of capacity increases.

**c. Accessibility & Quality of Life vs. Environmental Protection vs. Economic Development.** Providing access to areas of natural beauty brings up all these issues. On one hand, some might find that better access to such areas improves their quality of life. Also, improved access to such areas could provide economic benefits through the tourism industry. On the other hand, negative impacts might be imposed on the biological state and natural beauty of the area to which access is being provided.

**d. Mobility & Energy Conservation.** Some methods for improving mobility, such as the addition of highway capacity in high-density areas, promote the use of high-energy transport modes such as single occupant automobiles. As in the discussion of "Congestion and Air Quality" above, a key question asks to what extent trip-making activity would increase regardless of capacity improvements.

**e. Mobility vs. Economic Development.** Improving the efficiency by which goods are transferred and services are delivered can stimulate economic development. Similarly, providing more time-efficient transportation options to workers can improve their productivity and increase their access to job opportunities. In addition, economic development can increase the pool of resources available for improving the state's transportation options. At the same time, however, economic growth can negatively affect mobility by increasing the overall demands on the transportation system.

**f. Mobility & Livable Communities vs. Environmental Protection.** Some methods for improving mobility, such as the development of bicycle and pedestrian facilities, reduce the use of high-energy transport modes, such as single occupant automobiles, and thus promote energy conservation. Such facilities are compatible with and even

key to the development of more livable communities. On the other hand, major transportation projects that would improve mobility (on highways or at airports or in harbors) but also have the potential to affect the environment and local quality of life must be carefully designed to avoid these effects.

**g. Safety & Mobility & Quality of Life.** Safety improvements to the transportation system indirectly enhance mobility by lessening the likelihood of accident-related delays. The quality of life of both residents and visitors is promoted by measures to increase safety and security. Mobility improvements, such as the provision of dedicated bicycle and pedestrian facilities, also have direct safety benefits because they reduce opportunities for conflict between non-motorized and vehicular travelers.

### **3. Areas of Emphasis**

During the public involvement process for the HSTP, input was solicited on which goals should be emphasized in the planning of the statewide transportation system. The Citizen Advisory Committees, the home telephone survey, and the resource group interviews were the primary means of obtaining this input. The results of this process indicated that each group felt that no specific areas of emphasis should be identified. They also felt and that each goal should be treated equally. When referring to the HSTP to guide future actions, planners, decision makers, and the public should consider this input.

The home telephone survey reached over 1,100 respondents statewide. Because respondents to the survey were reached through random-digit dialing, the survey was able to reach a broad cross-section of the general public. It focused on obtaining input for the areas of emphasis in the plan and on how conflicts between goals should be resolved. Because the survey was conducted prior to the availability of the draft goals and objectives of the HSTP, only generalized goals and broad issue areas were discussed. A full report on the home telephone survey, including the survey itself and a discussion of the results, can be found in the technical appendix to the HSTP.

Respondents were asked to rank generalized goals on a scale of 1 to 4, with 4 being "very important" and 1 being "not to be considered." When considering the statewide transportation system as a whole, each of the generalized goals received an average ranking between 3.5 and 4.0, indicating that the goals were felt to be quite important by the general public. The highest-ranked goal on each island and statewide was "safety and security, making sure our transportation system is designed to keep users safe." When asked about the expenditure of funds, spending targeted on safety improvements and on "helping the quality of life in our communities" and "protecting the environment" received the highest emphasis.

The ongoing discussion that occurred during the CAC meetings on the neighbor islands and the comments received from CAC members revealed that they generally agreed with each goal and objective but felt that there should be a strong emphasis on involving the public in the planning process. In addition, on Maui and Kauai, it was also suggested that Goal III ("Protect and enhance the environment and improve the quality of life") should be emphasized. On Hawaii, Goals I and IV ("Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods" and "Support Hawaii's economic vitality") were called out as areas for emphasis. It is important to reiterate that the CACs were in agreement with each of the basic goals of the HSTP and to note that the CAC meetings included lively discussions about how best to achieve those goals.

Almost 70 resource group interviews were held throughout the state with groups having a special interest in the statewide transportation system. As with the home telephone survey, these interviews were conducted prior to the availability of the draft goals and objectives of the HSTP. Therefore, the seven goals stated in the Interim HSTP were presented to facilitate these discussions. These interviews revealed an overall tendency to emphasize the issues of "mobility and accessibility" and "economic development," although a number of the resource groups interviewed emphasized the issue of "environment and quality of life." Although the specific interests and emphases of the resource group interviewees varied, there was no suggestion that issues outside their interests should not be included in the HSTP.

In summary, there was no clear consensus from all sources (either statewide or in any one county) that any particular goal or issue should be emphasized. While differing emphases were identified by the Citizen Advisory Committees, the home telephone survey respondents, and the resource groups interviewees, the fact that no overall trend appeared points to the need for a balanced and thoughtful approach in developing projects, plans, and programs. Such an approach can minimize or resolve potential conflicts when they arise.

#### **D. APPROACH AND METHODOLOGY USED TO DEVELOP THE HSTP**

The overall intent of the process used to prepare the HSTP was to identify and satisfy the needs of the three primary target groups associated with the plan: (1) stakeholders, (2) users, and (3) providers. Descriptions of these groups are provided below.

- Stakeholders – those with a vested interest in the transportation system, including airlines and air cargo carriers at airports; shippers and passenger carriers at harbors; and truckers, taxis, and transit providers on the roadway system.
- Users – the general public and other users of the various transportation systems.
- Providers – the agencies and organizations that provide the transportation systems, including the airports, harbors, roadways, and transit agencies.

Although the areas of influence of these three groups overlap somewhat, their individual needs and requirements provide the foundation for Hawaii's transportation system. Each must be satisfied if a balanced system that comprehensively addresses the concerns of the entire state is to be provided. The input obtained through the public outreach program was the major focus of the HSTP's preparation. However, significant input was also obtained from several other sources. This section summarizes the sources used to prepare this document and includes a detailed description of the public outreach program.

## **1. Process Used to Prepare the HSTP**

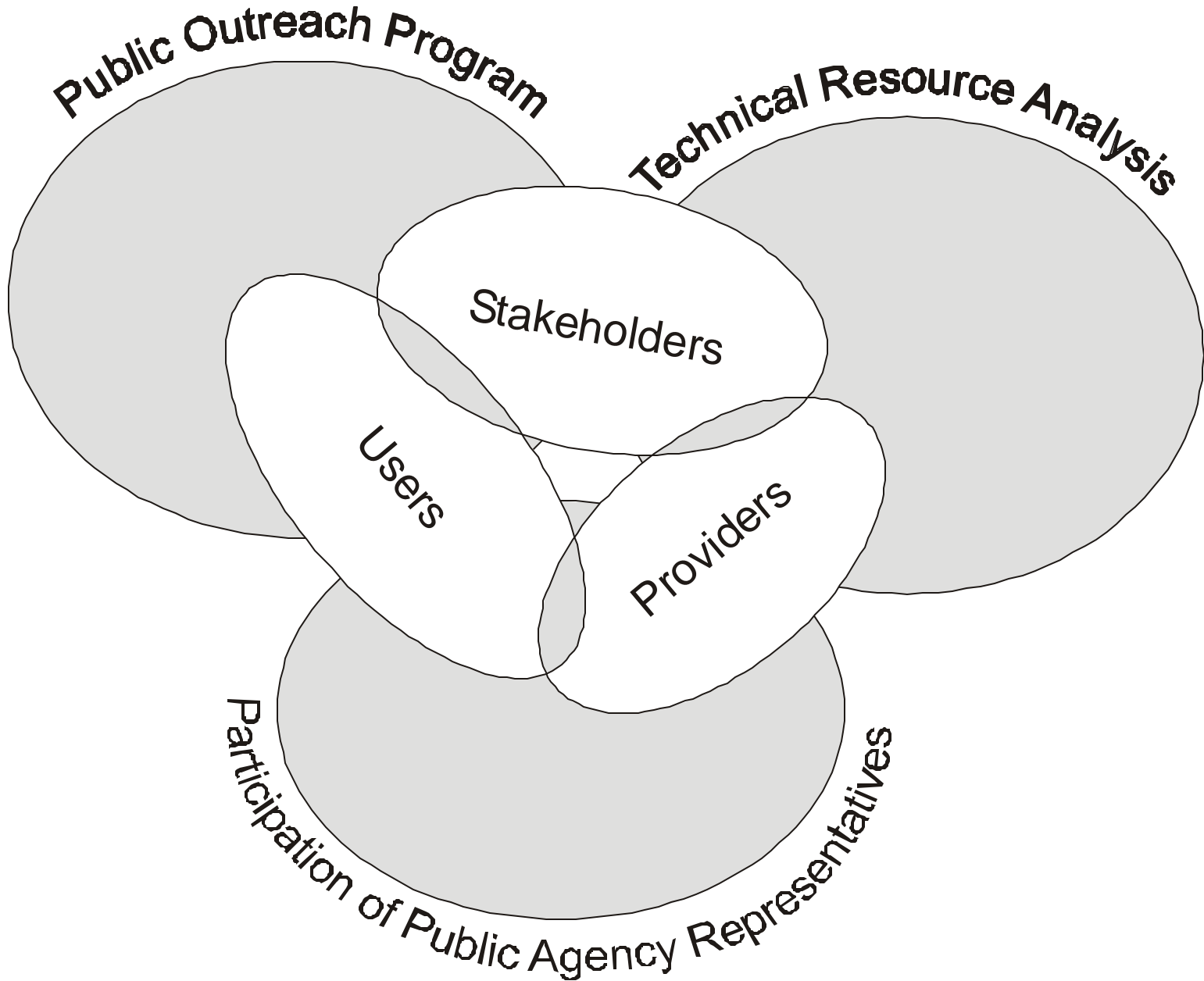
Figure II-1 provides a graphic illustration of the methodology used to develop the HSTP. Three primary sources of data were used in the development of this document: (a) the public outreach program, (b) technical resources used to develop background data, and (c) comments and information provided by the various agencies and organizations involved with the transportation system in Hawaii. Although the technique depicted in Figure II-1 was applied to the three target groups in an evenhanded manner, the actual results indicated that each group provided useful input in different ways. Input from the user group was most effectively obtained through the public outreach program. Input from the stakeholders was best obtained from both the public outreach program and the technical resources. Data from the providers was most effectively obtained from the technical resources and the participation of the agencies in the study process.

**a. Public Outreach Program.** The public outreach program was primarily used to provide input for the identification of the goals and objectives of the HSTP. The public involvement program was composed of five elements. These elements included the statewide transportation plan Citizen Advisory Committees (CACs) that were established in the neighbor island counties (including two in Hawaii County), the Citizen Advisory Committee of the Oahu Metropolitan Planning Organization, and a subcommittee of the OMPO CAC. Each element employed various public outreach methods to capture the unique perspectives and contributions that each participant brought to the process. These methods made use of the following:

- Statewide Transportation Plan CAC/OMPO CAC Subcommittee
- Public Officials and Agencies
- Resources Group Interviews
- Telephone Survey
- Public Information Program

Although the program included several elements, the central focus of the program was the Citizen Advisory Committee (CAC) formed on each neighbor islands. These committees were used to conduct a step-by-step process that eventually resulted in the goals, objectives, strategies, and examples of implementing actions for the

**FIGURE II-1  
DATA SOURCES FOR HSTP**





HSTP. The steps used in the process, which corresponded with the series of CAC meetings, included the following:

- Step 1 – Identify transportation issues and concerns
- Step 2 – Develop preliminary goals and objectives
- Step 3– Describe the draft goals, objectives, strategies, and implementing actions
- Step 4 – Prepare proposed goals and objectives for the HSTP

On Oahu, the primary focus was on the technical resources provided by the public outreach programs. These programs were conducted by the City and County of Honolulu as part of the planning process for the TRANS-2K and Primary Corridor Transit projects. They were also conducted by the Oahu Metropolitan Planning Organization (OMPO) as part of the development of the Oahu Regional Transportation Plan (ORTP). These programs were instrumental in highlighting the importance of public transit as the most critical part of Oahu's overall mobility plan and has led to many transit plans and programs developed on the island. A subcommittee of the OMPO CAC was used to assist in the interpretation and synthesis of this data.

Figure II-1 indicates the relationship of the public outreach program input and the steps used to develop the goals and objectives. It also indicates how this activity fits into the overall process used to develop the HSTP. Also, a more detailed description of the public outreach program is provided in section 2 of this chapter.

**b. Technical Resources.** The technical resources used to assist in the HSTP's development included the following:

- Previous Statewide Transportation Plans for the State of Hawaii – both the 1992 final report and the 2000 interim report were used as background information;
- Statewide transportation plans from other states, including plans from Florida, Iowa, Minnesota, California, Pennsylvania, Washington, and Oregon;
- Hawaii statewide transportation system plans for the airports system and the harbors system;

- Countywide land transportation plans for each county, including the Oahu Regional Transportation Plan and the Countywide Land Transportation Master Plan for Maui, Kauai, and Hawaii;
- Master plans for specific facilities, including the harbors in each county and the transit system on Oahu;
- County general plans for each county;
- Community plans on various islands;
- Financial plans for the HDOT divisions, including airports, harbors, and highways; and
- Visitor industry information, including the Kauai visitor survey and the Strategic Tourism Plan prepared by the Hawaii Tourism Authority.

**c. Comments from Technical Agencies**. Coordination was maintained throughout the course of the planning study with all agencies involved in the HSTP's development. These agencies included:

- Hawaii DOT divisions, including Airports, Harbors, and Highways
- The Oahu Metropolitan Planning Organization
- The City and County of Honolulu Department of Transportation Services and the Department of Planning and Permitting
- The public works and planning departments for each of the neighbor island counties
- The Federal Highway Administration

As indicated in Figure II-1, agency comments and/or data input were received during all phases of the work program on all aspects of the HSTP, including the goals and objectives, the planning process, and the financial component. The comments were used to refine and modify each element of the HSTP as appropriate. The coordination process was iterative in nature with agency review, as appropriate during the planning process, to ensure that both the intent as well as the technical requirements of the process would be satisfied.

## **2. Use of Public Outreach Program to Prepare the HSTP**

This section of the report documents the manner in which the public involvement program was conducted and how its input was incorporated into the overall process described above to prepare the HSTP.

The public outreach program specifically designed for the project was conducted during the development of the Hawaii Statewide Transportation Plan (HSTP). This provided the general public with access to information throughout the plan development. The program was designed to inform interested individuals, groups, and agencies about the plan. It also gave interested parties opportunities to provide input on the HSTP's development. The public involvement program reached out to a wide spectrum of interested parties to ensure that the provisions of Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice were addressed. The program described below built on the strategies used by the Oahu Metropolitan Planning Organization (OMPO), the City and County of Honolulu, and the State of Hawaii to develop the Oahu Regional Transportation Plan (ORTP). The program also built on the strategies used by the neighbor island counties in their recent outreach and public information programs used to develop countywide general plan documents.

**a. Citizen Advisory Committee (CAC).** The Citizen Advisory Committees were ad hoc working groups selected to represent the overall population in each county of the neighbor islands. Each county was responsible for preparing the initial list of CAC members. This list was then supplemented with any additional members that were needed to ensure that special interests and potential public needs would be addressed. CAC members provided assistance in identifying resource groups and groups to whom outreach presentations would be made. They identified transportation-related issues and concerns and provided significant input into the goals and objectives identified for the HSTP. Their input helped in the assessment, evaluation, and synthesis of information derived from other elements of the public involvement program. The CAC members used information provided by the state staff and its consultant, together with their own knowledge, to identify areas of emphasis associated with the goals and objectives of the HSTP. Finally, the CAC

members reviewed and commented on the HSTP's ultimate list of goals and objectives as well as the strategies and implementing actions identified during discussions of the issues. It should be noted that the CAC members were just one means of obtaining public direction.

Four CACs were established in neighbor island counties (including one in Hilo/East Hawaii, one in Kona/West Hawaii, one on Kauai, and one on Maui) based on input from state and county representatives. They were composed of members of the general public, the business community, social services agencies and organizations, and other special interest groups recommended by the state and county agency representatives. Care was taken to ensure that the invited CAC members would reflect a wide spectrum of demographic and interest groups in each county, including advocates for the elderly, the transit-dependent, the poor, and the disabled.

Forty-eight individuals were initially invited to form the Kauai CAC, 61 to form the Maui CAC, 38 to form the Hilo (East Hawaii) CAC, and 32 to form the Kona (West Hawaii) CAC. In addition, other members of the public who requested membership in the CACs were admitted. Approximately 25 individuals typically attended the CAC meetings on Kauai, 35 on Maui, 20 in Hilo, and 20 in Kona. Four rounds of CAC meetings were held as described below.

The purpose of the first round of meetings was to familiarize the CAC members with the overall activities and responsibilities of HDOT. These were also used to solicit members' input on issues and concerns that should be addressed by the HSTP. CAC members offered their views on specific issues and concerns to be addressed in the HSTP ranging from descriptions of specific deficiencies in the existing transportation system to discussions about the processes currently used to develop transportation plans and implement facilities and programs. CAC members also discussed the need to include a preliminary series of goals, objectives, strategies, and possible implementing actions.

The purpose of the second round of meetings was to have the CAC members identify goals and objectives for the Statewide Transportation Plan. A summary of the key issues and concerns raised at the first round of meetings was presented.

The CAC members were asked to use this summary and convert the issues and concerns into a more generalized list of initial goals and objectives. This list included a variety of concepts such as goals and objectives, strategies, implementing actions, and a description of additional issues. It was used to synthesize and amend the information based on the resource group interviews, existing plans, and other information identified by the state and the consultant.

The purpose of the third round of meetings was to have the CAC members identify areas of emphasis for the statewide transportation goals and objectives identified previously. A list of preliminary goals, objectives, strategies, and examples of implementing actions was presented to the CAC members. It was explained to the committee members that this list was a synthesis of the information they provided at the first two meetings when they converted the community-specific issues and concerns into broad goals and objectives with statewide application. Potential areas of conflicts and possible trade-offs existing between the goals, objectives, and strategies were identified.

The purpose of the fourth round of meetings was to present the Draft Goals, Objectives, Strategies, and Examples of Implementing Actions to the CAC members. This was done to re-affirm the goals and objectives for the Statewide Transportation Plan and their areas of emphasis as identified during the series of meetings.

**b. Oahu Metropolitan Planning Organization (OMPO) CAC and CAC Subcommittee.** The Oahu Metropolitan Planning Organization (OMPO) is the metropolitan planning organization for the City and County of Honolulu. It maintains a standing CAC with approximately 50 members. OMPO had just completed an intensive two-year public participation program as part of its process to update the regional transportation plan ("Transportation for Oahu Plan 2025" draft dated April 3, 2001). One of the key products of this document was the goals and objectives for the Oahu Regional Transportation Plan (ORTP) and its planning process. It was jointly agreed that the goals and objectives from the regional transportation plan for Oahu, which resulted from the plan's outreach effort, would be fully integrated into the HSTP effort. Any additional elements relevant to the plan would be identified through a supplemental outreach effort with OMPO. This outreach program for the

ORTP included regular contact with the permanent Citizen Advisory Committee for OMPO, a series of general public meetings held throughout the island of Oahu, mail-outs, and a home telephone survey.

A subcommittee of the OMPO CAC was formed to advise HDOT and its consultant on the HSTP public involvement program. Five members of the full CAC volunteered to serve on this subcommittee and were appointed by the CAC Chair. This *ad hoc* subcommittee reviewed and commented on the other elements of the program (i.e., public officials and agencies, resource groups, the telephone survey, the public involvement program, and the outreach program). The subcommittee also reviewed and commented on the goals and objectives derived from those elements. The subcommittee members provided assistance in identifying additional resource groups to interview and groups where outreach presentations could be made. The OMPO CAC subcommittee met four times, generally corresponding with the dates of the neighbor island CAC meetings.

This subcommittee was useful in advising on the mechanics for the overall outreach program throughout the state as well as on the incorporation of Oahu-specific data into the planning process. Because the various transportation agencies on Oahu, including the City and County of Honolulu Department of Transportation Services (DTS) and the Oahu Metropolitan Planning Organization (OMPO), had completed several outreach programs as part of their identification of transportation goals and objectives for Honolulu, the outreach for Oahu was limited to the results of these completed efforts. The goals and objectives from these planning activities were incorporated into the statewide program by converting them into a statewide context. It should be noted that the incorporation of the Oahu goals and objectives into the statewide goals and objectives is meant to be inclusive rather than exclusionary, i.e., all Oahu specific policies such as its public transit emphasis are included in the statewide policies but are not necessarily required by all counties.

**c. Public Officials and Agencies.** Elected and agency officials were informed of the HSTP's development at the onset of the planning process and were provided a description of the planned public involvement program. Presentations were made to the mayors and some council members of each neighbor island county in late 2000

and early 2001. They were asked to indicate any concerns or issues they had regarding the process and the manner in which it would be implemented. Coordination was maintained throughout the course of the planning process with key members of the agencies in each county. These agencies included the Planning and Public Works Departments on the neighbor islands, the Department of Transportation Services and Department of Planning and Permitting of the City and County of Honolulu, and the OMPO. County agencies were represented at each of the CAC meetings on the neighbor islands.

**d. Resource Group Interviews.** The resource groups are stakeholders, agency representatives, organization representatives, and persons with expertise and/or special interest in areas relevant to the HSTP. The list of resource groups to be interviewed was developed from a variety of sources, including county officials and staff, HDOT staff, the consultant team, the members of the neighbor island CAC, and the OMPO staff and its CAC subcommittee members. Additional candidates to be interviewed were identified by members of resource groups during the interviews themselves. The primary purpose of the resource group interviews was to gather information regarding views on how the transportation system is used, what specific transportation-related issues are faced, transportation needs and other related issues, and input used for the definition and emphasis areas of the HSTP's goals and objectives. The consultant team used the information resulting from these interviews to develop additional insight and perspective into the issues, concerns, goals, and objectives of each resource group. It was recognized that many of these groups have special interests or specific missions that may be beyond the purview of the HSTP. The understanding gained through these interviews was useful during discussions and the preparation of information for CAC meetings as additional points of view to use in their decision-making process. This information was also used in the preparation of the goals and objectives.

Almost 70 resource group interviews were held throughout the state. Among the resource groups that were interviewed were state agencies that assist the elderly, the disabled, the poor, and Native Hawaiians; state and county civil defense agencies; private organizations that assist the transit dependent, the elderly, the poor, and the disabled; advocates for non-motorized transportation and

environmental concerns; representatives of many private economic sectors (including farmers, fishermen, the visitor industry, shipping and cruise ship companies, the airlines, private schools, and utilities); the U.S. military; and various community groups and others. The ability to satisfy Title VI and the Environmental Justice requirements was also used in the selection of groups to be interviewed. The Technical Appendix to the HSTP includes meetings minutes for each resource group interview.

**e. Telephone Survey.** A random home telephone survey was conducted statewide in early June 2001, reaching 1,115 households and 31 stakeholder representatives of the elderly and disabled. The survey had two objectives: to provide additional input for the process of identifying emphasis areas of transportation goals and objectives for the HSTP and to reach groups that may have been otherwise under-represented in the outreach effort. The survey was designed to offer insight into the relative importance of a number of broad issues, goals, and policies as they relate to transportation locally and statewide. It was structured to reach the general population both on a statewide and on a county-level. A full report on the telephone survey, including the survey itself and a detailed discussion of its methods and findings is included in the Technical Appendix to the HSTP.

In addition, the survey reached certain groups (the elderly and disabled) and several geographic sub-areas whose views might not be well represented by those of the general population (Lanai, Molokai, and Puna). Based on input from the public participation exercises conducted as part of the various planning processes previously completed on the neighbor islands, it was determined that two key areas may have been under-represented if the respondents were selected purely on the basis of population, as these areas have relatively low population levels. These areas are the two smaller islands of Maui County, Lanai and Molokai, where geography alone could affect respondents' priorities, and the Puna Subdivisions of Hawaii County. According to the 1990 U.S. Census, the populations of Molokai and Puna have relatively high concentrations of Native Hawaiian (49% and 19%, respectively) and low-income residents (20% and 24%, respectively), when compared to the state as a whole (13% Native Hawaiian and 8% low income).



The telephone survey asked respondents to rank the relative importance of ten broad policy issues, both on local and statewide levels. Respondents were also asked to choose the more important issue from certain paired issues and to identify their priorities in expending funds. The ten broad policy issues covered in the survey are listed below in declining order of the percentage of respondents who considered them "very important" planning issues for the local community:

- Safety and security (making sure our entire transportation system is designed to keep users safe);
- Making sure plans for different areas and transportation systems work together;
- Making sure there is enough funding to meet transportation needs;
- Helping the quality of life in our communities;
- Making sure plans from different agencies work together;
- Protecting the environment (for example, controlling air pollution or protecting endangered species);
- Accessibility (getting places quickly and easily);
- Mobility (getting where you want to go);
- Supporting the economy; and
- Public involvement in the planning process.

In choosing from selected pairs of issues, "safety" was chosen as more important than "protecting the environment" or "mobility." "Mobility" was seen as less important than "safety," "supporting the economy," "protecting the environment," and "financing." Both statewide and all counties except Maui County saw "Supporting the economy" as more important than "public involvement." "Supporting the economy" was seen as more important than "mobility" everywhere but not as important as "helping the quality of life in our communities" or "protecting the environment." "Ensuring adequate funding" and "protecting the environment" were seen as more important than "mobility." "Public involvement" was seen as more important than "statewide planning."

In response to the series of questions asking respondents where they felt money should be spent for extra effort, more than 85% of respondents agreed that "safety and security," "helping the quality of life in our communities," "making sure plans for different areas and transportation systems work together," and "protecting the environment" were important enough to merit extra expenditures.

Results from the sample of stakeholders for the elderly and disabled showed that, with regard to issues in the local community, this group places a higher importance on mobility, accessibility, quality of life, and making sure plans from different agencies work together than does the general public.

**f. Public Information Program.** The general public was kept informed of the program and offered a number of ways to participate in the HSTP. The public information program intended to ensure the widest possible exposure of the program to the general public. Individuals were given opportunities to request additional information and to participate more fully in the public outreach program. The public information and education program that was ongoing throughout the development of the HSTP is intended to continue after completion of the HSTP as part of HDOT's normal operations. The public information program was composed of the following elements:

- A website
- Outreach presentations
- Public meetings

An Internet website ([www.state.hi.us/dot/stp/hstp](http://www.state.hi.us/dot/stp/hstp)) was established within the site currently maintained by the Statewide Transportation Planning Office (STPO) of HDOT and was accessible to anyone with access to a computer and modem (whether at home, at work, or at a library). Its purpose was to inform viewers about the HSTP program and to solicit comments and questions from the general public regarding issues, goals and objectives, and priorities. As part of the public information program for the HSTP, the website intends to assist in providing the widest possible exposure of the program to the general public. It was updated to include progress reports similar to the information provided in the draft HSTP. At the

conclusion of the HSTP process, it was turned over to the STPO for use as part of its permanent site.

Outreach presentations on the HSTP and the activities of HDOT were made at meetings of various groups. The presentations were made to groups upon request and were primarily intended to inform the public. However, they were also used to solicit input regarding transportation-related issues, goals, and objectives and to identify emphasis areas of goals and objectives. Groups to receive outreach presentations were suggested by the neighbor island CACs and the OMPO CAC Subcommittee, including planning districts, neighborhood boards, and special interest groups.

A series of public meetings for the general public was held on each island toward the end of the HSTP project. The public meetings served primarily to present the draft HSTP and to solicit comments. The presentations also included a summary of the public participation program's results and the planning process.

## **E. DEVELOPMENT OF GOALS AND OBJECTIVES**

The statement of goals, objectives, strategies, and examples of implementing actions presented in the HSTP encompass a broad range of interrelated and potentially conflicting transportation-related issues. The interrelations and potential conflicts inherent to these statements generated discussions and the need to assess how each issue would be best addressed. This section describes how the goals, objectives, strategies, and examples of implementing actions of the HSTP were developed. It concludes with a discussion of areas of emphasis, both statewide and in individual counties or communities, that have been identified based on extensive input solicited from a broad cross-section of the public.

The goals and objectives for the Hawaii Statewide Transportation Plan were developed in a collaborative manner based on a broad range of input as fully described in the preceding section of this chapter. Public input was solicited through a variety of means, including Citizen Advisory Committees (CACs) on Hawaii, Kauai,

and Maui; the standing CAC of the Oahu Metropolitan Planning Organization (OMPO); a home telephone survey; resource group interviews with various stakeholder groups; and outreach presentations. A range of documents was reviewed for consistency and inclusiveness, including the previous Hawaii STP, the Oahu Regional Transportation Plan, general plans and land transportation plans for the neighbor islands, state airport and harbor system plans, and applicable federal guidelines. In addition, statewide transportation plans prepared by several other states were also reviewed.

### **1. Identification of Issues and Concerns**

In the first step of the process, the consultant team used the previously prepared Interim Statewide Transportation Plan for Hawaii to identify an initial set of goals and objectives. These were used to provide a very broad starting point to initiate discussions with the CAC on each island at the first set of meetings. Committee members were asked to identify issues, concerns, and problems they wanted addressed by the HSTP. An effort was made to place each of these issues or concerns into categories that corresponded to the initial goals and objectives. Many of the “issues and concerns” were actually descriptions of deficiencies in the transportation system, concepts, and options for potential transportation improvements. Other concerns were actually commentaries on specific transportation projects that were under construction, under design, or under consideration in one of the counties. Each of these concerns was listed under the appropriate goal and objective to ensure that each would be properly considered in the future steps of the process.

### **2. Development of Preliminary Goals and Objectives**

The consultant team used this data and worked with the DOT staff to develop a preliminary set of goals and objectives that were consistent with the issues and concerns identified by the CACs on each island. This step of the process involved the expansion of the initial goals and objectives from the Interim Statewide

Transportation Plan into a much more comprehensive list addressing each issue identified by the CACs. Other sources of information were also used in this step to include issues and concerns provided by the various resources group members interviewed by the consultant team. Each of the issues and concerns obtained from this process was included in the development of these preliminary goals and objectives.

The preliminary goals and objectives were then discussed with the CAC on each island to ensure that all issues were included and that each was being addressed in the proper context. The issues and concerns were listed under each relevant goal and objective to ensure that the appropriate relationships could be established. The CAC members provided input that helped refine the goals and objectives as well as helped identify additional issues and concerns related to the appropriate goals and objectives.

### **3. Draft Goals, Objectives, Strategies, and Implementing Actions**

In the next step of the process, the consultant team reviewed the input from resource group members, including previous data and newly acquired data, to further update and refine the goals and objectives and the list of issues and concerns under each goal and objective. The consultant team also used data from previously conducted planning activities, reviewing and comparing goals and objectives to ensure that a comprehensive list had been prepared for the HSTP. These sources included the Oahu Regional Transportation Plan, general plans and land transportation plans for the neighbor islands, state airport and harbor system plans, applicable federal guidelines, and statewide transportation plans prepared by several other states. This input was used to refine and modify the preliminary goals and objectives as appropriate. Notations were made for these adjustments to ensure that the CACs were made aware of the information sources.

The next step of the process involved the further refinement of the actual wording used to summarize the goals and objectives. This was a joint iterative effort between the consultant team and the DOT staff. During this process, the two issues that

required the most attention were the ability of the goals and objectives to have statewide application and the potential for conflict between objectives. Refinements were made to each of the goals and objectives. This ensured that they were comprehensive enough to address all potential issues and concerns while being sufficiently specific and direct to serve as an effective tool in the transportation planning process. It was also necessary to ensure that potential conflicts were identified and that the necessary refinements were made to eliminate or address how these potential conflicts were compatible within the context of the goals and objectives. The final element of this step was listing strategies within each objective and implementing actions under each strategy. The starting point for this step was listing the issues, concerns, and specific transportation improvement projects identified by the CAC members and the resource group members. The list of strategies and implementing actions was expanded using data from the relevant documents from county and state transportation agencies, including the three state divisions, the planning and public works departments of each county, and the transit agencies of each county.

#### **4. Proposed Goals and Objectives for the HSTP**

The draft goals, objectives, strategies, and implementing actions were presented to and discussed with the CAC members. Input from the CAC included refinements in the wording, adjustments, and additions to the list of strategies and implementing actions, and revisions to the groupings used to organize the goals and objectives. These comments helped to clarify the context in which previous issues and concerns were introduced, clarify potential conflicts between objectives, and make refinements to the wording of the proposed goals and objectives. This ensured that the goals and objectives were necessarily generalized to reflect the perspective of a broad and inclusive statewide plan rather than an exclusive and specific plan.

A significant source of data used to complete this stage of the process involved the analysis and use of results from the home telephone survey. The survey questions were used to provide input for the identification of emphasis areas of transportation goals and objectives for the HSTP. The survey was designed to offer insight into the

relative importance of a number of broad policy issues related to transportation issues from both a local and statewide perspective. The results of the survey indicate that the respondents felt that safety and protection of the environment were the two most important issues to be addressed in the HSTP. While providing significant input into the process, the survey results did not justify major revisions to the proposed goals and objectives as presented to the CAC.

A final synthesis of the goals and objectives was conducted to ensure that all sources of input received through the planning process were considered and that no issues or concerns were neglected in their development.

## **F. TITLE VI AND ENVIRONMENTAL JUSTICE**

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.

To satisfy Title VI and EJ requirements, a project must illustrate that concern for environmental justice is integrated into every transportation decision, from the first thought about a transportation plan to the post-construction operations and maintenance. Every effort was made to ensure that a full and fair opportunity was made available to all members of all communities in the state to participate in the development of the HSTP. In particular, the public outreach program was designed to ensure that this was accomplished. For example, the members of the Citizen Advisory Committees were invited from a broad spectrum of each community on each island in the state to ensure that all potential groups, interests, and points of view would be represented on each committee. This included the low-income and minority population, the elderly, the disabled or otherwise challenged individuals, and special

interest groups. Also, the statewide home telephone survey identified specific target areas with high concentrations of low-income residents and Native Hawaiian residents, two groups that are often under-represented in many of these activities, to over represent them in the survey in an attempt to ensure that their views were represented in the results. Approximately 70 resource group interviews conducted during the HSTP process were with state agencies and private organizations that represent the elderly, the disabled, the transit dependent, the poor, and Native Hawaiians. The public information element of the public outreach program also made every attempt to ensure that all groups identified above had full access to all information developed during the HSTP process.



**OUR VISION  
TRANSPORTATION IN THE 21<sup>ST</sup> CENTURY  
HAWAII STATE DEPARTMENT OF TRANSPORTATION**

As we move into the 21<sup>st</sup> Century, we envision a multi-modal transportation system that encourages the integration of advanced technology and innovation in providing for the safe, economic, efficient, and convenient movement of people and goods while fostering economic growth and development throughout the state.

**We see...** a well-developed multi-modal transportation system in Hawaii.

Our airports and harbors on Oahu, Maui, Hawaii, and Kauai will be developed to insure the rapid and efficient movement of people and goods to local, national, and international destinations. All parts of the world will be accessible by a combination of long-range, subsonic and hypersonic jet aircraft.

Our interstate highway system will be completed. Each of our islands will have a complete belt highway around the island. Highways will be four lanes, divided to enhance safety and landscaped to enhance the islands' beauty. Grade-separated crossing and interchanges will replace many old road intersections and traffic bottlenecks.

**We see...** other forms of transportation. Environmentally friendly, automated rapid transit and people mover systems will move large numbers of people into and within cities with clocklike precision. State-of-the-art electrical systems and innovations will energize these with improved energy efficiency.

Hi-speed ferries will transport our commuters from their homes to work in comfort and without the stresses of peak-hour driving. Ferries will provide our visitors with important transportation links to the airport, the downtown waterfront, and various resort and tourist destinations.

**We see...** jobs created closer to homes, and homes clustered around employment centers. Those living in suburban communities will work in neighborhood telework centers, branch offices close to their homes, or even their homes. These facilities will be linked to parent offices with computers, state-of-the-art telecommunication links, and teleconferencing facilities. Many residents will be able to live, work, and play in their own communities. Employee and family life quality will be enhanced as long work commutes are gradually eliminated.

**We see...** businesses relocating from the downtown area to suburban communities to meet labor needs and to reduce office space and parking costs. They will realize reduction in business travel as they are able to receive more information from government and other "smart" offices via remote computer terminals. We will also see decreases in public travel as access to information becomes available at conveniently located state satellite offices.

**We see...** an exciting evolution as Hawaii moves into the Information Age. We see a corresponding evolution into "electronic highways" as communication is increasingly substituted for transportation. The development of Hawaii's transportation and communication systems will enhance it to be globally competitive in the 21<sup>st</sup> Century.

## **HAWAII STATEWIDE TRANSPORTATION PLAN**

### **GOALS AND OBJECTIVES**

**MISSION: TO PROVIDE FOR THE SAFE, ECONOMIC, EFFICIENT, AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.**

#### **MOBILITY AND ACCESSIBILITY**

**GOAL I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.**

Objective 1: To preserve, maintain, and improve the air, land, and water transportation system infrastructure and programs with regard to each community's unique characteristics.

A. Improve multi-modal and inter-modal connectivity of the transportation system.

*Examples:*

- *Improve mauka-makai connections.*
- *Consider developing alternate routes where feasible.*
- *Explore opportunities to acquire and develop private roads previously used for agricultural purposes.*

B. Increase capacity and services to respond to current needs and anticipated growth.

*Examples:*

- *Expand infrastructure, facilities and services.*
- *Provide new facilities and services.*
- *Optimize operations.*
- *Provide alternative mode choices.*
- *Improve ground access concurrent with airport and harbor expansion projects, as appropriate.*

C. Pursue the maintenance and rehabilitation of the transportation system.

*Examples:*

- *Identify existing maintenance deficiencies and resolve or mitigate.*
- *Monitor and evaluate systems performance.*
- *Coordinate state and county maintenance and rehabilitation projects.*
- *Consider the use of life cycle costs in the project design and engineering that could result in using more durable materials.*

D. Ensure provision of essential air, land, and water transportation operations and facilities.

*Examples:*

- *Maintain essential air service and defense highway system.*
- *Implement and maintain accessible transportation requirements as required by the Americans with Disabilities Act (ADA) of 1990 and other legislation.*

Objective 2: To increase the efficiency of the air, land, and water transportation systems' operations.

A. Enhance inter-modal connectivity.

*Examples:*

- *Provide for smooth and efficient inter-modal transfers of passengers and goods.*
- *Enhance existing or provide new facilities and/or services to and from modal hubs.*
- *Provide user-friendly guidance and information.*
- *Provide adequate storage and support facilities at airports and harbors.*
- *Establish a continuous inter-regional state highway system that links state airports, harbors, and their related support facilities.*
- *Provide for safe motorized and non-motorized (pedestrian and bicycle) access to all airport, bus, and ferry terminals.*

B. Employ and encourage strategies to reduce transportation demand.

*Examples:*

- *Encourage the use of TDM strategies and actions to reduce single occupancy vehicle travel, including ridesharing and telecommuting.*
- *Encourage bicycle and pedestrian travel for trips of short distances.*
- *Support "smart growth" initiatives in land use planning.*
- *Provide informational and educational programs.*
- *Coordinate transportation system development with land use.*

C. Enhance performance of transportation systems affecting all modes of transportation used by people.

*Examples:*

- *Improve signal timing and coordination.*
- *Employ intelligent transportation system (ITS) technologies and concepts.*
- *Improve incident management and minimize response times for incidents and accidents.*
- *Ensure cost effectiveness of transportation policies and strategies in implementing initiatives and actions.*

Objective 3: To promote alternative air, land, and water transportation mode choices.

A. Facilitate and encourage a continuous level and variety of public transit services consistent with statewide and community needs.

*Examples:*

- *Provide safe and continuous routes.*
- *Provide educational programs.*
- *Expand the coverage of bus services in both service hours and geographic areas.*

B. Provide safe and continuous routes that are accessible by ADA guidelines.

*Examples:*

- *Provide and improve park-and-ride facilities and services.*
- *Inform and educate the public about the availability and usage of services.*
- *Encourage multi-modal accessibility to employment, shopping and other commerce, medical care, housing, and leisure, including adequate public transit access for the transportation-disadvantaged.*
- *Implement the accessible transportation requirements established by the Americans with Disabilities Act of 1990 and other legislation.*

C. Facilitate and provide walking and bicycling options that meet statewide and community needs.

*Examples:*

- *Provide safe and continuous routes.*
- *Provide educational programs.*
- *Increase the number of crosswalks and other pedestrian pathways.*
- *Increase the mileage of bicycle lanes and bicycle routes.*
- *Provide wide shoulders along roads where bicycle lanes are not feasible or merited.*
- *Sweep and maintain roadway shoulders and bike/multi-use paths regularly.*

## **SAFETY AND SECURITY**

**GOAL II: Ensure the safety and security of the air, land, and water transportation systems.**

Objective 1: To enhance the safety of the transportation system.

A. Provide safe facilities and infrastructure.

*Examples:*

- *Identify and implement physical improvements to reduce hazards, such as traffic signals, crosswalks, and signage.*

- *Maintain and repair existing facilities and infrastructure.*
- *Consider and accommodate the needs of pedestrians and cyclists.*
- *Implement traffic calming measures.*
- *Identify and improve “safe routes to school” for students who walk, cycle, or use other non-motorized modes.*
- *Provide up-to-date air traffic control equipment.*
- *Consider relocating roadside utilities underground.*
- *Minimize the use of guardrails that form barriers or hazards to safe passage by pedestrians or cyclists.*

B. Promote the safe use of the transportation system.

*Examples:*

- *Promote age-appropriate education for all users.*
- *Conduct targeted law enforcement at problem locations.*
- *Prepare Emergency Response Plans for disasters or emergencies.*
- *Identify operational improvements to reduce hazards and impacts.*
- *Maintain a current traffic accident record system.*
- *Consider developing a highway safety improvement program.*

Objective 2: To ensure the secure operation and use of the transportation system.

A. Employ various safety and security measures as required.

*Examples:*

- *Improve air traffic control.*
  1. *Provide up-to-date air traffic control equipment.*
  2. *Consider restricting areas in which helicopter tours can operate as appropriate.*
- *Provide transport routes for hazardous materials that ensure the safety of neighboring communities and vehicles (e.g. cars, cyclists, cruise ships).*
- *Develop hazardous materials accident and spill management strategies.*
- *Identify, evaluate, and eliminate threats to the transportation system.*

B. Use law enforcement at problem locations.

**ENVIRONMENT AND QUALITY OF LIFE**

**GOAL III: Protect and enhance Hawaii’s unique environment and improve its quality of life.**

Objective 1: To provide an air, land, and water transportation system that is environmentally compatible and sensitive to cultural, historic, and natural resources.

- A. Provide an infrastructure and facilities that are environmentally friendly, safe, and appropriate to each community's character and scale.

*Examples:*

- *Develop and maintain a built environment that is aesthetically beautiful and culturally responsible.*
- *Encourage sustainability of natural and human resources and livability of communities in infrastructure development.*
- *Consider adopting flexible design standards and context-sensitive design practices.*
- *Consider a reasonable range of design alternatives.*
- *Provide bike and pedestrian facilities.*
- *Ensure access to shoreline and cultural resources.*

- B. Manage and operate the transportation system in an environmentally responsible manner.

*Examples:*

- *Encourage the use of TDM strategies and actions.*
- *Encourage the use of low-cost, energy efficient, non-polluting means of transportation.*
- *Develop monitoring programs to ensure compliance with noise, air, and water quality standards, effectiveness of mitigations, and improved facilities.*

- C. Support environmentally responsible programs and activities.

*Examples:*

- *Promote 'Adopt-a-Highway' program.*
- *Promote rideshare programs.*
- *Promote bicycling and walking.*
- *Support the prevention of unwanted alien species introduction.*

Objective 2: To ensure that the statewide air, land and, water transportation system supports comprehensive land use policies and livability in urban and rural areas.

- A. Provide a transportation system that supports and enhances quality of life.

*Examples:*

- *Provide noise abatement measures.*
- *Comply with air, noise, and water quality standards.*
- *Encourage smart transportation infrastructure development that is sensitive to Hawaii's unique environment, its historic and cultural heritage, its diverse communities, and its Ahupua'a concept of integrated watershed management.*

- B. Encourage the use of non-motorized transportation modes.

*Examples:*

- *Provide safe and continuous bicycle and pedestrian routes.*
- *Establish programs to protect scenic, historic, and heritage transportation corridors.*

C. Minimize disruption of existing neighborhoods due to transportation.

*Examples:*

- *Schedule construction activities to minimize local impacts.*
- *Schedule construction activities during off-peak hours when possible to minimize traffic impacts.*
- *Protect and preserve existing rights-of-way to allow for potential future roadway expansion.*

## **ECONOMIC DEVELOPMENT**

### **GOAL IV: Support Hawaii's economic vitality.**

Objective 1: To provide and operate an air, land, and water transportation system to accommodate existing and emerging economic developments and opportunities.

A. Provide a direct, convenient, and physically suitable system for goods movement to transportation facilities and to commercial and industrial areas.

*Examples:*

- *Maintain and improve the connectivity and accessibility to/from transportation hubs, population centers, and the workplace.*
- *Improve transportation facilities for freight handling and storage.*
- *Partner with public and private sectors to ensure cooperation and coordination for the provision of transportation facilities and infrastructure.*

B. To promote efficient and cost effective operations of the transportation system.

*Examples:*

- *Reduce delay and costs for people and goods movement through increased system efficiency and multi-modal capacity.*
- *Coordinate public and private sector investments.*
- *Promote high technology including inter-island and intra-island ferry systems.*

Objective 2: To develop an air, land, and water transportation system that complements and preserves Hawaii's unique, natural environment as an asset for economic and quality of life issues.

A. Make transportation investments that reflect each island's character and scale and that foster the residents' the quality of life.

B. Target transportation investments in coordination with community involvement.

- C. Consider developing a scenic byways program.

*Example:*

- *Coordinate with appropriate agencies to develop a scenic byways program.*

## **INTEGRATED STATEWIDE PLANNING, PROGRAMMING, AND DECISION-MAKING**

**GOAL V: Conduct a statewide planning process that is comprehensive, cooperative, and continuing.**

Objective 1: To improve coordination and cooperation between all branches and levels of government, the private sector, and the general public.

- A. Support and conduct the Statewide Transportation Planning Process.

*Examples:*

- *Educate the participants.*
- *Maintain a dynamic and continuously evolving process.*
- *Use current information technology to support ongoing planning efforts.*
- *Improve continuously evolving county/state planning process for project development.*
- *Work with partners at the federal and county levels of government.*

- B. Improve communication between all branches and levels of government, the private sector, and the general public.

*Examples:*

- *Proactively seek dialogue with stakeholders.*
- *Educate the public and decision makers on the planning process.*

- C. Integrate approved policies, programs, and plans from all branches and levels of government and maintain consistency with the "Hawaii Statewide Transportation Plan."

*Examples:*

- *Develop comprehensive long-range transportation plans and implementation strategies.*
- *Keep abreast of current and evolving programs and regulations.*
- *Address Title VI and environmental justice considerations.*

Objective 2: To involve the public and stakeholders to the fullest practicable extent in the planning and implementation of the transportation system.

- A. Develop programs to ensure adequate opportunities for public and stakeholders' involvement.



*Examples:*

- *Conduct timely public outreach meetings to inform, educate, and/or solicit input.*
- *Employ new technologies for public access and dissemination.*

B. Ensure responsiveness to public concerns.

*Examples:*

- *Develop and implement procedures to respond to public concerns.*

Objective 3: To develop and maintain a transportation financial structure that provides adequate and dependable resources for air, land, and water transportation systems.

A. Optimize the use of all possible financial resources.

*Examples:*

- *Seek maximum possible federal contributions.*
- *Seek innovative and non-traditional transportation financing.*
- *Assess user fees for transportation services and improvements.*
- *Identify opportunities to create public-private partnerships to improve the transportation system.*

B. Develop an ongoing comprehensive financial program.

*Examples:*

- *Continuously monitor revenue flow to optimize fiscal opportunities and avoid lapsing funds.*
- *Continuously monitor expenditures to maintain cash flow and ensure sufficient funds.*

### III. STATEWIDE TRANSPORTATION PLANNING PROCESS

The State of Hawaii is responsible for the implementation of the continuing, comprehensive, inter-modal statewide transportation planning process. This process incorporates the requirements for both the metropolitan and non-metropolitan areas of the state to develop the statewide transportation plan and the statewide transportation improvement program. Among the most important purposes of such a planning process are the following:

- To satisfy federal requirements, as originally established by the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA) and refined by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) as the necessary mechanism for cooperative transportation decision-making throughout the state.
- To coordinate statewide planning with planning activities in metropolitan and non-metropolitan areas.
- To ensure that public involvement can be provided throughout the planning process.
- To assure that fiscal constraint and public involvement are included in the development of the three-year Statewide Transportation Improvement Program.

#### A. FEDERAL REQUIREMENTS

To maintain conformity with the Federal Department of Transportation regulations, the statewide transportation planning process must satisfy the following federal requirements:

- The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21): TEA-21 was enacted on June 9, 1998 as Public Law 105-178. It authorizes the federal surface transportation programs for highways, highway safety, and transit for the 6-year period of 1998 to 2003. It continues many of the provisions of the Inter-modal Surface Transportation Efficiency Act (ISTEA), its predecessor.

- Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) and related regulations, the President's Executive Order on Environmental Justice, the U.S. DOT Order, and the FHWA Order.

The basic elements required in the statewide transportation planning process by the Acts and Orders listed above are summarized briefly below and in more detail in the following sections.

- *The collection and analysis of data relevant to the development of the statewide transportation plan;*
- *The consideration of seven factors identifying the various issues that must be addressed during the course of the technical planning process;*
- *The coordination of all planning activities with relevant agencies, organizations, and individuals associated with the statewide plan;*
- *The use of a process carried out in coordination with the metropolitan planning process required for Oahu;*
- *The development of the Statewide Transportation Improvement Program (STIP) at least every two years, which programs the use of federal and state transportation funds over a three-year period;*
- *The development of a statewide transportation plan (STP) that considers a range of options designed for the movement of goods and people, including all modes and their inter-connections.*

Two issues discussed below in greater detail relate to the planning data requirements and the seven planning factors. Also discussed below are the Title VI and Environmental Justice requirements that must be satisfied by the planning process.

### **1. Data Requirements for Transportation Planning**

The existing transportation planning process incorporates a database of socioeconomic, land use, and demographic forecasts created from a combination of sources including:

- The State of Hawaii Department of Business and Economic Development and Tourism (DBEDT),

- The State of Hawaii Office of Planning (OP),
- The City and County of Honolulu Department of Planning and Permitting (DPP),
- The City and County of Honolulu Department of Transportation Services (DTS),
- The Oahu Metropolitan Planning Organization (OMPO), and
- The Departments of Planning and Public Works for each of the neighbor island counties.

This data is used to develop travel demand forecasts, which are, in turn, used to project future travel demand requirements. Forecasts of future travel demand conditions are used to assess future transportation system needs, to identify and evaluate potential system improvements, and to prepare a proposed improvement plan.

Within the State of Hawaii, DBEDT provides statewide and countywide control totals of forecasts for various categories that describe socioeconomic and demographic conditions in future years. The transportation planning process requires travel demand forecasts for a minimum of 20 years and possibly for 25 years into the future. Once DBEDT prepares statewide forecasts, the Planning Department for each county develops the allocation within its respective county in accordance with land use and development policies articulated in the county's general plan and land use ordinances. The general plan for each county is designed to establish long-range objectives and policies expressed in terms of population, economic activity, housing, physical development and urban design, and the transportation system.

The three divisions within the State Department of Transportation, i.e., the Highways Division, the Airports Division, and the Harbors Division, each use this data to conduct their planning studies. The Airports and Harbors Divisions use the island-wide data to develop their forecasts for use in their planning activities. The Highways Division uses a disaggregated form of the data to develop travel demand forecasts as part of the land transportation planning process for each island. Each county takes responsibility

for the disaggregating of the island-wide data developed by the state into a smaller group of areas or zones for its respective county.

The data described above are primarily used in the development of the long-range transportation plans for each county, not in the development of the HSTP. However, the HSTP provides the policy guidelines and statutory requirements within which the countywide plans are prepared.

## **2. TEA-21 Planning Factors**

The federal Transportation Equity Act of the 21st Century (TEA-21), which mandates the preparation of the Statewide Transportation Plan (STP) for each state, requires that the planning process explicitly consider and address seven planning factors in the development of the document. These factors are as follows:

1. *Support the economic vitality of the United States, the states, and metropolitan areas, especially by establishing global competitiveness, productivity, and efficiency;*
2. *Increase the safety and security of the transportation system for motorized and non-motorized users;*
3. *Increase the accessibility and mobility options available to people and for freight;*
4. *Protect and enhance the environment, promote energy conservation, and improve quality of life;*
5. *Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;*
6. *Promote efficient system management and operation; and*
7. *Emphasize the preservation of the existing transportation system.*

Table III-1 provides a summary table that identifies each of the factors, identifies the agency responsible for each factor's application, and discusses how each factor would be integrated into the statewide transportation planning process.

**TABLE III-1  
INTEGRATION OF PLANNING FACTORS INTO DEVELOPMENT OF HSTP**

PLANNING FACTOR	RESPONSIBLE AGENCY	HOW INTEGRATED INTO STATEWIDE TRANSPORTATION PLAN
Support economic vitality of U.S., State of Hawaii and metropolitan area in state.	STPO and local agencies	Integral part of Hawaii Statewide Transportation Planning Process  Addressed in Goal IV: Support Hawaii economic vitality. Objective 1: Provide and operate transportation system to accommodate economic developments and opportunities. Objective 2: Develop transportation system that complements
Increase safety and security.	STPO and local agencies	Integral part of Hawaii Statewide Transportation Planning Process  Addressed in Goal II: Ensure the safety and security of the air, land and water transportation systems. Objective 1: Enhance safety of transportation system. Objective 2: Ensure secure operation and use of transportation systems.
Increase accessibility and mobility.	Local agencies	Oahu: Included in ORTP and General Plan Neighbor Islands: Included in Long-Range Transportation Plans and General Plans  Addressed in Goal I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods. Objective 1: Preserve, maintain and improve transportation system infrastructure and programs with regards to each community's unique characteristics. Objective 2: Increase efficiency of transportation systems' operations. Objective 3: Promote alternative transportation mode choices.
Protect and enhance environment, energy conservation, and quality of life	STPO and local agencies	Planning Process  Addressed in Goal III: Protect and enhance Hawaii's unique environment and improve its quality of life. Objective 1: Provide a transportation system that is environmentally compatible and sensitive to cultural, historic and natural resources. Objective 2: Ensure that the statewide transportation system supports comprehensive land use policies and livability in urban and rural areas.
Enhance connectivity of transportation system.	STPO and local agencies	Integral part of transportation planning process for each division.  Addressed in Goal I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods. Objective 2: Increase efficiency of transportation systems' operations.
Promote transportation system management.	STPO and local agencies	Integral part of planning process to develop Hawaii Statewide Transportation Plan.  Addressed in Goal I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods. Objective 3: Promote alternative transportation mode choices.
Preservation of existing transportation system.	STPO and local agencies	Integral part of planning process to develop Hawaii Statewide Transportation Plan.  Addressed in Goal I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods. Objective 1: Preserve, maintain and improve transportation system infrastructure and programs with regards to each community's unique characteristics.

### **3. Title VI and Environmental Justice Requirements**

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 denial, reduction, or significant delay in the receipt of benefits by minority and low-income populations.

To satisfy Title VI and EJ requirements, a project must illustrate that concern for environmental justice is integrated into every transportation decision, from the first thought about a transportation plan to the post-construction operations and maintenance. The *U.S. DOT Order* applies to all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT components:

- Policy Decisions
- Systems Planning
- Metropolitan and Statewide Planning
- Project Development and Environmental Review under NEPA
- Preliminary Design
- Final Design Engineering
- Right-of-Way
- Construction
- Operations and Maintenance

State DOTs are at the heart of planning, design, construction, and operations and maintenance projects across all travel modes. They allocate resources from various federal-aid programs. State DOTs successfully integrate Title VI and environmental justice into their activities when they:

- Develop the technical capability to assess the benefits and adverse effects of transportation activities among different population groups and use that capability to develop appropriate procedures, goals, and performance measures in all aspects of their mission.
- Ensure that State Transportation Improvement Program (STIP) findings of statewide planning compliance and NEPA activities satisfy the letter and intent of Title VI requirements and environmental justice principles.
- Enhance their public-involvement activities to ensure the meaningful participation of minority and low-income populations.
- Work with federal, state, local, and transit planning partners to create and enhance inter-modal systems; support projects that can improve the natural and human environments for low-income and minority communities.

## **B. HAWAII STATEWIDE TRANSPORTATION PLANNING PROCESS**

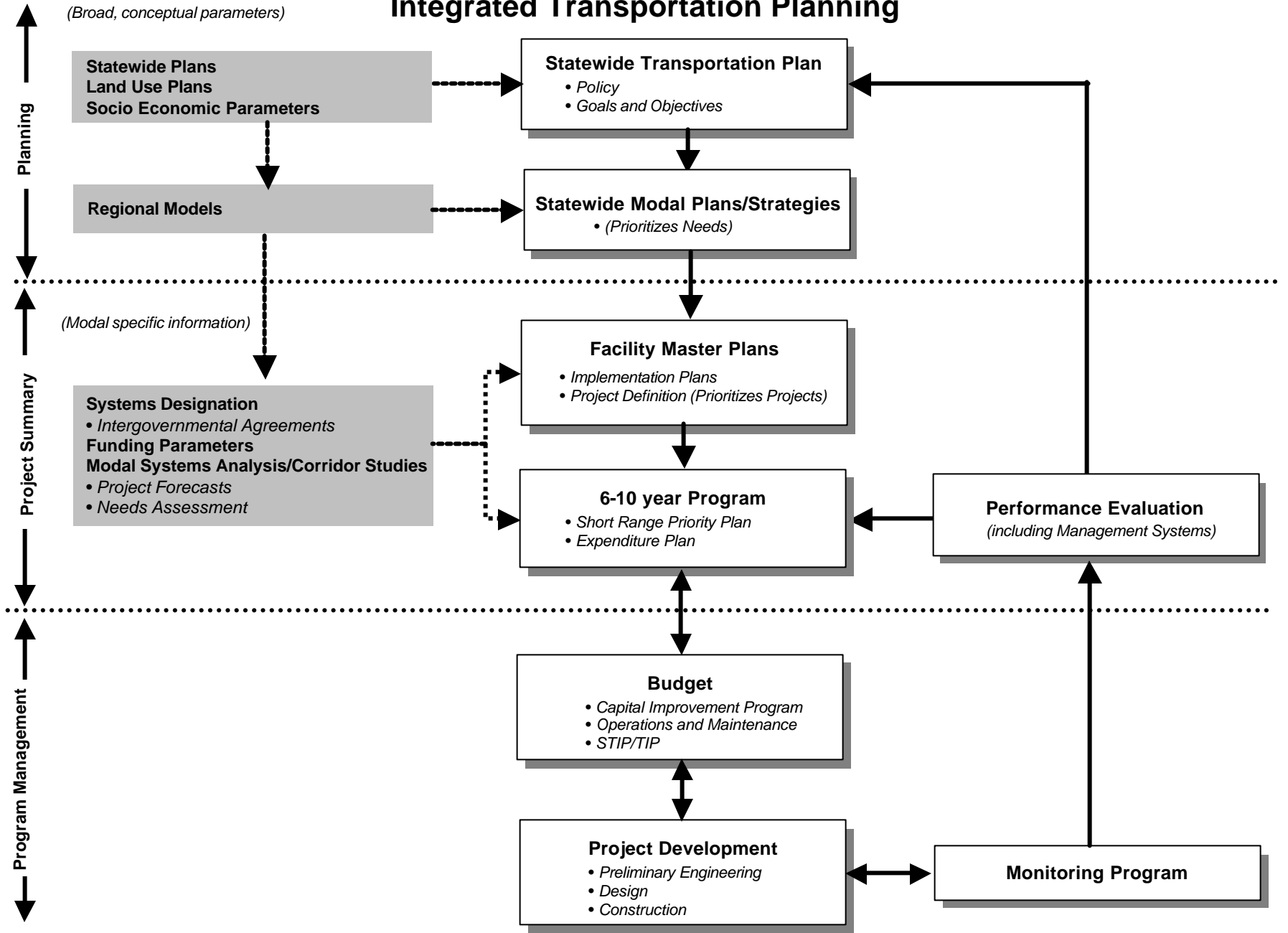
The Hawaii Statewide Transportation Planning Process consists of a series of interrelated activities. These activities address the preparation of a specific element in the state's overall program of transportation requirements. The process is integrated into a series of activities, including the statewide policy and land use planning activities, transportation planning activities, transportation funding activities, engineering and implementation activities, and management activities used to monitor and evaluate the performance of the transportation system. These are illustrated in Figure III-1. To describe how the transportation planning process functions, the overall flow of activities that occurs, resulting in the state's transportation improvements, must be discussed. The relationship of these activities to the plans and actions that must be completed as well as the organizational structure used to implement this process must also be discussed.

### **1. Flow of Activities Related to the Transportation Planning Process**

Figure III-2 illustrates the overall flow of activities involved in the transportation planning process. The flow chart illustrates the relationship between policy and land use planning activities, the transportation planning activities, and the funding and management activities. It indicates that the policy and land use activities and the



# Figure III - 1 Integrated Transportation Planning

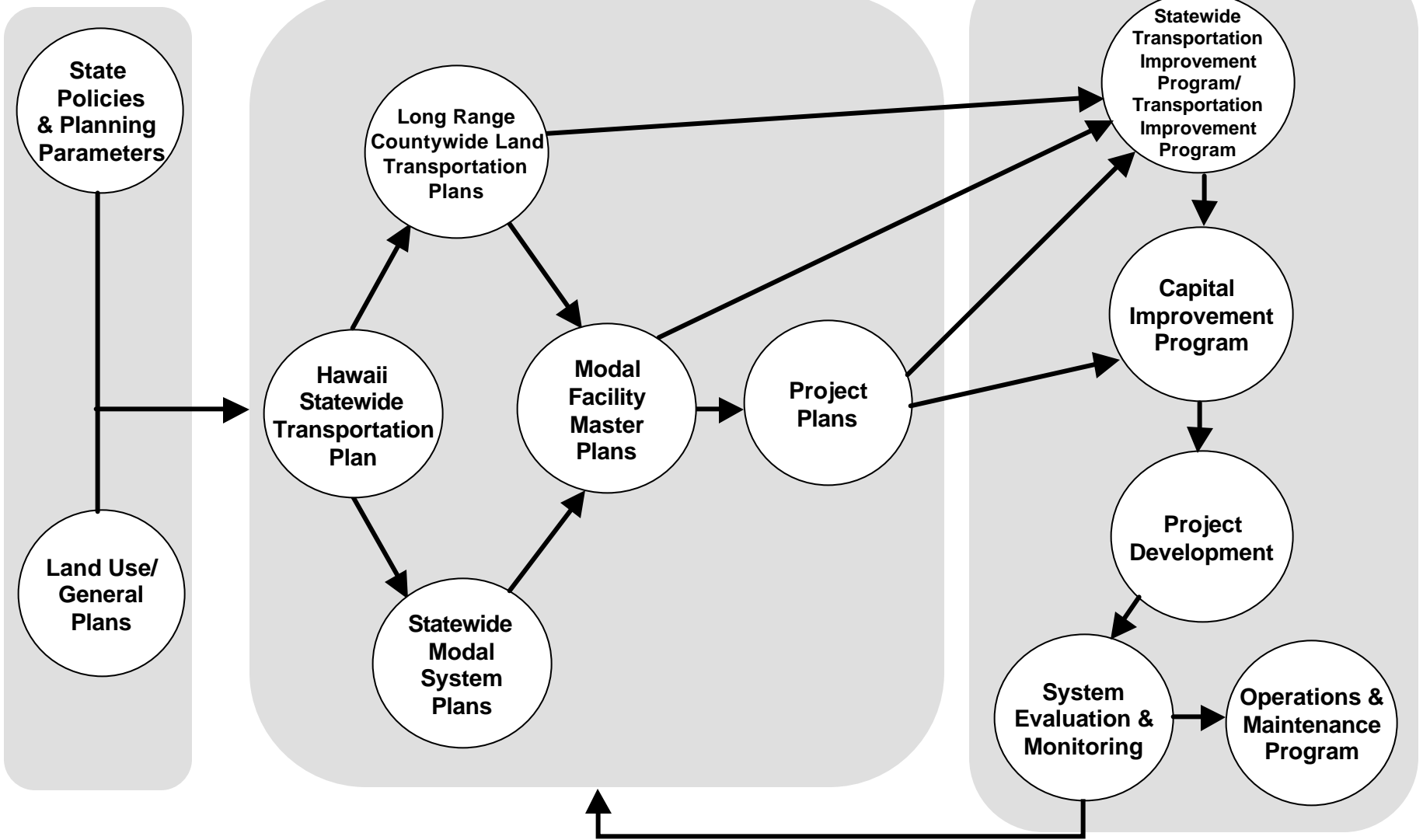


**Figure III - 2**  
**Integrated Transportation Activities**

Policy/Land Use  
Planning

Transportation Planning

Funding and Management



funding and management activities are not only related to but also are part of the transportation planning process.

**a. Policy and Land Use Planning.** These include the development of policy and planning parameters, land use, and general plans. Planning parameters include demographic and economic trends that tend to have the most significant affect on travel demands. These trends include:

- The magnitude and characteristics of the resident population
- The changes in the number and type of jobs that dominate the state's economy, especially in the visitor industry
- The changes in the military presence in the state
- The degree to which technology affects business and the need to travel

The planning parameters are used to update and modify the land use plans of each community and the counties. These updated land use plans ultimately result in updates to community plans and general plans for each county.

**b. Transportation Planning.** These are the activities that are part of the transportation planning process for the state. They include:

- The Hawaii Statewide Transportation Plan (HSTP)
- The long-range modal system plans for the statewide airports system and the statewide harbors system
- The long-range countywide land transportation plans for each county
- The modal facility plans
- The project plans used to implement transportation improvements

To implement the various elements of the master plan documents discussed above, it is necessary to develop project plans for the specific transportation facilities. These can range from relatively simple items such as a runway extension at an airport or street widening on a roadway to complex elements such as a transit system plan.

**c. Funding and Management.** The Statewide Transportation Improvement Program (STIP) is the three-year document prepared every two years by HDOT to program the use of federal transportation funds for Hawaii.

- The STIP programs the distribution of the funds to relevant jurisdictions including state and county transportation agencies.
- The Transportation Improvement Program (TIP) provides similar guidance for federal transportation funds for Oahu, and its projects are wholly incorporated into the STIP.
- The Capital Improvement Program (CIP) is the official funding program that the State Legislature uses to allocate transportation funds to specific projects.
- The Project Development describes the activities associated with the preparation of actual design and construction documents for the implementation of a specific facility.
- Performance monitoring activities include the ad hoc and permanent programs directed at the collection of data to monitor, evaluate, and assess the status of the transportation system for the state.

These activities are used to:

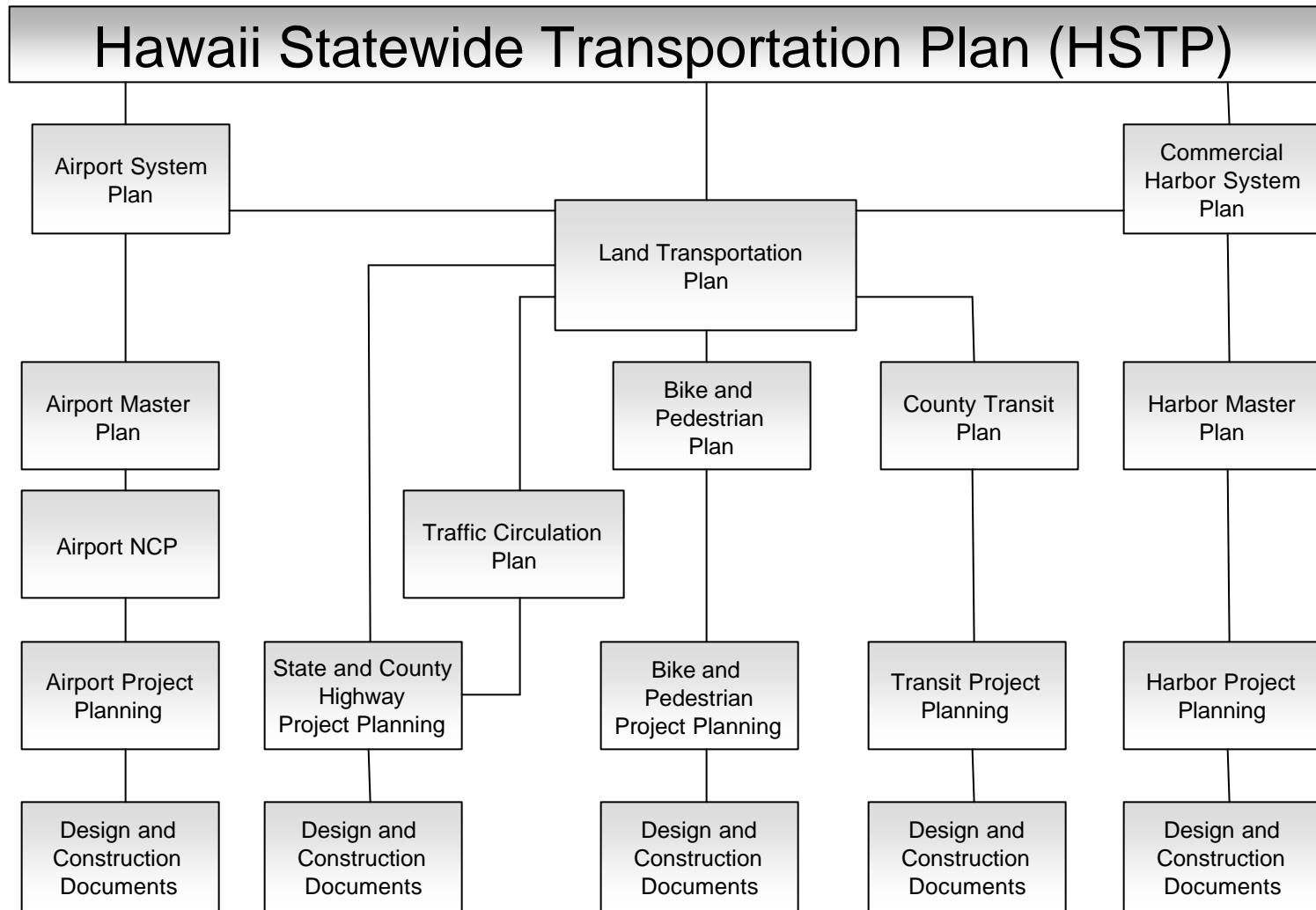
- Identify the funding for the implementation of the transportation improvements projects.
- Create the capital resources to enable the project to be constructed.
- Assess the effectiveness of the improvement program.

## **2. Transportation Planning Activities**

The Hawaii Statewide Transportation Planning Process is used to prepare or implement various activities. The products resulting from the completion of these activities and their relationship to one another is illustrated in Figure III-3. The chart illustrates the general hierarchy of the various plans and their organizational relationship to one another. The following provides a description of key products in the chart.

**a. Hawaii Statewide Transportation Plan.** The Hawaii Statewide Transportation Plan (HSTP) is an umbrella document that guides future planning for air, harbor, and

**Figure III - 3  
Hierarchy of Transportation Program Documents**



land transportation facilities and programs. It is prepared by the Hawaii Department of Transportation in collaboration with other county and federal agencies. The HSTP is developed within the context of a fully coordinated process that ensures consideration of all options, including modes (air, water, and land), in the preparation of the plan. The HSTP is used to provide the foundation for the preparation of the statewide system plan for each of the three modal elements. It provides the mechanism to satisfy the federal requirements for coordination as well as the means of ensuring that all options and modes are considered.

**b. Statewide Modal Plans/Strategies.** Statewide master plans are also part of the overall Hawaii Statewide Transportation Planning Process for each of the modes, i.e., air, water, and land transportation. The processes used to develop master plans for each of the modes of transportation within the comprehensive framework administered by the HDOT are described below.

- **Statewide Airports System Plan**

The Airports Division of HDOT is responsible for the statewide airports program. The specific duties and responsibilities of the Airports Division include the authority to plan, construct, enlarge, maintain, operate, regulate, and improve airports as a financially self-sustaining system. The Hawaii Statewide Airport System is unique in that the State of Hawaii owns and operates all publicly owned airports in the state. Publicly owned airports in other states are normally operated by local or regional government agencies.

As such, aviation needs for areas within these states must be addressed as part of a regional metropolitan airport system plan. These regional plans become one of a series of independent subsystems of a statewide airport system plan for the state.

The Hawaii Airports System Strategic Plan will provide guidance for decision-making on facility development, airport operations, and financial management. The Statewide Airport System Plan (SASP) and airport master plans should follow the direction of the Strategic Plan. The Statewide Airport System Plan for the State of Hawaii is one of a hierarchy of plans spanning the range from

national airport planning to individual airport master plans. Individual airport master plans have the most detailed focus in the planning hierarchy while the SASP provides the framework for the preparation of these master plans. The SASP addresses the development and maintenance of the system of airports that satisfies the needs of the State of Hawaii for a twenty (20) year timeframe. It is an integral element of the Hawaii Statewide Transportation Plan, and its preparation is coordinated with the long-range plans for the commercial harbor system and the land transportation system. Its primary purpose is to provide the basis for definitive and detailed airport planning, including the preparation of individual airport master plans. The SASP is a strategic plan for the development and operation of the airports system. It also includes an airport system capital improvement program.

- **Statewide Harbors System Plan**

The Harbors Division is responsible for the statewide commercial harbor system. The Harbors Division exercises control and management of commercial harbors, commercial harbor and waterfront improvements, docks, ports, wharves, quays, bulkheads, and landings belonging to or controlled by the State of Hawaii. This control of operations includes the authority to establish and enforce schedules of fees for use of state facilities.

The Commercial Harbor System Plan is developed at the statewide level using statewide planning parameters similar to those used by the Airports Division. Because the vast majority of cargo is brought into and is exported from the state through the Honolulu Harbor, the Commercial Harbor System Plan is first used to estimate harbor requirements for the Honolulu Harbor. Once the Honolulu Harbor requirements are defined, the harbor requirements for the other commercial harbors are estimated along with the requirements for Kalaeloa Barbers Point Harbor. Harbor master plans for each of the individual facilities are based on the requirements identified through this process.

As part of its continuing planning effort, the Harbors Division is also responsible for the development of twenty-year master plans for each of the state-owned and/or operated port facilities. Since the future plans for a specific port facility

will directly affect the users of the facility and the private businesses that depend on the shipping services provided by users, the Harbors Division pursues joint private sector/government efforts by coordinating the planning process with representatives from facilities users; the local business community; and federal, state, and county government agencies.

- **Land Transportation Plan**

Unlike the state's airport and harbor systems, which are the responsibility of HDOT, the planning, implementation, operation, and maintenance of the state's land transportation systems are addressed through the concept of home-rule. Separate processes are used to develop the long-range master plans for the land transportation systems within the rural and urban portion of the state. The appropriate process for the state's urbanized areas is the responsibility of the Oahu Metropolitan Planning Organization (OMPO). The Countywide Transportation Planning Process (CTPP), which is used on the neighbor islands of Hawaii, Maui, and Kauai Counties, is administered by the HDOT in cooperation with each respective county.

- 1) Oahu Regional Transportation Plan**

The OMPO and its participating agencies are responsible for the preparation of the Oahu Regional Transportation Plan (ORTP), which serves as a guide for the development of the major surface transportation facilities and programs to be implemented on Oahu. The plan intends to identify short-range and long-range strategies and actions, which will lead to the development of an integrated inter-modal transportation system facilitating the efficient movement of people and goods. The ORTP is developed within the context of the comprehensive, cooperative, and continuing (3C) planning process established and carried out by the OMPO and its participating agencies. It must be reviewed and updated at least every five years to:

- Validate and ensure consistency with current and forecasted transportation and land use conditions and trends
- Ensure that a 20-year planning horizon is addressed



## **2) Countywide Land Transportation Plan**

The Countywide Transportation Planning Process (CTPP) is established through an agreement between the State of Hawaii and the Counties of Hawaii, Maui, and Kauai to provide a mechanism that satisfies the 3C planning process requirements. The 3C process requires that the HDOT be an active participant in the planning activities and provide technical and financial assistance to counties to facilitate the completion of the planning activities. The countywide long-range land transportation plan includes the identification of short-range and long-range strategies and actions that will lead to an integrated inter-modal transportation system facilitating the efficient movement of people and goods. The plan also contains a financial element that identifies current and potential future sources of revenue that may be available for its implementation.

**c. Modal Facility Master Plan.** The statewide system master plan provides the strategic framework and the system facility inventory for each mode. The planning process also requires that a facility master plan be prepared for each modal facility in the system plan.

- **Statewide Airports System Plan**

Facility requirements for each primary airport identified in the Hawaii Statewide Airport System Plan (SASP) must be prepared. The Master Plan should detail the specific long-range plans of the individual airports by incorporating the strategic framework of the SASP with site specific development issues and alternatives, input from stakeholders, forecasts of future demand, and an analysis of revenue expansion opportunities.

- **Harbor Master Plan**

The long-range development plans of each commercial harbor included in the Hawaii Statewide Harbor System Plan have historically been developed with separate commercial harbor master plans for each facility. Beginning with the preparation of the Oahu Commercial Harbors 2020 Master Plan, the facility master plans now address each facility as dependent harbors whose activities are closely entwined. Because the Honolulu Harbor is the hub of the state's

commercial harbor operations, the master plans of Kewalo Basin and Kalaeloa Barbers Point Harbor have been combined with the planning for the Honolulu Harbor. In turn, the planning for the harbors on the neighbor islands is conducted while recognizing their interdependence on each other's operation.

- **Land Transportation Facility Master Plan**

Although the ORTP and the countywide land transportation master plans for the neighbor islands include a detailed highway plan for each county, it may be necessary to supplement the plan with a more comprehensive master plan for other modes. The most common of the other modal master plans are public transportation and bikeways.

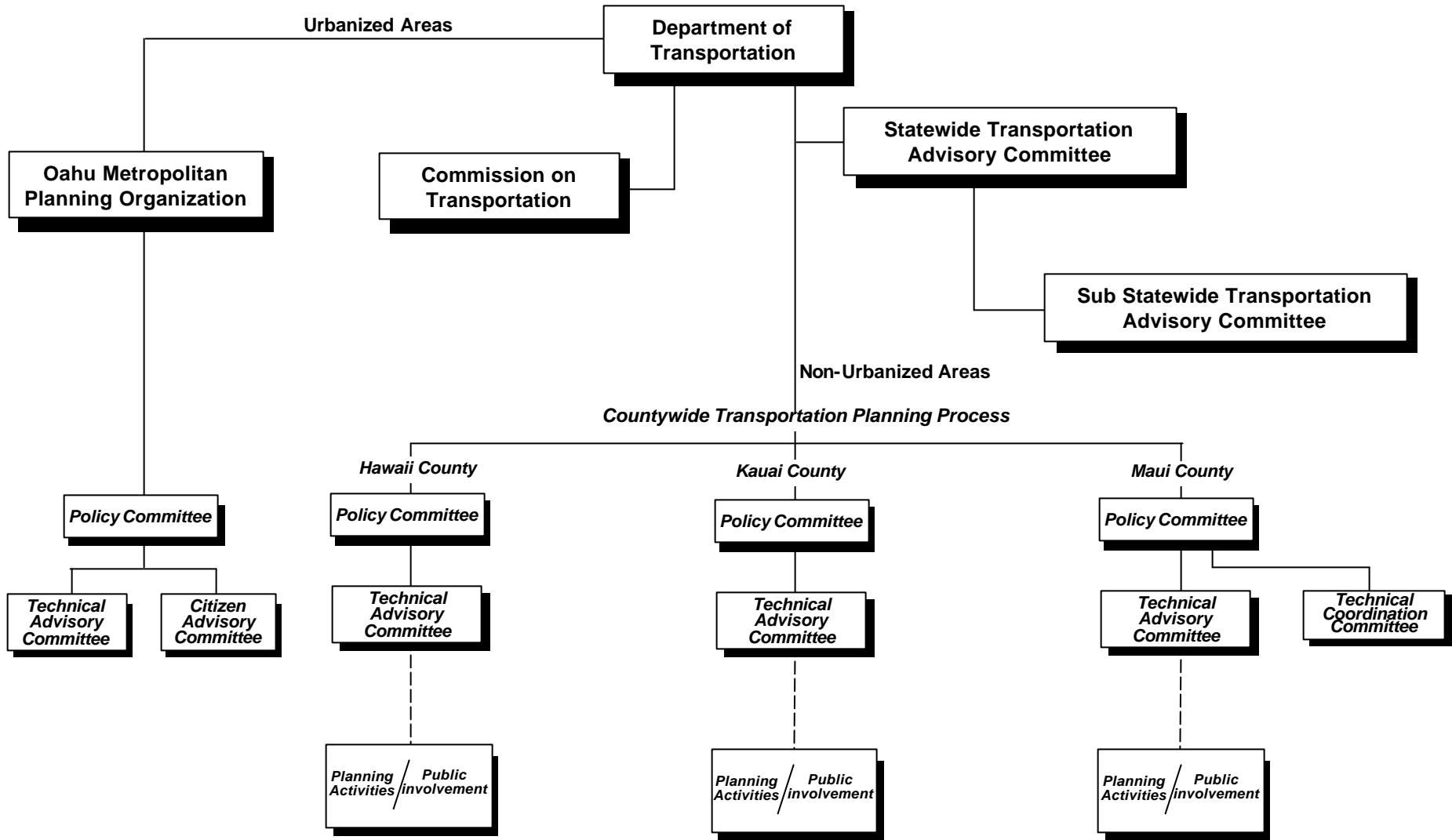
**d. Project Plans.** The final step in the overall statewide transportation planning process that leads to the implementation of transportation improvements is the project development element. This element results in project plans for individual transportation improvement. It is accomplished by the various divisions, i.e., airports, harbors or highways, or by the counties. Transportation projects that have been funded require the completion of preliminary engineering to assess the physical feasibility of the project and to satisfy local, state, and federal requirements for funding and environmental processing, preparation of design or construction drawings, detailed cost estimates, and actual construction.

### **3. Organizational Structure of Planning Process**

Figure III-4 illustrates the organizational structure established to implement the various elements of the Hawaii statewide transportation planning process identified in Figure III-1 and described above. The structure has three primary components:

- The Department of Transportation and the commissions and committees that serve as advisors
- The Oahu Metropolitan Planning Process used for the urbanized area of the state

**Figure III - 4**  
**Transportation Planning Process**  
**Organization Structure**



- The Countywide Transportation Planning Process (CTPP) used in the non-urbanized areas of the state

**a. Department of Transportation.** The first component of the organizational structure identifies the Hawaii Department of Transportation as the focal point with three primary groups serving as advisory boards.

- **Commission on Transportation (COT)**

The State HRS provides for a Commission on Transportation (COT) to serve in an advisory capacity to the director. There are eleven members on the commission, the number of members approximately proportional to the population of the respective county.

- **Statewide Transportation Advisory Committee**

The Statewide Transportation Advisory Committee (STAC) is established to advise the Department of Transportation on transportation policies and administrative issues by providing local transportation officials a forum for coordinating discussions on and review of planning, programming, and project development activities.

The STAC membership shall consist of the directors from the following transportation agencies:

State of Hawaii

- Department of Transportation
- Department of Business, Economic Development & Tourism

City and County of Honolulu

- Department of Transportation Services
- Department Planning and Permitting

County of Hawaii

- Planning Department
- Department of Public Works

County of Kauai

- Planning Department
- Department of Public Works

County of Maui

- Planning Department
- Department of Public Works and Wastewater Management

Ex-officio members shall consist of:

Metropolitan Planning Organization

- The Executive Director of the Oahu Metropolitan Planning Organization

Federal Transportation Officials

- Federal Highways Administration Representative
- Federal Transit Administration Representative
- Federal Aviation Administration Representative

- **Sub-Statewide Transportation Advisory Committee**

The Sub-Statewide Technical Advisory Committee (SubSTAC) is established to serve as a technical liaison to the respective members on the Statewide Transportation Advisory Committee by providing technical support and advice and ensuring technical competence in the statewide transportation planning process through the meeting of senior transportation officials of state and county governments who discuss and review planning, programming, and project development activities.

The SubSTAC membership shall consist of the senior transportation managers from the following agencies:

State of Hawaii

- Department of Transportation
- Department of Business, Economic Development & Tourism

#### City and County of Honolulu

- Department of Transportation Services
- Department Planning and Permitting

#### Hawaii County

- Planning Department
- Department of Public Works

#### Kauai County

- Planning Department
- Department of Public Works

#### Maui County

- Planning Department
- Department of Public Works and Wastewater Management

Ex-officio members shall consist of:

#### Metropolitan Planning Organization

- The Executive Director of the Oahu Metropolitan Planning Organization

#### Federal Transportation Officials

- Federal Highways Administration Representative
- Federal Transit Administration Representative
- Federal Aviation Administration Representative

There are also two in-house planning committees created to advise the director of the Department of Transportation on a variety of statewide issues related to the planning of transportation services in the state. They include:

- **Rural Transportation Technical Advisory Committee**

Membership on this advisory committee includes representatives of the state department of transportation and the transit officials from the neighbor island counties. This committee exists primarily to provide guidance to the STAC on issues associated with the transit systems on the neighbor islands.

- **DOT Planning Committee**

The HDOT Planning Committee was formed to serve as an in-house advisory group to the HDOT director. Its members include the planning representatives of the Airports, Harbors Division, and Highways Division. The committee advises the director on all planning issues that are the responsibility of HDOT. These include issues associated with the airports system, the harbors system, and the state highways system.

**b. Oahu Metropolitan Planning Organization (OMPO).** The OMPO is an advisory organization responsible for coordinating transportation planning on Oahu. OMPO and its participating agencies are responsible for the preparation of the Oahu Regional Transportation Plan (ORTP), which serves as a guide for the development of the major surface transportation facilities and programs to be implemented on Oahu. The plan intends to identify short-range and long-range (20 to 25 years into the future) strategies and actions that will lead to the development of an integrated inter-modal transportation system. This system will facilitate the efficient movement of people and goods. The ORTP is developed within the context of the comprehensive, cooperative and continuing (3C) planning process established and carried out by the OMPO and its participating agencies. It must be reviewed and updated at least every five years to confirm its validity and consistency with current and forecasted transportation and land use conditions and trends.

Although OMPO functions as the lead agency, the development of the ORTP is a cooperative planning effort that includes the significant involvement of agencies from the State of Hawaii and the City and County of Honolulu. These agencies include:

State of Hawaii

- Department of Transportation (DOT)
- Department of Business, Economic Development & Tourism (DBEDT)

Oahu and City and County of Honolulu

- Department of Transportation Services (DTS)
- Department Planning and Permitting (DPP)

The organizational structure of the OMPO consists of three committees that establish policies, advise, and guide the development of the technical products prepared by the OMPO and its staff.

- **Policy Committee (PC)**

The PC determines the direction of the OMPO effort, considers and approves transportation planning issues, and makes final approval for OMPO matters. It is comprised of 13 members. Five members are from the Honolulu City Council, including the chair of the Council Transportation Committee; three members are state senators, including the chair of the Senate Transportation Committee; three members are state representatives, including the chair of the House Transportation Committee; one member is the director of the state DOT; and one member is the director of the city DTS.

- **Technical Advisory Committee (TAC)**

The TAC provides technical input to OMPO's planning process, acts as the technical liaison between the Policy Committee and the OMPO Executive director, provides advice to the Policy Committee and the OMPO Executive director on technical matters, and ensures the technical competence of the planning process. The TAC consists of two staff representatives each from the city planning and transportation departments, two staff representatives from the state DOT, two staff representatives from the state DBEDT of which one staff member is from the Office of Planning (OP), one staff representative each from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration, the managing director of the Hawaii Transportation Association, and a faculty member of the University of Hawaii (with background in transportation or city planning).

- **Citizen Advisory Committee (CAC)**

The CAC is a volunteer group of non-governmental organizations interested in transportation planning on Oahu. It provides input to advise the Policy Committee and the OMPO Executive Director on public concerns and needs relating to transportation planning issues. The CAC is also a source of



valuable public input for OMPO-generated plans and programs. Additionally, the CAC reviews and develops recommendations to improve the OMPO public involvement program. The membership includes community organizations, professional associations, neighborhood boards, special interest groups, and transportation providers. Organizations seeking membership need to have their representatives attend at least four meetings of the CAC within a twelve-month period and submit, to the OMPO Policy Committee Chair, a written request for appointment to the CAC. The CAC currently consists of 49 member organizations.

- **Executive Director and Staff**

The Executive Director and staff are responsible for all matters of administration, implementation of policy, project direction, and coordination as directed by the Policy Committee.

**c. Countywide Transportation Planning Process.** The Countywide Transportation Planning Process (CTPP) was established through an agreement between the State of Hawaii and the Counties of Hawaii, Maui, and Kauai to provide a mechanism that results in the fulfillment of the 3C process, i.e., Cooperative, Comprehensive, and Continuing, within each county. This process requires the State of Hawaii Department of Transportation to be an active participant in the development of these plans and provide technical and financial assistance to counties to facilitate the completion of the planning process. Although the primary impetus for the development of this organizational structure was the preparation of the Long-Range Countywide Land Transportation Plan for the Counties of Hawaii, Maui, and Kauai, this same organizational structure is used in the completion of all of the transportation activities identified in Figure III-2.

- **Participating Agencies**

The CTPP process is designed to function as a fully cooperative activity that requires the participation of the State of Hawaii Department of Transportation, the County Department of Public Works, and the County Department of Planning for each county.

- **Organizational Structure**

The process includes an organizational structure with two committees that result in efficiency and equity.

**1) Policy Committee**

Composed of the directors of the three participating agencies, i.e. the State Department of Transportation, the County Department of Public Works, and the County Department of Planning.

**2) Technical Advisory Committee (TAC)**

Composed of senior staff of each agency.

The process also provides for the appointment of Citizen Advisory Committees for specific planning activities. These are not standing committees and are not reflected in the organizational structure, but they are an integral element of the planning process as described below.

## **C. PUBLIC INVOLVEMENT**

TEA-21 provides specific guidelines for the public involvement program that has been included in the Hawaii statewide transportation planning process, thus satisfying federal requirements. The Public Involvement Policy for the State of Hawaii Department of Transportation is summarized in Appendix G. Appendix H provides a detailed description of the Public Involvement Procedures that are recommended for use in the implementation of these policies. The public involvement program used in the Hawaii statewide transportation planning process was designed to adhere to the following statement:

*"The public involvement processes are open and proactive providing complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement by its residents."*

## **1. Public Involvement Methods and Activities**

The objectives are accomplished through the incorporation of the following activities:

- Providing early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Distributing timely information about transportation issues and processes to the public, affected public agencies, representatives of transportation agencies, private providers of transportation, freight shippers, users of public transportation, and other interested parties and segments of the community affected by transportation plan, programs, and projects;
- Providing reasonable public access to technical and policy information used in the development of plans;
- Giving adequate public notice of public involvement activities and giving adequate time for public review and comment at key decisions points, including, but not limited to, action on the plan;
- Giving explicit considerations and responses to public input during the planning and program development process, including responses to input received from persons with disabilities, minorities, the elderly, and low-income residents;
- Seeking out and considering the needs of those who are traditionally underserved by existing transportation systems, including, but not limited to low-income and minority populations that may face challenges accessing employment and other amenities; and
- Reviewing periodically the effectiveness of the public involvement process to ensure that the process provides full and open access to all and envisions any necessary modifications, with specific attention to the efforts to engage persons with disabilities, minority individuals, the elderly, and low-income residents.

The planning process must ensure that public involvement activities conducted on Oahu, the lone metropolitan area in the state, are carried out in response to the requirements as established by OMPO and in compliance with the objectives identified above.

The public involvement program must also ensure that the following objectives are satisfied during the initial development and when major revisions are made to plan documents and programs.

- The public, affected public agencies and jurisdictions, representatives of transportation agencies, private and public providers of transportation, users of transit services, freight shippers, and other interested parties must be provided with a reasonable opportunity to comment on the plan. To accomplish this, the plan must be published, with reasonable notification of its availability, or otherwise made available for public review and comment.
- The public, affected public agencies and jurisdictions, representatives of transportation agencies, private and public providers of transportation, users of transit services, freight shippers, and other interested parties must be provided with a reasonable amount of time to review and comment on the plans and programs.
- The process must provide an appropriate procedure for public involvement throughout the planning process, ensuring that the procedures are published and available for public review.

## **2. Elements of the Transportation Planning Process**

Figure III-5 provides a graphic illustration of the generic flow of activities needed to satisfy the requirements of the Hawaii transportation planning process. The chart identifies the various activities that must be completed, the inter-relationship of these activities, and the sequence in which they must be conducted. The flow of activities illustrates the general relationship of the technical activities, provides for coordination between agencies to obtain citizen input, and provides data required to implement the approval process.

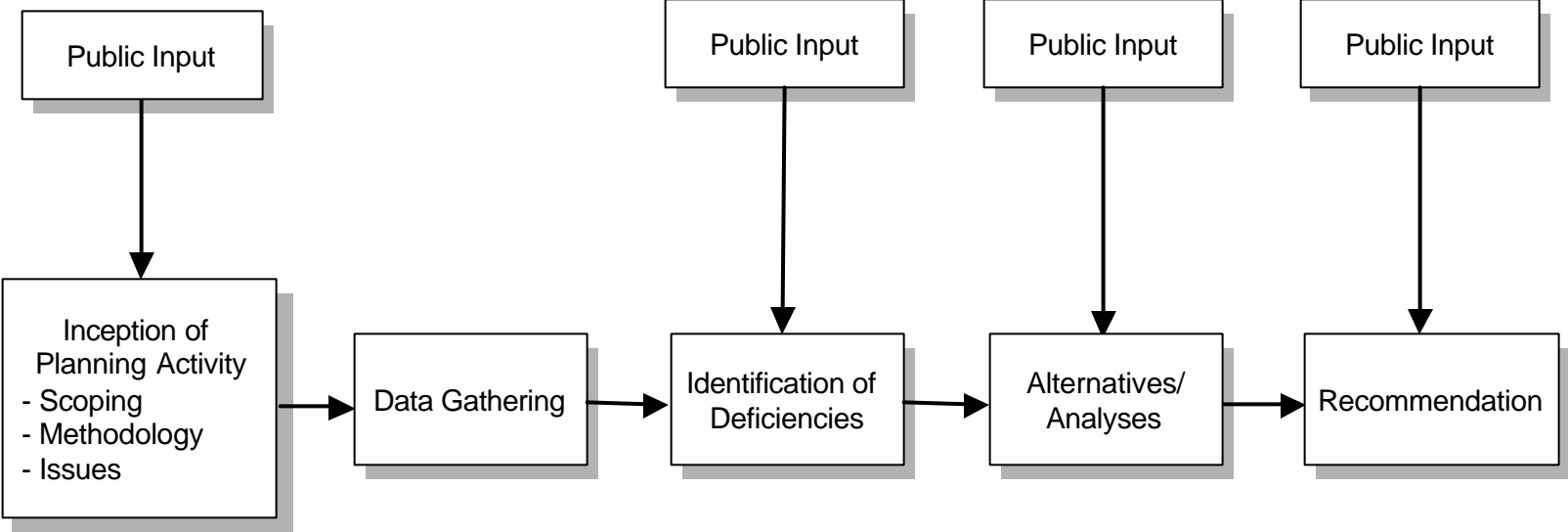
Technical activities include the following elements:

### **1. Preparation of Planning Document**

These are the activities associated with the actual preparation of the planning documents. These include the identification of data collection and analysis, the identification of deficiencies, the development and evaluation of alternatives, the selection of recommended courses of action, and the preparation of the plan.

**Figure III - 5**

**Integration of Public Involvement with  
Typical Planning Activity Flow**



## 2. Approval of Master Plan

The approval process of the plan document depends upon the nature of the plan itself; the process for the Statewide Airport System Plan is conducted at a statewide level while the process for a countywide master plan of highways would be limited to the relevant county.

Coordination of activities include the following:

### 1. Coordination with Planning Process

It is important that all planning activities associated with the transportation system be brought to the attention of the appropriate agencies and organizations within the overall transportation planning process. The specific points of coordination and points of contact vary depending on the product that is being prepared.

### 2. Citizen Input

The most essential element of the process is to ensure that an appropriate level of public outreach is implemented at each step. It may be necessary to prepare a specific outreach program as part of the process for the preparation of each planning document.

Approval activities involve the following:

### 1. Decision makers

This category includes both the legislative branch office holders, i.e., county council members and state legislators, and the executive branch, i.e., mayors and governor.

### 2. Transportation Managers

These are the appointed cabinet members who serve as directors of the departments and are responsible for the transportation services, facilities, and programs. They include the director of HDOT, the directors of the Department of Transportation Services and Department of Planning and Permitting for the City and County of Honolulu, and the directors of Departments of Public Works and Planning for each neighbor island.

### 3. Transportation Technical Staff

These are the members of the technical staffs for each department responsible for the planning, administration, and implementation of transportation systems.

The Hawaii Statewide Transportation Planning Process does not expect that a rigid flow of activities be established but rather requires that each critical element be included in the process. The coordination and decision-making activities must be an integral part of the process during the completion of the technical activities and must occur at appropriate times during the process. For example, limiting the coordination with decision makers and/or conducting public outreach at the conclusion of the process are not sufficient. These must be included in each step of the process to satisfy the requirements of the transportation planning process.

#### **D. FEDERAL PLANNING REQUIREMENTS**

Recent federal legislation, including TEA-21, its predecessor ISTEA, and the Clean Air Act amendments, have numerous provisions that have changed how transportation policies, plans, and programs are developed and implemented by state and local agencies. With the passage of ISTEA and the subsequent passage of TEA-21, transportation planning and programming took dramatic, visionary steps forward. TEA-21 introduced many new mandates, yet strengthened previous requirements for planning and programming transportation improvements.

##### **1. Basic Requirements**

TEA-21 places new emphasis on transportation planning activities at both the state and local levels. Planning activities carried out by the state are to be conducted in consultation and in cooperation with the rural areas of the state with the counties and the urbanized areas through the metropolitan planning organization. The statewide transportation planning processes must be conducted within the guidelines of these basic minimum requirements:

1. Data collection and analysis;
2. Consideration of the seven planning factors as described below;
3. Coordination with activities as described below;

4. Development of a statewide transportation plan for all areas of the state that considers a range of options directed at satisfying the needs of all modes and their connections;
5. Development of a statewide transportation improvement program (STIP) for all areas of the state; and
6. Implementation of a process to ensure that no person on ground of race, color, sex, national origin, age, or physical handicap is excluded from participation in, denied benefits of, or subject to discrimination under any program or activity receiving federal assistance from the U.S. Department of Transportation.

## **2. Planning Factors**

Federal regulations as promulgated in TEA-21 indicate that the statewide transportation planning process for each state must provide for consideration of projects and strategies that will:

1. Support the economic vitality of the United States, the states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

The following provides a discussion of the potential application of the TEA-21 planning factors into the development of the Hawaii Statewide Transportation Plan.

**a. Economic Vitality.** The long-range considerations relative to this factor, i.e., supporting the economic vitality of the metropolitan area, include developing and



enhancing inter-modal facilities, increasing access to airport and harbor facilities, and engaging in public/private partnerships that increase efficiency and productivity of the economy. Other long-range considerations relative to this factor include implementing transportation decisions that are consistent with land use policies, considering transportation improvements that are directly related to economic development programs, and creating programs that result in conservation in energy consumption. These policies must all be an integral element of the process. Consideration of these policies into the long-range transportation planning activities can be accomplished by incorporating project selection criteria that are consistent with these objectives. Potential criteria in this category include issues that promote community integration, measures that promote long-term meaningful employment opportunities, means of measuring increases in accessibility, measures to improve modal connectivity, and assurance that impacts on the infrastructure of the community are minimized.

**b. Safety and Security.** The ability of the HSTP to satisfy this factor requires the consideration of long-range issues such as community access, transit usage, social equity, and upgrades to systems to accommodate safety and security issues. To ensure that these factors are included in the development of the plan, the project selection should include criteria that benefits across modes, recognizes community integration and impacts on communities, and uses human safety as a means of measuring project effectiveness.

**c. Accessibility and Mobility.** Multi-modal considerations, transit accessibility, and level of service provided by public transportation are the key long-range considerations required to address this planning factor. Project selection criteria should include prevention of bottlenecks, prevention of segmentation in project continuity, inter-modal connectivity, and community-based economic development.

**d. Protect Environment and Conserve Energy.** Long-range considerations required to ensure that this planning factor is adequately addressed include air and water quality issues; energy consumption in the development of the plan; livability of communities, including social cohesion, physical connections, urban design, and the potential for growth and growth inducement. The identification of transportation projects to be included in plans should address issues related to environmental

impacts, emissions reduction, and preservation and conservation of valuable resources.

**e. Connectivity of System** Inter-modal transfer facilities, airport and harbor access roads, container policies, and freight policies/needs are the long-range considerations most relevant to this planning factor. Inter-modal connectivity, accessibility for people and freight, congestion relief and improved safety are the project selection criteria that would be most relevant to the process.

**f. System Management** The long-range considerations most appropriate for this planning factor are life cycle costs, development of inter-modal congestion strategies, and deferral of capacity increases in lieu of measures to better manage existing facilities. Project selection criteria that would best serve this factor include the effectiveness of improving the existing system, congestion impacts, community and natural impacts, and maintenance of existing facilities.

**g. Preserve Existing System** The long-range considerations that would most serve this factor are maintenance priorities in the preparation of transportation budgets, travel demand reduction strategies, growth assumptions that are less aggressive and more in line with community expectations, and alternative modes in the development of long-range plans. Project selection criteria that enhance this factor include maintenance versus new capacity considerations, reallocation of funds among modes, and consideration of alternatives that reflect planning strategies consistent with preservation as the primary goal.

# APPENDIX

A	Glossary of Acronyms
B	List of CAC Members
C	List of Resource Groups Interviewed
D	Status of Planning Studies
E	Bibliography - List of Reference Materials
F	STIP Process
G	OMPO
H	Public Involvement Policy
I	Public Involvement Procedures
J	Preliminary Goals and Objectives
K	Telephone Survey
L	Planning Requirements of Environmental Justice
M	Financial Component

## **APPENDIX A**

### **Glossary**

**GLOSSARY OF ACRONYMS  
FOR THE  
HAWAII STATE TRANSPORTATION PLAN**

3C	Comprehensive, Cooperative and Continuing
ADA	Americans with Disabilities Act
AIR-21	Aviation Investment and Reform Act for the 21 <sup>st</sup> Century
CAC	Citizen Advisory Committees
CBO	Congressional Budget Office
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
COT	Commission on Transportation
CTPP	Countywide Transportation Planning Process
DBEDT	Department of Business, Economic Development and Tourism
DOT	Department of Transportation
DPP	Department of Planning and Permitting
DTS	Department of Transportation Services
EJ	Environmental Justice
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HDOT	Hawaii Department of Transportation
HIA	Honolulu International Airport
HRS	Hawaii Revised Statutes
HSTP	Hawaii Statewide Transportation Plan

HTF	Highway Trust Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NPIAS	National Plan of Integrated Airport Systems
O&M	Operating and Maintenance
OMB	Office of Management and Budget
OMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
OSP	Office of State Planning
PC	Policy Committee
PD	Planning Department
PW	Public Works Department
SASP	Statewide Airport System Plan
SHSP	Statewide Harbor System Plan
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STP	Statewide Transportation Plan
STPO	Statewide Transportation Planning Office
TAC	Technical Advisory Committee
TCC	Technical Coordination Committee
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
USC	United States Code

## **APPENDIX B**

### **List of CAC Members**

## Kauai CAC Members

Mr. Dennis Alkire  
Housing Agency  
County of Kauai  
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Senter Petroleum Inc.  
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Ms. Linda Collins  
Kikiaola Land Company  
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Waimea, Kauai, HI 96796

Ms. Mamo P. Cummings, President  
Kauai Chamber of Commerce  
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Hale Kauai, Ltd.  
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Mr. Phil Fudge  
Kapaa Business Association  
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Kapaa, Kauai, HI 96746

Mr. Michael H. Furukawa  
Grove Farm Company, Inc.  
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Lihue, Kauai, HI 96766-7069

Mr. Danny Hamada  
Department of Education  
3060 Eiwa Street  
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Mr. Jeff Hashimoto  
Police Department  
County of Kauai  
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Garden Isle Resource Conservation &  
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Office of Continuing Education and Training  
Kauai Community College  
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Mr. Patrick Kaihara  
K. Shioi Construction  
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Mr. Clyde Kodani  
Kauai Society of Professional Engineers  
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Lt. Stanton Koizumi  
Police Department  
County of Kauai  
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HI Operating Engineers, Ind. Stability Fund  
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Mr. Robert Cartwright  
Whalers Realty, Inc.  
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Executive Coordinator  
Safe Communities of Maui  
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Mr. Jim Dankworth  
Hawaii Experience Co.  
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Decoite Trucking  
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West Maui Highway Action Committee  
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Classic Resorts, Inc.  
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Land Tech, Inc./West Maui Highway Action  
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Revitalization of Wailuku Town  
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Mr. David Fukumoto  
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Sustainability Community  
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Ms. Cory Harden  
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Mr. Richard West  
Hawaii Island Economic Development Board  
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## **APPENDIX C**

### **List of Resource Groups Interviewed**

**HAWAII STATEWIDE TRANSPORTATION PLAN  
MASTER LIST OF RESOURCE GROUPS  
STATEWIDE INTEREST**

Group Name	Contact Name	Meeting Date	Topic of Interest	Island of Interest	Location of Meeting	Comments
<b>STATE AGENCIES</b>						
Civil Defense Division	Edward Texeira	1/24/2001	Civil Defense	Statewide	Oahu	
DBEDT, Office of Planning	David Blane +1	12/13/2000	Planning	Statewide	Oahu	
DBEDT, Research and Economic Analysis Division	Pearl Imada Iboshi +2	12/13/2000		Statewide	Oahu	
Dept. of Hawaiian Home Lands	Ray Soon +1	12/13/2000		Statewide	Oahu	
Dept. of Health, Disability & Communication Access Board	Charlotte Townsend	12/12/2000	Disabled	Statewide	Oahu	
Dept. of Health, Executive Office on Aging	Evelyn Chong	1/24/2001	Elderly	Statewide	Oahu	
Dept. of Human Services	Kristine Foster	1/24/2001	Economically Disadvantaged	Statewide	Oahu	
Dept. of Land & Natural Resources, Planning Office, Land Division	Sam Lemmo	2/8/2001		Statewide	Oahu	
Dept. of Transportation, Highways Division, Bicycle & Pedestrian Coordinator	Vince Llorin	1/25/2001	Bicycling	Statewide	Oahu	Joint mtg w/ City coordinator & HI Bicycling League
Dept. of Transportation, Highways Division	Roy Nagasako	11/16/2000	Ground Transportation	Statewide	Oahu	
Dept. of Transportation, Harbors Division	Fred Pascua	11/16/2000	Water Transportation	Statewide	Oahu	
Dept. of Transportation, Highways - Planning	Ron Tsuzuki	11/16/2000	Ground Transportation	Statewide	Oahu	
Dept. of Transportation, Airports Division	Ben Schlapak	11/16/2000	Air Transportation	Statewide	Oahu	
Hawaii Tourism Authority	Doug Aton	1/25/2001	Visitor Industry	Statewide	Oahu	
Office of Hawaiian Affairs	Randall Ogata +1	12/12/2000		Statewide	Oahu	
<b>BUSINESS/INDUSTRY ORGANIZATIONS/COMPANIES</b>						
Air Cargo Association	Fred Spenser	1/23/2001	Air Freight	Statewide	Oahu	
Airlines Committee of Hawaii	John Thatcher	1/23/2001	Air Passenger	Statewide	Oahu	
CSX Lines	Brian Taylor	1/23/2001	Shipping	Statewide	Oahu	
Hawaii Chamber of Commerce	Darrlyn Bunda	12/12/2000	General Business	Statewide	Oahu	
Hawaii Farm Bureau Federation	Wendell Koga	1/22/2001	Agriculture	Statewide	Oahu	
Hawaii Transportation Association	Gareth Sakakida	5/2/2001	Ground Transportation	Statewide	Oahu	
Hawaii Visitors & Convention Bureau	Tony Vericella	1/23/2001	Visitor Industry	Statewide	Oahu	
Matson Navigation Company	Bal Dreyfus +1	2/6/2001	Shipping	Statewide	Oahu	
Norpac Fisheries Export	Tom Kraft	2/7/2001	Fishing	Statewide	Oahu	
Norton Lilly Hawaii	Anne Stevens	2/5/2001	Shipping	Statewide	Oahu	
Transmarine Navigation Corp.	Skip Howard	1/24/2001	Shipping	Statewide	Oahu	
Waldron Steamship Company, Ltd.	Bill Thayer	2/6/2001	Shipping	Statewide	Oahu	
Young Brothers, Ltd.	Glenn Hong	2/6/2001	Shipping	Statewide	Oahu	
<b>SOCIAL SERVICE ORGANIZATIONS</b>						
Hawaii Centers for Independent Living	Mark Obatake	1/22/2001	Disabled	Statewide	Oahu	
<b>EDUCATIONAL INSTITUTIONS</b>						
Hawaii Association of Independent Schools	Robert Witt	2/5/2001	Private Schools	Statewide	Oahu	
<b>ENVIRONMENTAL ORGANIZATIONS</b>						
Outdoor Circle	Mary Steiner	2/6/2001	Environmental	Statewide	Oahu	
Sierra Club, Hawaii Chapter	Jeff Mikulina	1/25/2001	Environmental	Statewide	Oahu	
<b>OTHER</b>						
Hawaii Bicycling League	Eve DeCoursey	1/25/2001	Bicycling	Statewide	Oahu	Joint mtg w/ State & City bicycling coordinators
<b>MILITARY</b>						
U.S. Army, Schofield Barracks	Alan Goo +3	2/7/2001	Army	Statewide	Oahu	
U.S. Navy, Pacific Division	Christopher Honkomp +2	2/7/2001	Navy	Statewide	Oahu	

**HAWAII STATEWIDE TRANSPORTATION PLAN  
MASTER LIST OF RESOURCE GROUPS  
OAHU INTEREST**

Group Name	Contact Name	Meeting Date	Topic of Interest	Island of Interest	Location of Meeting	Comments
<b>CITY &amp; COUNTY OF HONOLULU AGENCIES</b>						
Department of Planning and Permitting	Kathy Sokugawa +1	12/11/2000	Planning	Oahu	Oahu	Joint mtg w/ State coordinator & HI Bicycling League
Department of Transportation Services, Bicycle Coordinator	Chris Sayers	1/25/2001	Bicycling	Oahu	Oahu	
Mayor's Advisory Committee on Bicycling	Lisa Reinke	12/12/2000	Bicycling	Oahu	Oahu	
Oahu Civil Defense Agency	Joe Reed +1	12/11/2000	Civil Defense	Oahu	Oahu	
<b>BUSINESS/INDUSTRY ORGANIZATIONS/COMPANIES</b>						
Charley's Taxi & Tours	Dale Evans	2/6/2001	Ground Transportation	Oahu	Oahu	
Honolulu Agency	Ed Araki	2/8/2001	Fishing	Oahu	Oahu	
Inchcape Shipping Service/Lavino Shipping Agency	Billy Lee	2/6/2001	Shipping	Oahu	Oahu	
United Fishing Agency	Brooks Takenaka	2/8/2001	Fishing	Oahu	Oahu	
Waikiki Improvement Association	Rick Egged	12/13/2000	Visitor Industry	Oahu	Oahu	
<b>EDUCATIONAL INSTITUTIONS</b>						
University of Hawaii at Manoa	Allan Ah San	1/24/2001	University of Hawaii	Oahu	Oahu	
<b>ENVIRONMENTAL ORGANIZATIONS</b>						
Outdoor Circle	(see statewide list)					(see statewide list)
Sierra Club, Hawaii Chapter	(see statewide list)					(see statewide list)
<b>UTILITIES</b>						
Hawaiian Electric Company, Inc.	Rouen Liu +4	2/8/2001	Electric	Oahu	Oahu	

**HAWAII STATEWIDE TRANSPORTATION PLAN  
 MASTER LIST OF RESOURCE GROUPS  
 HAWAII COUNTY INTEREST**

Group Name	Contact Name	Meeting Date	Topic of Interest	Island of Interest	Location of Meeting	Comments
<b>COUNTY OF HAWAII AGENCIES</b>						
Mayor's Advisory Committee on Bicycle and Pedestrian Safety	Ron Reilly	3/9/2001	Bicycling & Pedestrians	Hawaii	East Hawaii	Hele-On Bus
Mass Transit Agency, County of Hawaii	Tom Brown	5/30/2001	Public Transportation	Hawaii	East Hawaii	
Office of Hawaiian Affairs	Ruby McDonald	5/29/2001		Hawaii	West Hawaii	
Office of Aging	Dennis Shigeta	3/1/2001	Elderly	Hawaii	East Hawaii	
<b>BUSINESS/INDUSTRY ORGANIZATIONS/COMPANIES</b>						
Big Island Farm Bureau	Diane Ley	3/1/2001	Agriculture	Hawaii	East Hawaii	
Hilo Chamber of Commerce	Newton Chu	5/30/2001	General Business	Hawaii	East Hawaii	
Hawaii Island Economic Development Board	Paula Helfrich	5/30/2001	General Business	Hawaii	East Hawaii	
Hilo Fish Company	Kerry Umamoto	3/1/2001	Fishing	Hawaii	East Hawaii	
Kona Kohala Chamber of Commerce	Marni Herkes	2/28/2001	General Business	Hawaii	West Hawaii	
Kona Kohala Resort Association	Sharon Sakai	2/28/2001	Visitor Industry	Hawaii	West Hawaii	
Parker Ranch	Michael "Corky" Bryan	5/29/2001	Ranching/Environmental	Hawaii	West Hawaii	
<b>SOCIAL SERVICE ORGANIZATIONS</b>						
Center for Independent Living, East Hawaii	Laura Tobosa	3/1/2001	Disabled	Hawaii	East Hawaii	
Center for Independent Living, West Hawaii	Merle Martin	2/28/2001	Disabled	Hawaii	West Hawaii	

**HAWAII STATEWIDE TRANSPORTATION PLAN  
 MASTER LIST OF RESOURCE GROUPS  
 KAUAI COUNTY INTEREST**

Group Name	Contact Name	Meeting Date	Topic of Interest	Island of Interest	Location of Meeting	Comments
<b>COUNTY OF KAUAI AGENCIES</b>						
Kauai County Public Works Department	Ken Kitabayashi	11/16/2000		Kauai	Kauai	
Kauai County Planning Department	Keith Nitta	11/16/2000		Kauai	Kauai	
<b>BUSINESS/INDUSTRY ORGANIZATIONS/COMPANIES</b>						
Kauai Farm Bureau	Roy Oyama	2/27/2001	Agriculture	Kauai	Kauai	
Kauai Chamber of Commerce	Mamo Cummings	6/13/2001	General Business	Kauai	Kauai	
Kauai Island Tours	Ed Matsukawa	2/27/2001	Ground Transportation	Kauai	Kauai	
Kauai Visitors Bureau	Susan Kanohe	2/27/2001	Visitor Industry	Kauai	Kauai	
<b>ENVIRONMENTAL ORGANIZATIONS</b>						
Sierra Club, Kauai Group	Marge Freeman	2/27/2001	Environmental	Kauai	Kauai	
<b>UTILITIES</b>						
Kauai Electric Company	Dave Morgan	2/27/2001	Electric	Kauai	Kauai	

**HAWAII STATEWIDE TRANSPORTATION PLAN  
 MASTER LIST OF RESOURCE GROUPS  
 MAUI COUNTY INTEREST**

Group Name	Contact Name	Meeting Date	Topic of Interest	Island of Interest	Location of Meeting	Comments
<b>COUNTY OF MAUI AGENCIES</b> Council on Aging Maui County Planning Department	John Tomoso John Summers	5/31/2001 11/16/2000	Elderly Land Use Planning	Maui Maui	Maui Maui	
<b>BUSINESS/INDUSTRY ORGANIZATIONS/COMPANIES</b> Hawaii Cattlemen's Association Maui Chamber of Commerce	Alex Franco Lynne Woods	2/26/2001 2/26/2001	Agriculture General Business	Maui Maui	Maui Maui	
<b>SOCIAL SERVICE ORGANIZATIONS</b> Maui Economic Opportunity	Don Madeiros	3/2/2001	Economically Disadvantaged	Maui	Maui	Public transit provider
<b>ENVIRONMENTAL ORGANIZATIONS</b> Sierra Club, Maui Group	Daniel Grantham	2/26/2001	Environmental	Maui	Maui	
<b>UTILITIES</b> Maui Electric Company	Stanley Kiyonaga	5/31/2001	Electric	Maui	Maui	

## **APPENDIX D**

### **Status of Planning Studies**

**STATUS OF PLANNING DOCUMENTS**

<b>DIVISION</b>	<b>AREA/LOCATION</b>	<b>TYPE DOCUMENT</b>	<b>NEM</b>	<b>NCP</b>	<b>EA</b>	<b>EIS</b>	<b>Other</b>
Airports	Kalaeloa	Airport Master Plan				x	
	Dillingham	Airport Master Plan	x	x	x		
	Hana	Airport Master Plan	x	x			
	State	Helicopter System					
	Hilo International	Airport Master Plan	x	x	x		
	Honolulu International	Airport Master Plan	x	x		x	
	Kahului	Airport Master Plan	x	x	x	x	
	Kalaupapa	Airport Master Plan					x
	Kapalua	Airport Master Plan	x		x		
	Kona International	Airport Master Plan	x	x	x	x	
	Lanai	Airport Master Plan	x	x	x	x	
	Lihue	Airport Master Plan	x	x	x	x	
	Molokai	Airport Master Plan	x	x	x		
	Port Allen	Airport Master Plan			x		
	Princeville	Airport Master Plan	x	x			
	Upolu	Airport Master Plan			x		
	Waimea-Kohala	Airport Master Plan	x	x	x		
	Statewide	Transportation Plan+D89+D45					
	Statewide	Airport Activity Statistics					
	Statewide	Airport System					
Statewide	Aviation Demand Forecasts						
Pacific	Air Cargo Network Master Plan						
State	Airport Marketing						
State	Strategic Airport Plan						
Harbors	Kauai	Commercial Harbors Master Plan					
	Port Allen	Harbor Master Plan					
	Port Allen	Harbor Master Plan Update					
	Nawiliwili	Harbor Master Plan					
	Nawiliwili	Harbor Master Plan Update					
	Port Allen & Nawiliwili	Development Plan					x
	Honolulu Piers 12 to 18	Development Plan					x
	Fort Armstrong	Development Plan					x
	Keehi Industrial Lots	Development Plan					x
	Honolulu Piers 19 to 29	Development Plan					x
	Keehi Lagoon	Boating Facilities Conceptual Plan					x
	Oahu	Commercial Harbors Master Plan				x	
	Honolulu Piers 36 to 38	Domestic Commercial Fishing Village			x		
	Honolulu	Waterfront Master Plan					
	Honolulu	Harbor Master Plan					
	Honolulu	Waterfront Special Study Plan					x
	Barbers Point	Harbor Modification Study					x
	Barbers Point	Harbor Expansion Project					x
	Honolulu Piers 39 and 40	Inter Island Barge Terminal Master Plan					
	Honolulu	2010 Master Plan					
	Home Pier 16	Commercial Fishing Vessel Berth				x	
	Maui	Commercial Harbor 2025 Master Plan			x		
	Maui	Kahului Harbor Pier 16 Extension					
	Maui	Second Commercial Harbor Study					x
	Kahului	Inter-Island Cargo Facility Concept Plan					x
	Kahului	Harbor Master Plan					
	Kaunakakai	Harbor Master Plan					
	Kaunakakai	Harbor Master Plan					
	Port of Kahului	Development Plan					x
	Hawaii	Commercial Harbors 2020 Master Plan				x	
Kawaihae	Harbor Master Plan						
Hilo	Harbor Master Plan						
Port of Hilo/Kawaihae	Development Plan					x	
Statewide	Launching Facilities Master Plan						
Statewide	Economic Impact Statement					x	
Highways	Kauai	Long Range Land Transportation Plan					
	Oahu	Regional Transportation Plan					
	Honolulu	Bicycle Master Plan					
	Maui	Long Range Land Transportation Plan					
	Kihei	Traffic Master Plan					
	Lahaina	Traffic Master Plan					
	Maui	Interim Transportation Plan					
	Molokai	Long Range Land Transportation Plan					
	Maui	Public Transportation Plan					
	Hawaii	Long Range Land Transportation Plan					
	Hawaii	Long Range Highway Plan					
	Hawaii	Public Transportation Plan					
	Statewide	Transportation Plan					
	Statewide	Bike Plan Master Plan					
	Honolulu	Bicycle Master Plan					
	Honolulu	Islandwide Mobility Concept Plan					
	Waipahu, Aiea/Pearl City, and Waikiki	Livable Communities Initiative					
	Waikiki	Regional Traffic Impact Plan					
	Waipahu	Kunia Road Concept Plan					
	Oahu	ITS Early Deployment Plan					
Honolulu	Primary Corridor Transportation Project				x		
Oahu	Regional Transportation Plan						



## **APPENDIX E**

### **Bibliography List of Reference Materials**

**BIBLIOGRAPHY**  
**LIST OF REFERENCE MATERIALS**

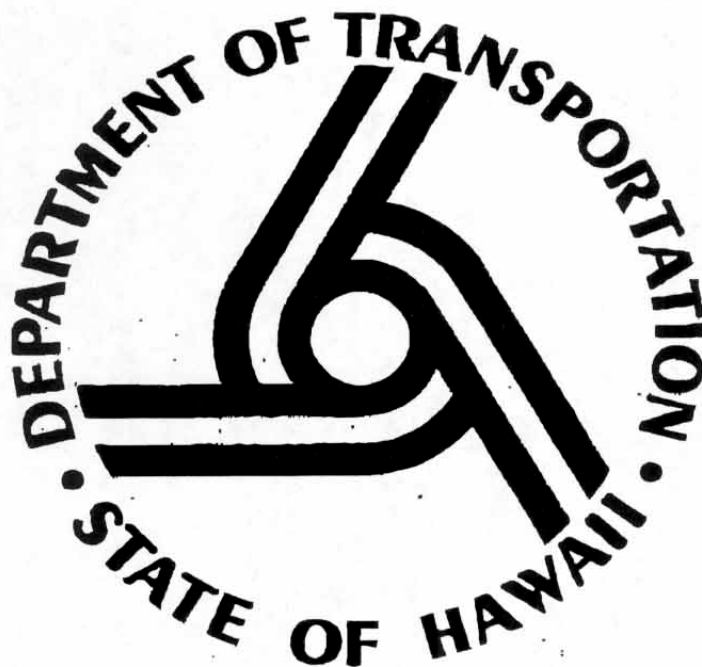
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**APPENDIX F**  
**STIP Process**

**STATEWIDE  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2002, 2003 AND 2004**



**PREPARED BY**

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
PLANNING BRANCH**

**OCTOBER 2001**

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- I. Introduction**
  - II. Participating Agencies**
  - III. STIP Timeline**
  - IV. Consistency with Statewide and Regional Transportation Plans**
  - V. Prioritization and Selection of Projects**
  - VI. Financial Plan**
  - VII. Public Involvement**
  - VIII. Monitoring and Amending the Approved STIP**
  - IX. 2002-2004 STIP – List of Projects and Descriptions**
- Appendix: Transportation Improvement Program (TIP) Report**

## I. INTRODUCTION

The Statewide Transportation Improvement Program (STIP) – FYs 2002, 2003 and 2004 has been prepared in accordance with the requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). It identifies and establishes the implementation priority for the State and County projects, Statewide, to be funded in part by the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) for the program period. The STIP is the document upon which the US Department of Transportation bases its obligation of federal transportation funds for projects in Hawaii.

The STIP identifies transportation programs totaling approximately \$967 million to be implemented during the three-year program period (Oahu - \$482 million; Hawaii - \$262 million; Maui - \$169 million; and Kauai - \$32 million). The projects include those eligible for federal funding assistance as well as regionally significant locally-funded projects.

The purpose of this report is to document the process used in the development of the Hawaii STIP and to present the STIP FY 2002 thru 2004 list of projects.

The Transportation Improvement Program (TIP), the Oahu Element, has been incorporated into the STIP without change (Appendix).



## II. PARTICIPATING AGENCIES

The State Department of Transportation (SDOT) is responsible for the development of the STIP for all areas of the State. The portion of the STIP covering the metropolitan planning area of Honolulu was developed through the Oahu Metropolitan Planning Organization (OMPO). The Oahu element of the STIP is called the Transportation Improvement Program (TIP)

The Statewide Transportation Advisory Committee (STAC) was used as the coordinating committee between the State and the Counties of Honolulu, Hawaii, Maui and Kauai in the development of the STIP. The STAC was established by the Hawaii Legislature to assist and advise the SDOT in the development of the Statewide Transportation Plan and other matters pertaining to statewide planning. The STAC consists of the Directors of the Department of Transportation, Department of Business, Economic Development and Tourism, the planning directors of each of the four Counties, and the transportation directors of each of the four Counties. The participating County agencies in the development of the STIP are as follows:

### State of Hawaii

- Department of Transportation
- Department of Business, Economic Development and Tourism

### City and County of Honolulu

- Department of Transportation Services
- Department of Planning and Permitting

### County of Hawaii

- Department of Public Works
- Department of Planning

### County of Maui

- Department of Public Works and Waste Management
- Department of Planning

### County of Kauai

- Department of Public Works
- Department of Planning

### **III. STIP TIMELINE**

The development of the STIP started in early May 2001 when the SDOT issued a call for projects to all of the participating agencies. Figure 1 illustrates the general flow of activities which took approximately 5 months to complete.

Although the process covers all of the elements needed to develop the STIP, the SDOT recognizes the need to improve this process. Future improvements being considered include:

- Lengthening the process to 12 months
- Developing a technical analysis method to prioritize projects statewide
- Increasing public involvement for neighboring counties
- Increasing monitoring of project schedule

# STIP FLOWCHART FY2002-FY2004

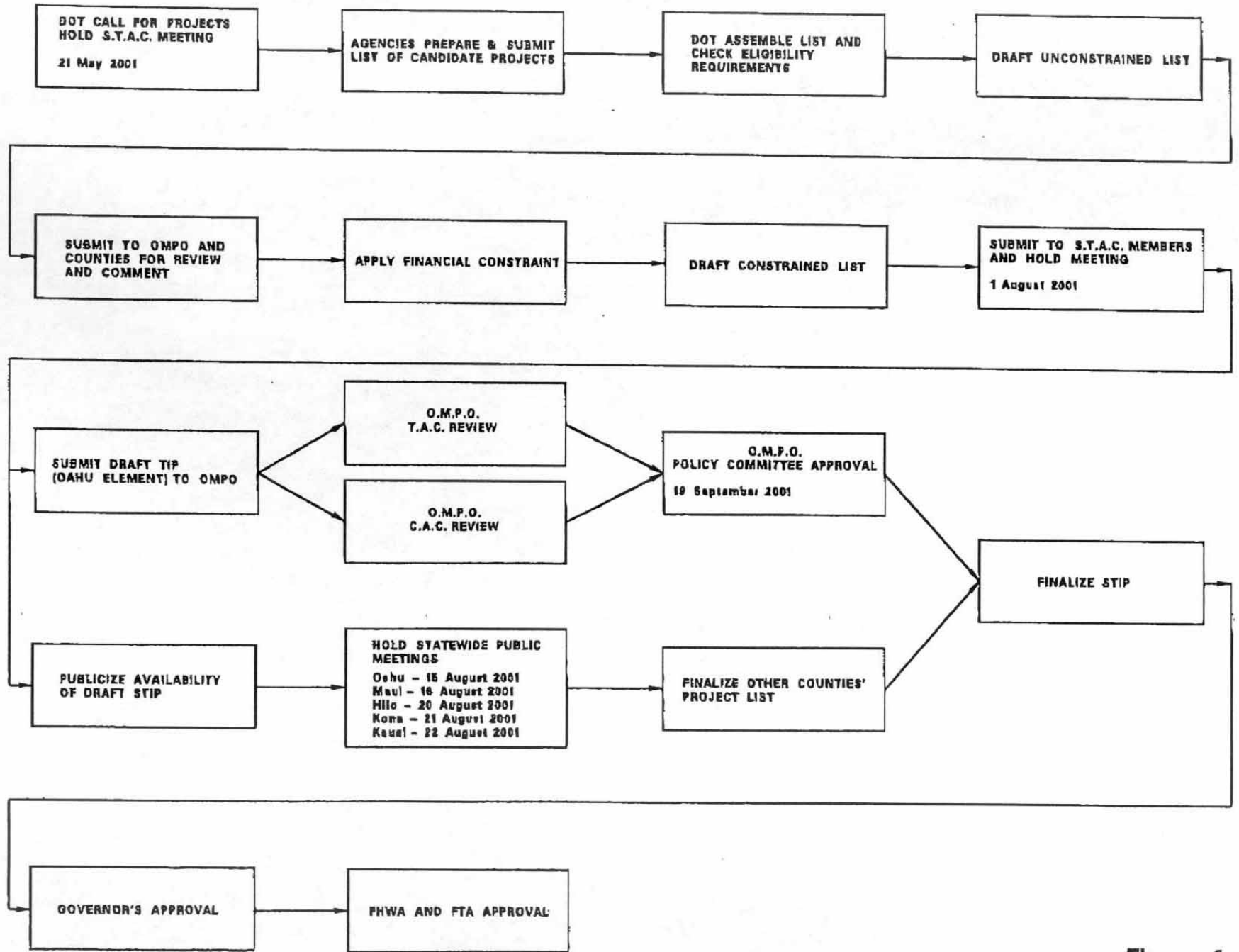


Figure 1

#### **IV. CONSISTENCY WITH STATEWIDE AND REGIONAL TRANSPORTATION PLANS**

A primary consideration in the selection of projects statewide was consistency with the statewide and regional transportation plans. It has been determined that the FY 2002-2004 STIP is consistent with the Draft Statewide Transportation Plan and the Long Range Plan of the various Counties.

##### **Draft Statewide Transportation Plan (STP)**

The Statewide Transportation Plan for Hawaii is currently being developed by the Statewide Transportation Planning Office of the SDOT. A draft plan has been developed and is currently undergoing review by the public and participating agencies. The STP is scheduled to be completed and approved by the end of 2001. Since most of the projects included in the 2002 to 2004 STIP will be implemented under the approved STP, it is appropriate that the STIP be coordinated and consistent with the goals and objectives of the draft STP. A project by project evaluation has determined the 2002-2004 STIP is consistent with the goals and objectives of the Draft STP (Table 1).

##### **Regional Plans**

The regional transportation plans for Hawaii are:

- Transportation for Oahu Plan – TOP 2025 (April 2001)
- Hawaii Long-Range Land Transportation Plan (May 1998)
- Maui Long-Range Land Transportation Plan (February 1997)
- Kauai Long-Range Land Transportation Plan (May 1997)

The OMPO has determined that the TIP is consistent with the TOP 2025 (See Appendix)

The SDOT has determined that the STIP is consistent with neighboring island Long-Range Land Transportation Plans (LRLTP). The LRLTP serves as a guide for the development of the major surface transportation facilities and programs to be implemented within each County. The major projects included in the STIP are also part of the LRLTP for the respective Counties. These are:

Hawaii:        Queen Kaahumanu Highway Widening  
                  Hawaii Belt Road, Mud Lane to Kamehameha Race Track (Waimea Bypass)  
                  Kuakini Highway Widening, Palani Road to Hualalai Road  
                  Alii Highway (Kamehameha III Road to Kuakini Highway)

**Maui:** Haleakala Highway Widening  
Honoapiilani Highway Widening and/or Realignment (Lahaina Bypass)  
Kihei Upcountry Maui Highway  
Mokulele Highway/Puunene Avenue Widening  
Piilani Highway Widening  
North South Collector Road  
Lower Main Street Improvements

**Kauai:** Kaunualii Highway Improvements, Lihue to Maluhia Road  
Kealia Bike/Pedestrian Path

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
FY 2002 THRU FY 2004

HAWAII STATE TRANSPORTATION PLAN

MISSION: TO FACILITATE THE SAFE, ECONOMIC, EFFICIENT AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.

HSTP CODE	DESCRIPTION OF GOALS	HSTP CODE	DESCRIPTION OF OBJECTIVES
<b>MOBILITY AND ACCESSIBILITY</b>			
G1	Goal 1: Achieve an integrated multi-modal transportation system that provides mobility & accessibility for people and goods.	G101	Objective 1: To preserve, maintain and improve the transportation system infrastructure and facilities. A. Improve connectivity of the transportation system. B. Increase capacity. C. Pursue the maintenance & rehabilitation of the transportation system. D. Ensure provision of essential operations and facilities.
		G102	Objective 2: To increase the efficiency of the transportation system operations. A. Enhance intermodal connectivity. B. Employ strategies to reduce transportation demand. C. Enhance performance of transportation system.
		G103	Objective 3: To promote alternative transportation mode choice. A. Provide a reasonable level and variety of public transit services that adequately meet statewide and community needs. B. Provide affordable, viable alternatives that are convenient and accessible. C. Promote pedestrian and cyclists safety.
		G104	Objective 4: To reduce congestion and delay. A. Increase capacity. B. Employ strategies to reduce transportation demand.
<b>SAFETY AND SECURITY</b>			
G2	Goal 2: Ensure the safety and security of transportation systems.	G201	Objective 1: To enhance the safety of the transportation system. A. Provide safe facilities and infrastructure. B. Promote the safe use of the transportation system.
		G202	Objective 2: To ensure the secure operation and use of the transportation system. A. Employ various safety and security measures as required. B. Utilize law enforcement at problem locations.
<b>ENVIRONMENT AND QUALITY OF LIFE</b>			
G3	Goal 3: Protect and enhance the environment and improve the quality of life.	G301	Objective 1: To provide a transportation system, that is environmentally compatible and sensitive to cultural and natural resources. A. Provide facilities and infrastructure that is environmentally friendly. B. Manage and operate the transportation system in an environmentally responsible manner. C. Support environmentally responsible programs and activities.
		G302	Objective 2: To ensure that transportation system supports comprehensive land use policies and livability in urban and rural areas. A. Provide a transportation system that supports and enhances quality of life. B. Encourage the use of non-motorized transportation modes. C. Minimize disruption of existing neighborhoods due to transportation.

Table 1-1

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
FY 2002 THRU FY 2004

HAWAII STATE TRANSPORTATION PLAN

MISSION: TO FACILITATE THE SAFE, ECONOMIC, EFFICIENT AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS.

HSTP CODE	DESCRIPTION OF GOALS	HSTP CODE	DESCRIPTION OF OBJECTIVES
<b>ECONOMIC DEVELOPMENT</b>			
G4	Goal 4: Support Hawaii's Economic Vitality.	G401	<p><b>Objective 1:</b> To provide and operate a transportation system to accommodate existing and emerging economic developments and opportunities.</p> <p>A. Provide a direct, convenient and physically suitable system for goods movement to transportation facilities and commercial and industrial areas.</p> <p>B. To promote efficient and cost effective operations of the transportation system.</p>
		G402	<p><b>Objective 2:</b> To provide a transportation system that balances the need for economic development with quality of life issues.</p> <p>A. Make transportation investment that reflect each Islands scale and foster the quality of life of the people who live there.</p> <p>B. Target transportation investments in coordination with community involvement.</p>
<b>INTEGRATED STATEWIDE PLANNING, PROGRAMMING, AND DECISION-MAKING</b>			
G5	Goal 5: Achieve a Statewide Planning Process that is comprehensive, cooperative and continuing.	G501	<p><b>Objective 1:</b> To improve coordination and cooperation between all levels of government, the private sector, and the general public.</p> <p>A. Support and conducts the Statewide Transportation Planning Process.</p> <p>B. Improve communication between all levels of government, private sector and the general public.</p> <p>C. Integrate approved policies, programs and plans from levels of government.</p>
		G502	<p><b>Objective 2:</b> To involve the public and stakeholders to the fullest practicable extent in the planning and implementation of the transportation system.</p> <p>A. Develop programs to ensure opportunity for public and stakeholders' involvement.</p> <p>B. Ensure responsiveness to public concerns.</p>
		G503	<p><b>Objective 3:</b> To develop and maintain a transportation financial structure that provides adequate and dependable resources.</p> <p>A. Optimize all possible financial resources.</p> <p>B. Develop an ongoing comprehensive financial program.</p>

Table 1-2

FY 2002 THRU FY 2004

PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan	PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan
	STATEWIDE - FHWA			OS18	Interstate Route H-3, Seismic Retrofit Kailua Interchange	G101, G201, G202	
S1	Bridge Inspection & Appraisal	G101, G201, G202, G402, G503		OS19	Interstate Route H-1, Seismic Retrofit Aiea Bishop Separation & Waiolu IC	G101, G201, G202	
S2	Hwy. Accounting System, Phase 1	G501, G503		OS20	Interstate Route H-1, Seismic Retrofit Kaonohi & Kaamilo Separation	G101, G201, G202	
S3	Traffic Counting Stations at Various Locations, Phase I	G402		OS21	Interstate Route H-1, Seismic Retrofit Farrington Highway Separation, Makakilo Separation & Military Road Overpass	G101, G201, G202	
S4	Transitional Vanpool Program	G101-04, G201	X	OS22	Interstate Route H-1, Seismic Retrofit Pali Highway Overpass, Inbound & Outbound, High level ramp over H-1 & Pali Highway & Nuuanu Ave. Sep.	G101, G201, G202	
S5	Public Lands Highways Discretionary Projects	G101, G102, G104, G201, G301, G302, G401, G402		OS23	Interstate Route H-1, Seismic Retrofit, Waiawa Interchange Structures No. 1, 2, & 12	G101, G201, G202	
S6	National Recreational Trails Program	G103, G301, G302, G402		OS24	Interstate Rte. H-1 Seismic Retrofit Lunailo-Vineyard On Ramp	G101, G201, G202	
	STATEWIDE - FTA			OS25	Interstate Route H-1 and H-2, Seismic Retrofit Waiawa IC Structure 1 & 2 (H-2); & Waiawa IC Structure No 5(H-1)	G101, G201, G202	
S7	Transportation Assistance for Elderly and Disabled	G103, G302, G402		OS26	Interstate Route H-2, Seismic Retrofit Meheula Parkway	G101, G201, G202	
S8	Rural Transportation Assistance Program (RTAP)	G103, G302, G401, G402		OS27	Interstate Route H-1 Widening (Westbound)	G101, G102, G104, G201, G301, G302, G402	X
S9	Section 5311 Program Reserve	G103, G302, G402		OS28	Interstate Route H-1, Seismic Retrofit Kapiolani Interchange, Phase II	G101, G201, G202	
	OAHU : STATE - FHWA			OS29	Interstate Route H-1 Improvements (Eastbound)	G101, G102, G104	X
OS1	Farrington Hwy. Improvements	G101, G102, G104, G201, G402	X	OS30	Kahekill Highway Landscaping	G301, G302, G401, G402	
OS2	Farrington Hwy. Improvements	G101, G102, G104, G201, G402		OS31	Kahekill Highway Impvts.	G101, G102, G104	X
OS3	Farrington Hwy., Replacement of Makaha Bridge No. 3	G101, G201		OS32	Ka Iwi Scenic Shoreline Project	G301, G302, G401, G402	
OS4	Farrington Hwy, Replacement of Makaha Bridge No. 3A	G101, G201		OS33	Kalaheo Roadway Impvts.	G101, G102, G104	X
OS5	Freeway Management System, Phase 1, Interstate H-1, H-2 and Moanalua Freeway	G101, G102, G104, G201, G302, G501, G503		OS34	Kalaniana'ole Highway Intersection Improvements	G101, G102, G104, G201, G202, G401, G402	
OS6	Freeway Service Patrol	G102, G104, G201, G202	X	OS35	Kalaniana'ole Hwy, Replacement of Inoaole Stream Bridge	G101, G201, G202	
OS7	Fort Weaver Road Widening	G101, G102, G104, G401, G402	X	OS36	Kalaniana'ole Hwy. Impvts., Waimanalo Town	G101, G102, G104, G401, G402	
OS8	Fort Weaver Road Widening	G101, G102, G104, G401, G402		OS37	Kalihi Street, Intersection Improvements at Colburn St.	G101, G102, G104	
OS9	Interstate Route H-1 Guardrail & Shoulder Improvements	G101, G201		OS38	Kamananui Road Intersection Impvts., at Kaukonahua Rd.	G101, G102, G104, G201, G202	
OS10	Interstate Route H-1 Guardrail & Shoulder Improvements	G101, G201		OS39	Kamehameha Highway, Intersection Improvements	G101, G102, G104	
OS11	Interstate Route H-1 Guardrail & Shoulder Improvements	G101, G201		OS40	Kamehameha Hwy Bikeway	G104, G301, G302, G402	X
OS12	Interstate Route H-1 Guardrail & Shoulder Improvements	G101, G201		OS41	Kamehameha Highway, In-Bound Cane Haul, Road Structure Replacement	G101, G201, G202	
OS13	Interstate Route H-1, Installation of Emergency Telephones	G101, G104, G201, G202					
OS14	Interstate Route H-1, Lunailo Street On-Off Ramp Impvts.	G101, G102, G104	X				
OS15	Interstate Route H-1 Rehabilitation & Resurfacing	G101, G202					
OS16	Interstate Route H-1, Street Light Maintenance and Replacement	G101, G201, G202					
OS17	Interstate Route H-3, Seismic Retrofit Mokapu Blvd. Inter.	G101, G201, G202					

Table 1-3



FY 2002 THRU FY 2004

PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan	PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan
OS42	Kamehameha Highway, Out-Bound Cane Haul, Road Structure Replacement	G101, G201, G202		OS65	Pedestrian Facilities and ADA Compliance at Various Loc.	G101, G103, G201, G202	
OS43	Kam. Hwy, South Kahana Stream Bridge Replacement	G101, G201, G202		OS66	Puuloa Road Widening	G101, G102, G104, G401, G402	X
OS44	Kamehameha Highway, Kaluanui Stream Bridge Replacement	G101, G201, G202		OS67	Sand Island Bridge Rehab..	G101, G201, G202	X
OS45	Kamehameha Highway Wetland Enhancement	G301, G302		OS68	Sand Island Tunnel - Kailhi Channel	G102	X
OS46	Kamehameha Highway Traffic Improvements, Kahaluu to Waimea Bay, Phase 1, Phase 2	G101, G102, G104		OS69	Traffic Signal Modernization at Various Locations, Ala Moana Boulevard	G101, G102, G104, G201	
OS47	Kamehameha Highway, Kalpapau Stream Bridge Replacement	G101, G301, G302		OS70	Vanpool Program	G102, G104, G301, G302	X
OS48	Kamehameha Highway, Kawela Stream Bridge Replacement	G101, G301, G302		OS72	Fort Barrette Road Widening	G101, G102, G104, G401, G402	X
OS49	Kamehameha Highway, Kokololo Stream Bridge Replacement	G101, G301, G302		OS73	Interstate Route H-1 Addition and Modification of Freeways Accesses	G101, G102, G104, G201, G301, G302, G402	
OS50	Kamehameha Highway, North Kahana Bridge Replacement	G101, G301, G302		<b>OAHU : STATE - FTA</b>			
OS51	Kamehameha Highway, Upper Poamoho Stream Bridge Replacement	G101, G301, G302		OS71	FTA Section 5310 Capital Assistance Program	G103, G302, G402	
OS52	Kamehameha Highway, South Punaluu Bridge Replacement	G101, G301, G302		<b>CITY &amp; COUNTY OF HONOLULU - FHWA</b>			
OS53	Kamehameha Highway Installation of Emergency Telephones - Weed Junction to Kamananui Road	G101, G104, G201, G202		OC1	Bridge Inspection & Appraisal	G101, G201, G202, G402, G503	
OS54	Kamehameha Highway, Walahole Bridge Replacement	G101, G201, G202		OC2	Computerized Traffic Control System, Phase VII	G101, G102	
OS55	Kamehameha Highway Drainage Improvements	G101, G201, G301		OC3	Diamond Head Road Bikeway Rehabilitation of Various St.	G103, G301, G302, G402	X
OS56	Kamehameha Highway, Halamoa Stream, Replacement of Double Box Culvert	G101, G201, G201		OC4	Unit 5A: Beretania St: King & Alapal	G101, G102, G201, G102	
OS57	Leeward Bikeway, Phase-1, Waipio Point Access Rd to Railroad Society Train Station	G103, G301, G301, G302	X	OC5	Unit 8: Dillingham Boulevard Walakamilo Rd. & Kam. Hwy.	G101, G102, G201, G201, G202	
OS58	Leeward Community College Access Improvements	G102, G104, G401, G402	X	OC6	Unit 9 (Phase I): Kapiolani Blvd., Kalakaua Ave. to Ward Ave.	G101, G102, G201, G202	
OS59	Moanalua Freeway, installation of Emergency Telephones	G101, G103, G201, G202		OC7	Salt Lake Boulevard Widening, P-3, Maluna Street to Aja Lilliko	G101, G102, G104, G401	X
OS60	Mokapu Saddle Road/Mokapu Boulevard Resurfacing Rehab.	G101, G102, G201, G202		OC8	Seismic Bridge Retrofit, Various County Bridges	G101, G201, G202	
OS62	Nimitz Highway Improvements	G101, G102, G104, G301, G401, G402	X	OC9	Traffic Control Signals at Various Locations, Phase III	G101, G102, G201, G202	
OS63	Nimitz Highway Bikeway Ext.	G103, G301, G302, G402	X	OC30	Kapolei Parkway, Aliinui Drive to Kalaeloa Blvd.	G101, G104, G301, G302, G401, G402	
OS64	North/South Road Phase I, Kapolei Pkwy. To Farrington Highway Phase II, Farrington Highway to Interstate H-1	G102, G104, G401, G402	X	OC31	Kapolei Parkway, Kamokila Blvd. To Fort Barrette Road.	G101, G102, G103, G104, G301, G302, G401, G402	
				<b>CITY &amp; COUNTY OF HONOLULU - FTA</b>			
				OC10	Alapal Transit Center	G101, G103, G202, G301, G302, G401, G402	
				OC11	Aloha Stadium Transit Station	G101, G103, G202, G301, G302, G401, G402	
				OC12	Automated Handi-Van Application & Trip Eligibility System	G103	
				OC13	Bus Acquisition	G103, G104, G301	
				OC14	Bus Acquisition	G103, G104, G301	

Table 1-4

PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan
OC15	Bus Acquisition	G103, G104, G301	
OC16	Bus Acquisition	G103, G104, G301	
OC17	Bus Bay Improvements	G101, G103, G201, G202	
OC18	Bus driver Dispatch and Timekeeping System	G103, G104	
OC19	Bus Rehabilitation	G103, G104, G201	
OC20	Bus Stop ADA Access Impvts.	G101, G103, G104, G201	
OC21	Bus Paratransit Support Equip.	G103, G104	
OC22	Enhancement Elements at Islandwide Transit Centers	G101, G103, G202, G301, G302, G401, G402	
OC23	Handi-Van Acquisition	G103, G104	
OC24	Islandwide Transit Centers	G101, G103, G202, G301, G302, G401, G402	
OC25	Islandwide Transit Centers	G101, G103, G202, G301, G302, G401, G402	
OC26	Middle Street Transit Center	G101, G103, G202, G301, G302, G401, G402	
OC27	Preventive Maintenance	G101, G103, G201, G202	
OC28	Primary Corridor Transport.	G101, G102, G103, G104, G302, G401, G402	X
OC29	Transfer to FHWA for Vanpool	G103, G104, G301, G303	
<b>HAWAII : STATE - FHWA</b>			
HS1	Pedestrian Facilities and ADA Compliance at Various Loc.	G101, G201, G402	
HS2	Hawaii Belt Road, Halaulani Bridge Removal	G102, G104, G202	
HS3	Hawaii Belt Road, Kupapaulua Bridge Widening	G101, G102, G103, G104, G201, G401	
HS4	Hawaii Belt Road, Rockfall Protection at Maulua, Leupahoehoe and Kaawalii	G201, G202, G301	
HS5	Hawaii Belt Road, Mud Lane to Kamuela Race Track	G101, G102, G104, G401	X
HS6	Kawaihae Road (Route 19), Guardrail and Shoulder Improvements, MP 65 to 67, MP 61 to 65	G101, G201	
HS7	Keaau-Pahoehoe Rd. Impvts.	G101, G102, G104, G202, G402	X
HS8	Kuakini Highway Widening	G101, G102, G104, G202, G402	
HS9	Kuakini Highway Widening	G101, G102, G104, G202, G402	
HS10	Queen K. Hwy. Widening	G101, G102, G104, G202, G402	X
	Phase I: Henry St. to Honokohau		
	Phase II: Honokohau to Keahole Airport		
HS11	Mamalahoa Highway (Route 11), MP 50.63 to 52.72, Flood Damage Repairs at Paaau, Moaula and Hionamua Bridges	G201, G301	
HS12	Saddle Road Improvements	G101, G102, G104, G202, G402	
	Phase 1		
	Phase II		
	Phase III		

PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan
HS13	Seismic Retrofit of Various Bridges, Vicinity of Pepeekeo, Unit 2, Kolekole Bridge	G101, G201, G402	
HS14	Seismic Retrofit of Various Bridges, Akoni Pule Highway, Waiahia & Aamako	G101, G201	
<b>COUNTY OF HAWAII - FHWA</b>			
HC1	Kawailani/Pohakalani/Alaola & Kawailani/Iwaleani, Intersection Improvements	G101, G102, G104, G201, G402	
HC2	Bridge Inspection & Appraisal	G102, G201, G402	
HC3	Kawailani St. Bridge Replacement	G102, G201, G302	
HC4	Waimea Trails and Greenways	G301	
HC5	Kuakini Highway Widening	G101, G102, G104, G201, G402	X
HC6	Mohouli St. Improvement, Komohana St. to Kilauea Avenue (widening, resurfacing, traffic signals & drainage impvts.)	G101, G102, G104	X
HC7	Alii Highway (Kamehameha III Road to Kuakini Hwy)	G101, G102, G104	X
HC8	Alii Drive, Culvert Replacement	G201, G301	
HC9	Alii Drive Road Improvements Along Oneo Bay from	G101, G102, G104	
HC10	Pauahi Street Resurfacing	G101, G301	
HC11	Hilo Roads Guardrail & Retaining Wall Improvements	G201, G301	
HC12	Mamalahoa Highway Impvts.	G101, G102, G104	
HC13	Flood Damage Repairs	G201, G202	
<b>COUNTY OF HAWAII - FTA</b>			
HC14	Rural Transportation Program, Operate Transit System	G401, G402, G501	
HC15	Capital Program-Bus Purchase (4) accessible buses, (including monies from FHWA transfer)	G101, G401, G402	
<b>MAUI : STATE - FHWA</b>			
MS1	Dairy Road Intersection Impvts.	G101, G102, G104, G201, G202, G401	
MS2	Guardrail and Shoulder Impvts.	G101, G201, G202	
MS3	Haleakala Hwy. Intersection Improvements	G101, G102, G104, G201, G202	
MS4	Haleakala Highway Widening, Phase 1 Phase 2	G101, G102, G104, G201, G202, G301, G401	X
MS5	Hana Highway/Kaahumanu Avenue Beautification	G101, G102, G301, G302, G401, G402	
MS6	Installation of Emergency Telephones	G101, G102, G201, G202, G401, G402	
MS7	Honoapiilani Highway Widening and/or Realignment	G101, G102, G104, G201, G401, G402	X
MS8	Kihel Upcountry	G101, G102, G104, G401, G402, G501	X

Table 1-5

PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan	PROJ. CODE	PROJECTS	HSTP GOALS AND OBJECTIVES	Long Range Plan
MS9	Mokulele Highway/Puunene Avenue Widening	G101, G102, G104, G201, G302, G401, G402	X	MC18	Waiohono Bridge Replacement	G101, G102, G201, G202, G401	
	Phase IA: Vic. Kealia Pond Hwy. To Piihahi Hwy.			MC19	Kahawaloakapia Bridge Replacement	G101, G102, G201, G202, G401	
	Phase IB: S. Mehamaha Lp. to Vic. of Kealia Pond Dwy.			MC20	Lono Avenue Traffic Signals Improvements at Papa Avenue	G101, G102, G104, G201, G401	
	Phase IC: N. Mehamaha Lp. to S. Mehamaha Lp.			MC21	Kamehameha Avenue Traffic Signal Improvements	G101, G102, G104, G201, G401	
	Phase II A: Kulihehane Hwy. to Vic. Cane Haul Road			MC22	ADA Impvts at Various Loc.	G101, G102, G103, G402	
	Phase II B: Cane Haul Road to N. Mehamaha Lp.			MC23	Baldwin Park Bikeway	G103, G104, G301, G302, G402	
MS10	Piihahi Highway Widening	G101, G102, G104, G201, G401, G402	X	MC24	Baldwin Avenue Bikelanes	G103, G104, G301, G302, G402	
MS11	Waiehu Beach Rd. (Rte 3400)	G101, G201, G202, G401		MC25	Dickenson Street Extension	G101, G102, G104, G401	
	<b>MOLOKAI</b>			MC26	Kihel Bikeway at Piihahi	G103, G104, G301, G302, G402	
MS12	Guardrail and Shoulder Impvts.	G101, G102, G201, G202, G401		<b>COUNTY OF MAUI - FTA</b>			
MS13	Kamehameha V Highway, Kawela Bridge Replacement	G101, G102, G201, G202, G301, G302, G501		MC27	Rural Transportation Program - Maul County, Operate Public Transit System	G101, G302, G401, G402	
MS14	Kamehameha V Highway Flood Damage Repairs	G101, G201, G202, G302		MC28	Improvement at Lahaina Harbor & Landside Transport. Interface	G101, G102, G103, G104, G201, G302	
	<b>COUNTY OF MAUI - FHWA</b>			<b>KAUAI : STATE - FHWA</b>			
MC1	Lower Honoapihahi Road Improvements	G101, G102, G104, G201, G302, G401, G402		KS1	Kapule Highway Intersection Improvements at Rice Street	G101, G102, G104, G201, G201	
MC2	South Kihel Road Improvements, Phase IV	G101, G102, G104, G201, G302, G401, G402	X	KS2	Kaumuali Highway, Guardrail and Shoulder Improvements	G101, G102, G104, G201, G201	
MC3	North/South Collector Road	G101, G102, G104, G201, G302	X	KS3	Guardrail and Shoulder Impvts.	G101, G201	
MC4	North/South Collector Road,	G101, G102, G104, G201, G302	X	KS4	Kaumuali Highway Impvts.	G101, G102, G104, G201, G201	X
MC5	North/South Collector Road	G101, G102, G104, G201, G302	X	KS5	Kuhio Hwy. Intersection Impvt.	G101, G102, G104, G201, G202	
MC6	Road "A", Walpulan Road to Lipoa Street and Road "B", So. Kihel Road to North/South Collector	G101, G102, G104, G201, G302		KS6	Kuhio Highway, Moikeha Bridge Widening, Kauai	G101, G102, G104, G401	
MC7	Lono Avenue Traffic Signal System Upgrade	G101, G102, G104, G201		KS7	Traffic Signal Modernization at Various Locations, Kauai	G101, G102, G104	
MC8	Lower Main Street/Walala Road Improvements	G101, G102, G104, G201, G302, G401, G402	X		1) Nawiliwili Road - Replace Existing Traffic Signal		
MC9	South Kihel Road Improvements	G101, G102, G104, G201, G302, G401, G402	X		Systems at Pikake Road & Haleko Road		
MC10	Koukoul Bridge Replacement	G101, G102, G201, G202, G401			2) Install Opticom System at Existing Signalized Intersection Islandwide		
MC11	Paihi Bridge Replacement	G101, G102, G201, G202, G401		<b>COUNTY OF KAUAI - FHWA</b>			
MC12	Alanui Ka'imihike St Extension	G101, G102, G104, G201, G202, G302, G402		KC1	Bridge Inspection & Appraisal	G101, G201, G202, G402, G503	
MC13	Market Street Improvements	G101, G102, G104, G201, G202, G302, G402		KC2	Kilauea Bridge Replacement	G101, G201, G202	
MC14	Mill Street Improvements	G101, G102, G104, G201, G202, G302, G402		KC3	Kealia Bike/Pedestrian Path	G103, G301, G302, G402	X
MC15	Wakea Avenue Improvements	G101, G102, G104, G201, G202, G302, G402		KC4	Maluhia Road, Polpu Road, Hardy St., Puaoe St. Impvts.	G101, G102, G104, G201, G202, G301, G401	
MC16	Lower Main Street Improvements	G101, G102, G104, G201, G202, G302, G402	X	KC5	Oloheua Bridge Replacement	G101, G201, G202	
MC17	South Kihel Road Improvements.	G101, G102, G104, G201, G202, G302, G402	X	<b>COUNTY OF KAUAI - FTA</b>			
				KC6	The Kauai Bus	G103, G104, G301	

Table 1-6

## V. PRIORITIZATION AND SELECTION OF PROJECTS

The selection of projects and programs for inclusion in the STIP underwent a two step process. First a financially unconstrained list of projects was developed statewide. STIP procedures require that each project:

- Meets the eligibility criteria to qualify for the federal funding category identified in the STIP;
- Complies with obligational requirements in compliance with AASHTO standards;
- Reflects priorities set by adopted long-range regional transportation plans and established management systems;
- Has a committed local match or reasonable expectations thereof at the time of obligation;
- Meets obligational requirements by the end of the programmed federal fiscal year;
- Reflects administrative guidelines and directives developed at the national, state and local levels as appropriate.

Projects were prioritized based upon the feasibility of implementation during the program year and upon project phasing/coordination factors. The status of legislation and appropriation of local matching funds; the status of any analyses, environmental clearances, permits or approvals that may be required; and the availability of both public and private sector resources needed to implement the STIP are considered. Programs and projects relating to safety and those that continue work on previously approved and initiated efforts are given high priority. Generally, Priority 1 projects are programmed in the first year; priority 2 in year two; and priority 3 in year three.

The financial constraint based on FHWA and FTA apportionment levels were then applied to the unconstrained list for each fiscal year. Projects deleted or moved back on the list were coordinated with the respective County. The STAC meetings provided the forum to discuss funding levels between Counties.

## **VI. FINANCIAL PLAN**

### **FHWA FUNDS.**

The Federal Highway Administration (FHWA) funds are appropriated by Congress. Currently, TEA-21 authorizes funding levels through FY 2003. Table 2 shows the anticipated apportionment levels for FY 2002. For Hawaii, it is estimated that approximately \$150 million of FHWA funds will be available for FY 2002 (see figure 2). Historically, the FHWA program, TEA-21, annual rate of growth in authorization levels for Hawaii is 4.6%. If adjusted for inflation in Year 2000 dollars, the growth rate is 2.0%. Therefore, it is reasonable to assume that approximately \$153 million and \$156 million will be available for FY2003 and FY2004, respectively.

### **FTA FUNDS**

The TIP Report (Appendix) provides a discussion on the funding levels for FTA funds for Oahu. FTA funds for Hawaii, Maui and Kauai are from FTA Section 5310, assistance to elderly and disabled and 5311 non-urbanized area formula program. Funding levels for FTA programs are shown in Table 3.

### **LOCAL FUNDS**

All projects included in the STIP have a committed local match or expectations thereof at the time of obligation.

### **STATE**

The State imposes taxes, fees and charges relating to the operation and use of motor vehicles on the public highways of the State. These funds are deposited into the State Highway Fund, established under Section 248-8, Hawaii Revised Statutes (HRS). Moneys deposited in the State Highway Fund are used for acquisition, planning, design, construction, repair and maintenance of the State Highway System.

The Current taxes, fee and charges deposited to the State Highway Fund consist of : (1) the highway fuel taxes; (2) vehicle registration and licensing fees; (3) the vehicle weight tax; and (4) the rental motor vehicle and tour vehicle surcharge taxes. Other miscellaneous sources of revenues include interest earnings on moneys previously credited to the State Highways Fund, vehicle weight tax penalties, certain rental income from State Highway System properties, passenger motor vehicle inspection charges, overweight permits, sales of surplus lands, commercial license fees and other miscellaneous Revenues.

Every other fiscal year, the SDOT prepares for the Governor's approval on an operating and capital improvements program for the next two fiscal years, describing SDOT

that period. After the Governor's review and approval, it is submitted to the Legislature as a part of the Administration's biennium budget. The Legislature reviews the biennium budget in detail and authorizes all or a portion of the biennium budget and the individual capital improvement projects.

Authorization of the operating and capital improvement budget by the Legislature as part of the biennium budget includes the appropriation of moneys from designated sources. These appropriations authorizes the funding for the local match for the state federal-aid projects in the Statewide Transportation Improvement Program (STIP).

Subsequently, in the first year of a biennium budget, the Department may revise the second year of that biennium budget for presentation to the Governor for approval and to the Legislature for supplemental authorization.

The previous and current biennium of authorization of state funds are Act 91, Session Laws of Hawaii (SLH) 1999; as amended by Act 281, SLH 2000; and Act 259, SLH 2001.

## **COUNTY**

Each County programs funds from existing revenue sources for County projects. The Counties exercise independent authority under the Hawaii State Constitution to assess, levy and collect real property taxes. The Hawaii Revised Statutes authorizes the Counties to fix the fees and charges for all public services not otherwise provided for by the State and to issue general obligation bonds to finance its public improvement projects.

# Anticipated Apportionment Levels FY 2002

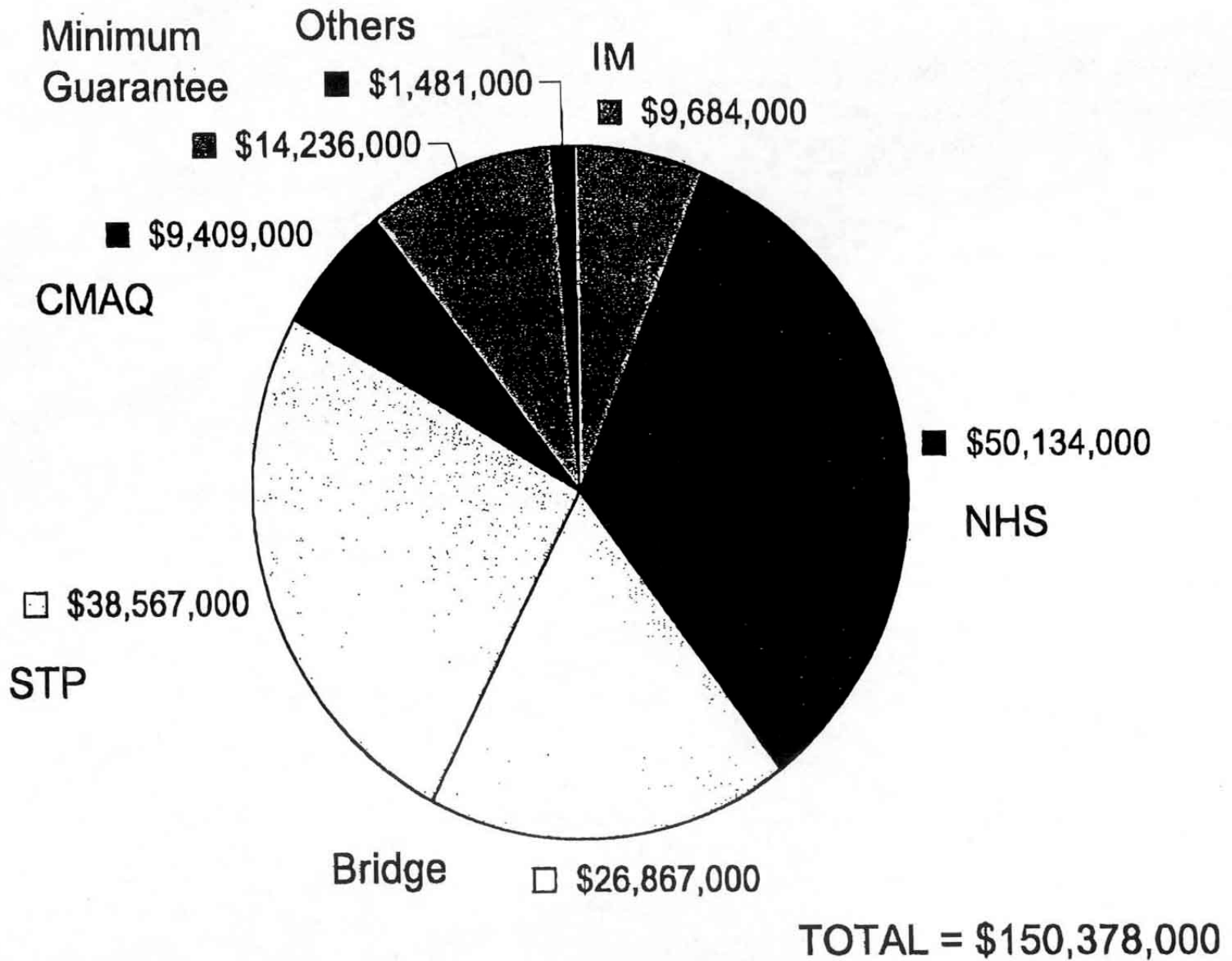


Figure 2

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

TABLE 7

**ADVANCE NOTICE OF ANTICIPATED APPORTIONMENT\* OF INTERSTATE MAINTENANCE, NATIONAL HIGHWAY SYSTEM, SURFACE TRANSPORTATION PROGRAM, BRIDGE REPLACEMENT OR REHABILITATION, CONGESTION MITIGATION OR AIR QUALITY IMPROVEMENT, APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM, RECREATIONAL TRAILS, METROPOLITAN PLANNING, MINIMUM GUARANTEE, AND REVENUE ALIGNED BUDGET AUTHORITY AUTHORIZED FOR FY 2001**

State	Interstate Maintenance	National Highway System	Surface Transportation Program	Bridge Replacement or Rehabilitation	Congestion Mitigation or Air Quality	Appalachian Development Highway System	Recreational Trails	Metropolitan Planning	Minimum Guarantee	Total
Alabama	\$110,823,340	\$125,004,104	\$161,990,424	\$94,214,977	\$9,614,422	\$46,804,830	\$991,635	\$2,172,212	\$49,096,981	\$602,732,925
Alaska	58,293,461	72,067,361	78,801,017	30,143,662	20,108,220	-	694,396	978,212	96,540,270	357,628,599
Arizona	122,394,275	130,424,817	146,757,630	16,031,685	43,052,825	-	922,071	3,135,595	69,431,068	532,151,966
Arkansas	70,849,940	97,855,779	110,277,395	59,095,957	9,607,980	-	900,938	978,212	37,178,078	386,744,279
California	454,234,198	580,236,328	710,810,189	330,926,797	418,402,089	-	2,958,787	30,064,602	195,340,126	2,722,973,116
Colorado	78,804,955	98,168,231	104,774,590	26,160,243	26,620,329	-	1,011,910	2,807,188	19,420,550	357,767,996
Connecticut	65,433,391	60,856,213	85,531,320	114,379,238	49,824,573	-	587,129	2,899,127	68,892,182	448,403,173
Delaware	9,445,530	48,110,418	37,108,131	18,784,986	9,367,375	-	525,478	978,212	11,506,636	135,826,786
Dist. of Col.	2,723,915	47,961,978	32,678,784	25,738,635	7,972,601	-	482,843	978,212	434,619	118,971,587
Florida	259,466,684	368,238,202	426,944,415	95,954,141	60,089,701	-	1,439,273	12,015,418	229,521,984	1,453,669,818
Georgia	227,943,871	217,878,626	301,681,407	96,577,715	44,447,736	19,504,291	1,322,792	3,849,460	144,047,859	1,057,253,757
Hawaii	9,881,428	51,157,892	59,353,634	27,415,650	9,401,056	-	713,301	978,212	24,526,888	133,447,549
Idaho	46,630,992	61,866,373	53,766,295	16,690,749	10,646,206	-	864,536	978,212	29,350,198	220,793,561
Illinois	215,693,179	185,867,684	258,549,538	148,696,685	97,340,107	-	1,347,057	10,009,701	66,446,485	983,950,436
Indiana	162,931,327	171,339,757	214,212,547	60,022,518	22,379,155	-	880,108	3,178,898	97,540,501	732,484,811
Iowa	67,046,826	94,366,993	100,349,320	66,791,144	8,551,569	-	845,782	1,112,869	15,198,523	354,261,028
Kansas	63,665,339	86,852,604	109,275,277	60,806,441	8,474,234	-	805,427	1,202,535	13,141,848	344,223,705
Kentucky	107,668,577	119,026,379	134,679,935	71,924,864	14,561,657	44,770,820	872,467	1,507,419	45,061,840	540,073,958
Louisiana	89,337,593	86,786,990	118,132,912	125,551,414	9,221,389	-	1,124,234	2,630,335	36,812,286	469,597,153
Maine	28,867,514	34,198,389	40,995,091	29,310,307	9,538,984	-	697,017	978,212	14,635,138	159,220,652
Maryland	86,475,826	94,292,530	116,561,279	73,619,993	57,582,729	7,631,863	698,038	4,228,172	35,031,290	476,121,720
Massachusetts	89,707,634	90,209,837	127,906,688	147,315,287	29,394,293	-	751,500	5,584,556	49,434,916	540,304,711
Michigan	171,609,239	205,855,251	286,810,825	144,211,225	43,921,995	-	1,558,943	6,862,043	101,823,655	962,653,176
Minnesota	92,935,318	111,938,285	142,249,699	32,717,909	20,112,962	-	1,200,923	2,799,059	28,444,842	432,398,997
Mississippi	67,819,665	92,501,324	108,820,746	45,046,406	9,295,782	5,473,240	1,084,887	978,212	30,425,446	381,445,708
Missouri	136,732,236	141,645,073	183,058,135	161,380,510	25,148,310	-	1,118,194	3,285,222	48,376,980	700,744,660
Montana	68,777,315	93,258,517	58,528,871	22,268,219	11,520,913	-	768,213	978,212	48,591,282	304,691,544
Nebraska	43,620,698	75,205,112	70,670,818	33,085,729	6,431,644	-	629,887	978,212	6,529,182	241,151,282
Nevada	49,677,428	57,682,977	56,288,804	12,747,604	15,814,261	-	632,199	1,075,613	27,743,570	221,664,656
New Hampshire	22,306,940	37,305,084	37,945,155	25,489,360	9,257,430	-	613,864	978,212	13,918,946	147,814,991
New Jersey	98,132,966	144,257,468	167,485,979	208,163,002	105,744,276	-	925,603	7,826,649	54,982,305	787,518,248
New Mexico	77,726,471	85,313,958	68,445,691	15,808,396	9,858,432	-	754,105	978,212	30,865,773	289,751,238
New York	180,692,131	229,091,674	295,168,393	463,405,467	173,223,714	10,519,188	1,202,693	16,663,004	130,428,271	1,500,396,537
North Carolina	153,091,185	181,407,995	231,664,651	132,308,576	21,908,965	28,734,510	1,123,208	2,966,619	97,513,591	850,719,300
North Dakota	31,446,457	85,326,642	47,279,237	11,242,681	9,174,622	-	588,780	978,212	15,315,256	201,351,887
Ohio	219,896,531	203,945,320	260,019,726	156,661,112	60,673,215	22,008,205	1,356,818	7,859,037	72,910,861	1,005,330,825
Oklahoma	85,834,469	105,916,648	138,612,939	98,919,324	6,725,621	-	930,935	1,598,899	24,598,387	465,157,222
Oregon	69,420,202	89,581,590	97,190,331	37,714,606	13,476,471	-	933,673	1,676,482	22,082,665	352,096,050
Pennsylvania	193,898,381	214,944,577	266,832,794	449,873,194	78,911,583	119,334,186	1,062,314	8,508,969	89,143,911	1,422,509,911
Rhode Island	12,098,413	48,238,904	38,901,358	34,518,259	9,655,749	-	526,025	978,212	17,807,317	182,724,237
South Carolina	106,318,161	108,051,376	150,118,188	64,276,718	10,625,091	2,390,864	801,338	1,684,368	67,840,355	512,106,461
South Dakota	37,716,004	73,372,134	52,669,304	19,003,294	9,377,615	-	582,557	978,212	18,137,039	211,836,159
Tennessee	137,029,420	140,671,682	170,615,560	94,625,603	17,963,290	54,716,000	971,645	2,618,517	53,683,593	672,895,310
Texas	443,017,708	551,379,738	667,304,192	186,988,811	128,369,604	-	2,414,742	13,425,756	290,992,012	2,283,892,563
Utah	68,857,159	50,259,737	58,899,576	26,503,631	12,143,823	-	753,187	1,557,825	12,319,392	231,294,330
Vermont	18,881,068	37,278,733	38,207,980	24,707,684	9,135,483	-	575,334	978,212	10,170,275	137,934,769
Virginia	161,878,523	137,875,913	207,843,987	112,740,064	40,819,213	11,500,542	1,122,659	4,521,283	75,391,198	773,693,386
Washington	94,807,852	106,956,026	137,356,075	124,096,357	28,563,897	-	1,177,372	3,795,230	28,059,277	524,812,286
West Virginia	47,771,682	48,297,568	59,106,086	67,770,323	9,217,698	67,861,439	692,510	978,212	13,610,354	315,306,072
Wisconsin	103,256,199	161,863,743	179,793,765	41,772,154	26,616,711	-	1,119,618	2,909,780	73,492,827	590,824,800
Wyoming	52,765,048	90,311,756	34,700,096	10,718,881	8,747,173	-	731,053	978,212	11,352,031	210,304,250
Subtotal	\$5,476,334,676	\$6,652,501,794	\$7,621,726,780	\$4,654,942,787	\$1,912,834,779	\$443,250,000	\$49,250,000	\$195,642,258	\$2,857,142,857	\$30,063,625,931
Penalties \$153/154/164	73,156,680	87,189,545	101,970,748	-	243,940	-	-	-	-	262,560,913
Total	\$5,549,491,356	\$6,739,691,339	\$7,923,697,528	\$4,654,942,787	\$1,913,078,719	\$443,250,000	\$49,250,000	\$195,642,258	\$2,857,142,857	\$30,326,186,844

\*After Penalty/After Programmatic Distribution of Minimum Guarantee and Revenue Aligned Budget Authority



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY - FEDERAL TRANSIT ACT OF 1998 (excludes technical amendme  
(Includes Additional General Fund Authorizations - Section 5338(h))  
Excludes New Starts, Bus, Research, Planning, Clean Fuels, and Job Access**

<u>State</u>	<u>State/Urbanized Area</u>	<u>Program</u>	<u>FY 1998</u>	<u>FY 1999</u>	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>Total</u>
Hawaii	Honolulu	Fixed Guideway Mod.	337,024	712,785	756,434	804,887	846,274	912,424	4,369,
Hawaii	Honolulu, HI	Urban Formula	16,677,525	19,479,049	21,067,632	22,687,829	24,299,794	25,926,577	130,138,
Hawaii	Kailua, HI	Urban Formula	1,196,310	1,397,269	1,511,221	1,627,441	1,743,070	1,859,762	9,335,
Hawaii	Statewide	E&PWD	335,184	353,457	375,430	397,841	420,138	442,640	2,324,
Hawaii	Statewide	Nonurbanized Formula	528,465	693,939	753,864	814,981	875,787	937,153	4,604,
	<b>Hawaii Total</b>		<b>19,074,508</b>	<b>22,636,498</b>	<b>24,464,581</b>	<b>26,332,979</b>	<b>28,185,063</b>	<b>30,078,556</b>	<b>150,772,</b>

Table 3

## VI. PUBLIC INVOLVEMENT

The public involvement process for the TIP is documented in the TIP Report (Appendix).

The formal review of the Draft STIP started with the publication of a notice announcing its availability or review and comment. The notice was published in the following newspapers:

Honolulu Advertiser:	August 9, 2001
MidWeek:	August 13, 2001
Maui News:	August 9, 2001
Hawaii Tribune Herald:	August 13, 2001
West Hawaii Today:	August 13, 2001
Garden Island:	August 13, 2001

A Copy of the Notice is attached.

Public informational meetings were held in Honolulu, Hilo, Kona, Maui and Kauai. The STIP is also posted in the SDOT's web page.

The public review period ended on August 30, 2001. The public review of the STIP did not produce any changes in the Draft STIP for the neighbor islands.

Notice is hereby given that the STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FISCAL YEARS 2002, 2003, AND 2004 is available for public review and comment. The STIP document is a three-year programming document that identifies and establishes the State and County transportation projects statewide, to be funded in part with Federal Highway and Transit funds.

Copies of the STIP Fiscal Years 2002, 2003, and 2004 may be obtained by calling (808) 587-1830 or can be accessed on-line at: [www.state.hi.us/dot/stp/stip](http://www.state.hi.us/dot/stp/stip). Public review of the STIP on Oahu is being accomplished through the Oahu Metropolitan Planning Organization (OMPO) process. Public informational meetings have been scheduled as follows:

#### ISLAND OF OAHU

Date: August 15, 2001  
Time: 4:00 P.M.  
Location: OMPO Citizen Advisory Committee  
Meeting  
Hawaii State Capitol  
Room 309  
415 South Beretania Street  
Honolulu, Hawaii 96813

#### ISLAND OF MAUI

Date: August 16, 2001  
Time: 7:00 P.M.  
Location: State Department of Transportation  
Highways Division  
Maui District Office Conference Room  
650 Palapala Drive  
Kahului, Maui, Hawaii 96732

#### ISLAND OF HAWAII

Date: August 20, 2001  
Time: 7:00 P.M.  
Location: Hilo State Office Building  
Conference Rooms A, B, & C  
75 Aupuni Street  
Hilo, Hawaii 96720

Date: August 21, 2001  
Time: 7:00 P.M.  
Location: Kealakehe High School Cafeteria  
74-5000 Puohuluhuli Street  
Kailua-Kona, Hawaii 96740

#### ISLAND OF KAUAI

Date: August 22, 2001  
Time: 7:00 P.M.  
Location: Kauai State Office Building  
Conference Rooms A, B, & C  
3060 Eiwa Street  
Lihue, Kauai, Hawaii 96766

Deadline for comments is August 30, 2001 and may be submitted by E-mail, mail, or FAX to:

E-mail Address: [ronald\\_tsuzuki@exec.state.hi.us](mailto:ronald_tsuzuki@exec.state.hi.us)  
Mailing Address: Highways Planning Branch  
869 Punchbowl Street, Room 301  
Honolulu, Hawaii 96813  
FAX Number: (808) 587-1787

Special accommodations are available upon request five (5) days prior to the meeting date, to the Department of Transportation, Highways Planning Branch, telephone (808) 587-1830.

BRIAN K. MINAAI  
Director of Transportation

## VIII. MONITORING AND AMENDING THE APPROVED STIP

The STIP is a dynamic document, ever changing in response to revised project schedules, scopes and cost estimates, updated administrative priorities and directives and funding and programming implications. The SDOT will monitor the approved STIP with focus on FY2002. By early 2002 there will be a reassessment and commitment on the level of funding for the fiscal year.

- a. Those projects included in the current year obligation plan that are deemed as being able to be "ready to obligate" by the end of the federal fiscal year, will continue to be part of the obligation plan. All others will be deferred.
- b. Funds that become available during the federal fiscal year will be applied to those projects in the current plan that are ready-to-obligate but require additional funding or that were deferred from the current plan because of lack of funding.
- c. After the reassessment of the projects, the State will consider revising the STIP through a major amendment process, or expedited process (for minor adjustments). A major amendment will be pursued if the anticipated federal funds available are significant; if there have been major shifts in the administrative directives; or if the projects on the approved STIP will be unable to maximize out obligation authority.

A major amendment to the STIP will allow the agencies to reintroduce those projects that have since cleared the eligibility issues; and to introduce new projects that have since become a priority.

**APPENDIX G**

**OMPO**

*OMPO* \*



*\*Oahu  
Metropolitan  
Planning  
Organization*

**website:** <http://www.eng.hawaii.edu/~csp/OMPO/>

**e-mail address:** [ompo001@hawaii.rr.com](mailto:ompo001@hawaii.rr.com)

**mailing address:** Ocean View Center, Suite 200  
707 Richards Street  
Honolulu, HI 96813-4623

**phone numbers:** (808) 587-2015, 523-4178

**fax number:** (808) 587-2018

## WHAT IS OMPO?

**OMPO** is an advisory organization responsible for coordinating transportation planning on Oahu.

**OMPO** was created by the State Legislature in 1975. The decision-making body of **OMPO** is its Policy Committee, which consists of six state legislators, five Honolulu City Council members, the Director of the State Department of Transportation, and the Director of the City Department of Transportation Services.

**OMPO's** function is to coordinate the activities of the "3-C" transportation planning process (comprehensive, continuing, and cooperative planning) on Oahu. The planning itself is done largely by the City and the State planning and transportation departments (City Department of Transportation Services, City Department of Planning and Permitting, State Department of Transportation, and State Department of Business, Economic Development, and Tourism (DTS, DPP, DOT, and DBEDT, respectively)). These "participating agencies" are part of the **OMPO** planning process.

**OMPO** does not construct projects or implement programs. Rather, **OMPO's** directive focuses upon the development of plans and programs to produce an integrated intermodal transportation system.

## HOW IS OMPO ORGANIZED?

**OMPO** is composed of four parts: a Policy Committee, a Technical Advisory Committee (TAC), a Citizen Advisory Committee (CAC), and a staff (see Figure 1).

## WHAT ARE THE ROLES OF EACH PART?

**THE POLICY COMMITTEE** is the "heart" of the **OMPO** planning process. It determines the direction of the **OMPO** effort, considers and approves transportation planning issues, and makes the final approval for **OMPO** matters.

**THE TECHNICAL ADVISORY COMMITTEE** provides the technical input to **OMPO's** planning process. The TAC acts as the technical liaison between the Policy Committee and the **OMPO** Executive Director, provides advice to the Policy Committee and the **OMPO** Executive Director on technical matters, and insures the technical competence of the planning process.

**THE CITIZEN ADVISORY COMMITTEE** was created by the Policy Committee in July 1977 to ensure effective public input into Oahu's transportation planning process. The CAC is a vehicle whereby public

# OMPO STRUCTURE

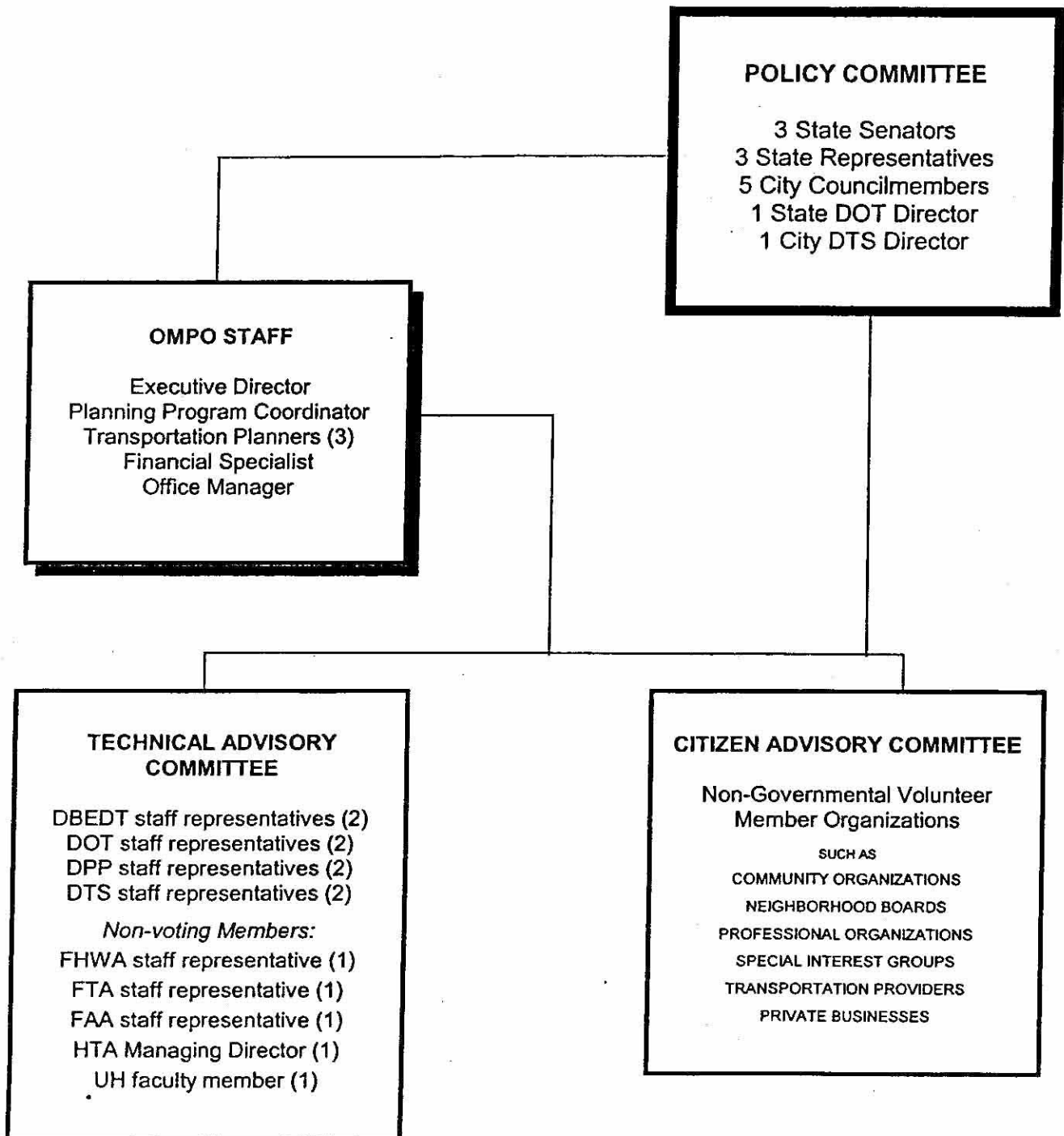


Figure 1



input can be solicited to advise the Policy Committee and the OMPO Executive Director on transportation planning issues. Beside being a vehicle for informing interested citizens of various transportation issues and for face-to-face discussions with key decision-makers and project administrators, the CAC is a valuable source of public input for OMPO-generated plans and programs. The CAC also reviews and develops recommendations to improve the OMPO public involvement program.

## WHO ARE THE MEMBERS OF OMPO?

The POLICY COMMITTEE is made up of 13 members. Five members are from the City Council, including the chair of the Council's transportation committee. Three members are State senators, including the chair of the Senate's transportation committee. Three members are State representatives, including the chair of the House's transportation committee. One member is the director of the State DOT and one member is the director of the City DTS.

For FY 2001, the members of the OMPO Policy Committee are:

From the Honolulu City Council:	Duke Bainum ( <i>Chair</i> ) John DeSoto John Henry Felix Steve Holmes Gary Okino
From the State Senate:	Cal Kawamoto ( <i>Vice Chair</i> ) Fred Hemmings Brian Kanno
From the House of Representatives:	Willie Espero Mark Moses Joseph Souki
State DOT Director:	Brian Minaai
City DTS Director:	Cheryl Soon

With the revision of the OMPO Comprehensive Agreement (fully executed on February 14, 2001), the TECHNICAL ADVISORY COMMITTEE now consists of two staff representatives from each of the City and the State planning and transportation departments. The staff representatives from the State Department of Business, Economic Development, and Tourism include one staff member from the Office of Planning (OP). In addition, one staff representative each from the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration; the Managing Director of the Hawaii Transportation Association; and a faculty member of the University of Hawaii (with background in transportation or city planning) attend TAC meetings as non-voting members.

At this time, the members of the TAC are:

### City and County of Honolulu

- Department of Transportation Services (2): Toru Hamayasu and Paul Steffens
- Department of Planning and Permitting (2): Kathy Sokugawa and Randolph Hara

State of Hawaii

- Department of Transportation (2): Julia Tsumoto and Glenn Yasui
- Department of Business, Economic Development, & Tourism (2): Dr. Pearl Imada Iboshi and Dick Poirier

U.S. Department of Transportation

- Federal Highway Administration (1, non-voting): Jonathan Young
- Federal Aviation Administration (1, non-voting): David Welhouse
- Federal Transit Administration (1, non-voting): (to be determined)

Hawaii Transportation Association

- Managing Director (1, non-voting): Gareth Sakakida

University of Hawaii

- Faculty Member (1, non-voting): Karl Kim

The CITIZEN ADVISORY COMMITTEE is a volunteer group of non-governmental organizations interested in transportation planning on Oahu. The CAC membership includes community organizations, professional associations, neighborhood boards, special interest groups, and transportation providers. Organizations seeking CAC membership need to have their representatives attend at least four (4) meetings of the CAC within a twelve-month period and submit, to the **OMPO** Policy Committee Chair, a written request for appointment to the CAC. The CAC presently consists of the following 49 member organizations:

Aiea Community Association	ILWU Local 142
Aiea Neighborhood Board (NB) #20	Institute of Transportation Engineers
Ala Moana/Kakaako NB #11	Kailua NB #31
American Planning Association	Kalaeloa Community Association
American Society of Civil Engineers	Kalihi/Palama NB #15
American Society of Landscape Architects	Kaneohe NB #30
Barbers Point Community Association	Kuliouou/Kalani-Iki NB #2
Bingham Tract Concerned Citizens Coalition	Land Use Research Foundation, Hawaii
Charley's Taxi	League of Women Voters
Downtown NB #13	Leeward Oahu Transportation Mgmt. Assn.
E Noa Corporation	Life of the Land
Ewa Beach NB #23	Liliha/Kapalama NB #14
Eye of the Pacific	Makakilo/Kapolei/Honokai Hale NB #34
Hawaii Bicycling League	Makiki/Lower Punchbowl/Tantalus NB #10
Hawaii Laborers-Employers Cooperation	McCully Moiliili NB #8
Education Trust	Mililani Mauka/Launani Valley NB #35
Hawaii Local Technical Assistance Program	Mililani/Waipio/Melemanu NB #25
Hawaii Transportation Association	Nuuanu/Punchbowl NB #12
Hawaii's Thousand Friends	Outdoor Circle, The
Honolulu Community Action Program	Pacific Resource Partnership, The

Palolo NB #6  
Sierra Club, Hawaii Chapter  
Tax Foundation of Hawaii  
Teamsters Union Local 996  
Waianae Coast NB #24

Waianae Coast Transportation Concerns  
Group  
Waikiki NB #9  
Waikiki Residents Association  
Waipahu NB #22

## WHY WAS OMPO CREATED?

The Federal Surface Transportation Assistance Act of 1973 required the formation of a metropolitan planning organization (MPO) for any urbanized area with a population greater than 50,000. This mandate was based on the need to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process.

In 1975, the State Legislature established the **OMPO** by passing Act 180, Chapter 279E, Hawaii Revised Statutes and identified **OMPO**'s function as serving in an advisory capacity to the State Legislature and the Honolulu City Council in carrying out the 3-C planning process. The responsibilities of **OMPO** and its participating agencies in carrying out the 3-C planning process is identified in a Comprehensive Agreement signed by the Governor, City transit operator (via the Honolulu City Council Chair), and the **OMPO** Chair.

## WHAT ARE OMPO'S RESPONSIBILITIES?

**OMPO** is responsible for identifying Oahu's future transportation needs and programming the federal funds for such projects and programs. This is achieved primarily through the development of the following three documents:

- The Oahu Regional Transportation Plan (ORTP)
- The Overall Work Program (OWP)
- The Transportation Improvement Program (TIP)

THE REGIONAL TRANSPORTATION PLAN is a blueprint for identifying the development of future transportation improvements on Oahu. It should be noted, however, that the inclusion of a project into this plan does not guarantee its construction. Rather, it allows a project to begin a series of more detailed evaluations and to be eligible to seek federal funding. During these more detailed evaluations, a project could be postponed or terminated for any number of reasons, such as environmental impact, cost, or lack of public support.

One of the earlier regional transportation plans was prepared in 1967 by the Oahu Transportation Planning Program. The plan was called the "Oahu Transportation Study" (OTS) and used 1985 as its horizon year. It recommended many of the highway and transit improvements that have since been

completed, including parts of H-1 and H-2, and served as a guide for improvements to major highways such as Likelike, Pali, Farrington, Kamehameha, and Kalaniana'ole.

Federal regulations require Oahu's regional transportation plan to have a minimum twenty-year horizon, be fiscally-constrained, and be updated at least every five years. In order to conform to this requirement, **OMPO** has updated its regional transportation plan to the year 2025.

THE OVERALL WORK PROGRAM (OWP) serves as the key management tool for monitoring State and City transportation activities on Oahu. It describes transportation-related planning studies to be conducted in a given year (see Figure 2). The OWP defines project objectives and tasks and identifies budgetary and staff requirements needed to carry out the projects. In addressing current transportation issues and problems, the OWP responds to local planning requirements, federal transportation priorities, and federal requirements. The OWP also includes land use studies as they relate to transportation needs.

A draft OWP is prepared each winter and submitted for review in March. After considerable review and revision by citizens and Federal and local agencies, a final OWP is adopted in late spring for the next fiscal year.

THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) is a programming document that lists transportation projects that will be undertaken by the State and City and generally funded in part by federal money. Projects identified in the TIP must be consistent with the ORTP (see Figure 3). The TIP is closely related to the State's and the City and County's Capital Improvement Programs and is prepared every other year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. Thus, the TIP is an important reference document of transportation projects.

The Oahu TIP is the short-term three-year implementation program for federally-assisted surface transportation projects that support the Oahu Regional Transportation Plan. The TIP describes and prioritizes federally-assisted and major locally-funded transportation programs and projects selected by the **OMPO** Policy Committee for implementation during the program period. An annual review and a major biennial update of the TIP are scheduled, with off-schedule amendments considered as needed.

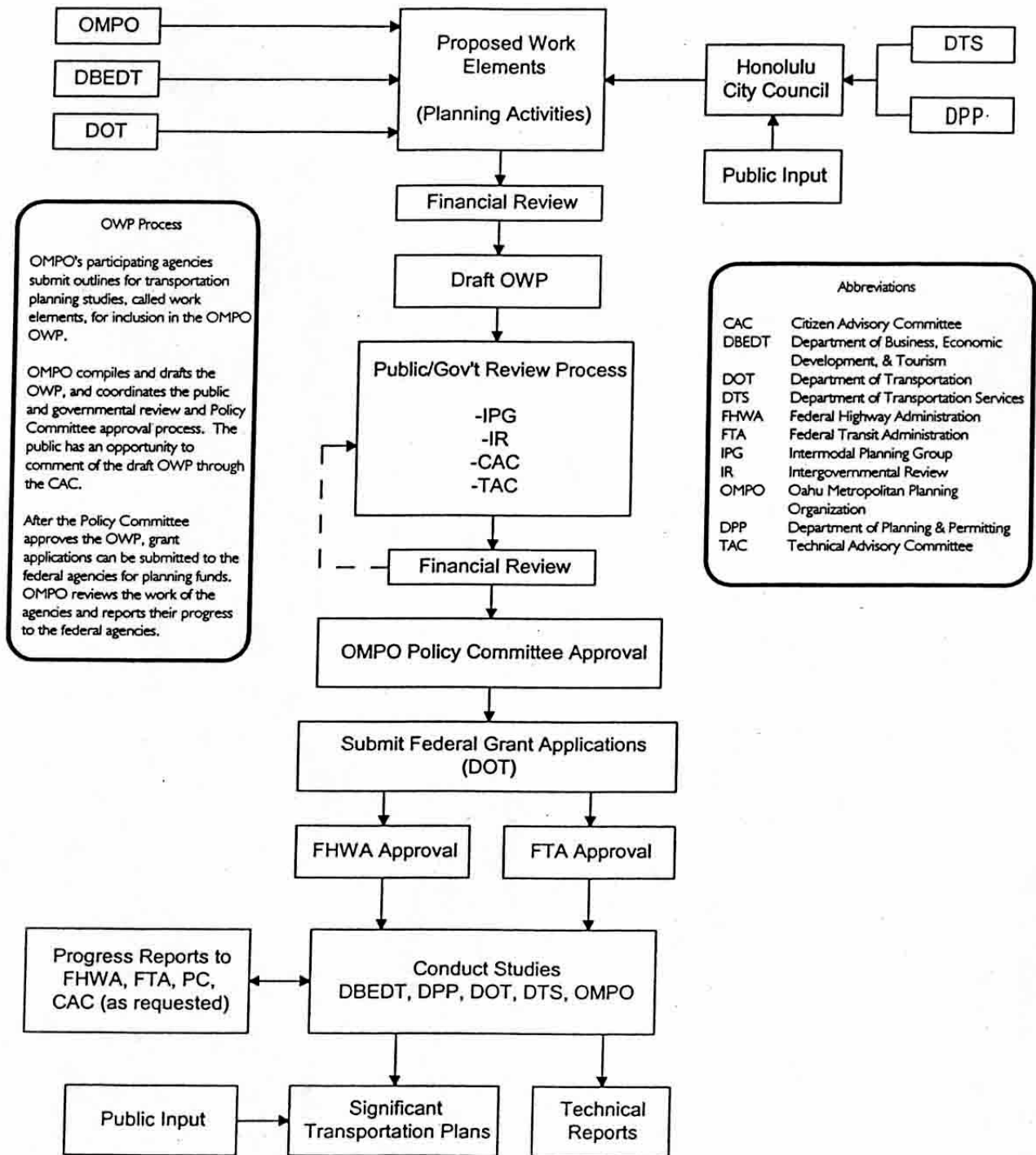
The TIP is adopted by the **OMPO** Policy Committee and sent to the Governor for approval. Upon his approval, the TIP is incorporated as the Oahu element of the Statewide TIP (STIP). The STIP is the official document the U.S. DOT uses to authorize federal funds for projects in Hawaii.

## HOW DOES THE PUBLIC GET INVOLVED?

**OMPO** has developed "The **OMPO** Guide to Public Involvement" (**OMPO** GPI) handbook that describes how **OMPO** communicates with the public prior to and during the development of transportation plans and programs. The **OMPO** GPI has been prepared to help members of the public understand 1) the planning process for Oahu's major surface transportation efforts and 2) how to participate effectively in that process. It focuses on those aspects and areas of transportation planning

that fall within **OMPO**'s purview. This includes both long- and short-range conceptual planning of facilities and programs.

# OMPO's Overall Work Program (OWP)



**Figure 2**

# THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS RELATIONSHIPS

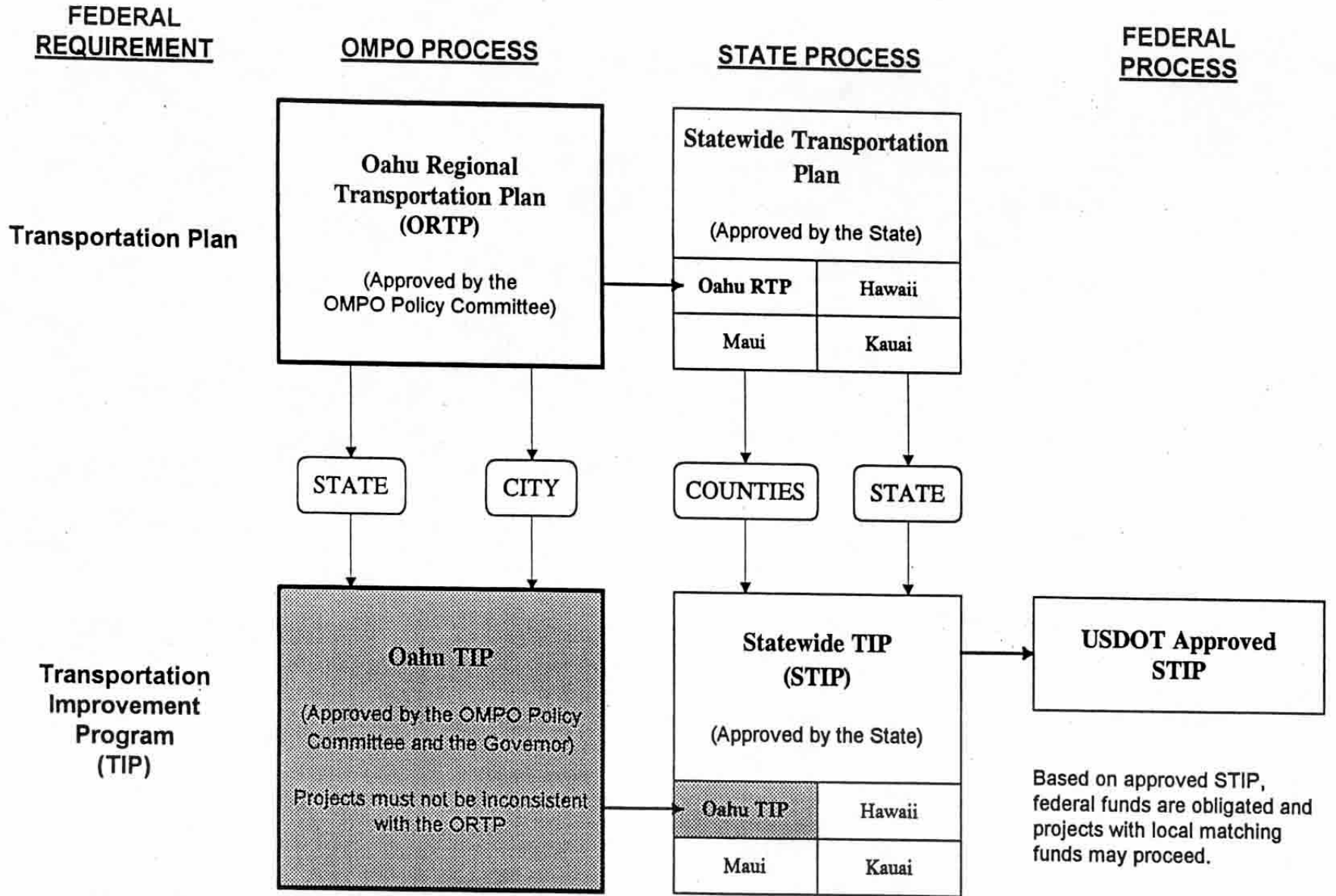


FIGURE 3

## **APPENDIX H**

### **Public Involvement Policy**



**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
POLICY ON PUBLIC INVOLVEMENT**

The Hawaii Department of Transportation recognizes, encourages and solicits pro-active public involvement that can be fully integrated into the planning process and incorporated in the various planning activities by Hawaii's transportation agencies. TEA-21 provides specific guidelines for the public involvement program that reflect this policy and the objectives enumerated below:

*"The public involvement processes are open and proactive providing complete information, timely public notice, full public access to decisions, and opportunities for early and continuing involvement by its residents".*

The objectives are to:

- Provide early and continuing public involvement opportunities will be provided throughout the transportation planning and programming process;
- Provide timely information about transportation issues and processes will be provided to the public, affected public agencies, representatives of transportation agencies, private providers of transportation, freight shippers, users of public transportation and other interested parties and segments of the community affected by transportation plan, programs, and projects;
- Provide adequate public notice of public involvement activities and time for public review and comment at key decisions points, including, but not limited to, action on planning activities;
- Provide reasonable public access to technical and policy information used in the development of plans;
- Conduct a process for demonstrating explicit consideration and response to public input during the planning and program development process, including responses to input received from persons with disabilities and minority, elderly, and low-income populations;
- Implement a process for seeking out and considering the needs of those traditionally under served by existing transportation systems, including, but not limited to low-income and minority populations which may face challenges accessing employment and other opportunities; and
- Encourage and assist all divisions of the Department of Transportation, the OMPO, county agencies, transportation providers, and other participants in the transportation planning process to identify and involve the affected and interested public.
- Sponsor outreach, training, and technical assistance and provide information for State, regional and county transportation agencies on effective public involvement procedures.
- Provide review at least once every three years of the effectiveness of the public

involvement process to ensure that it continues to provide full and open access to all and allows for modifications to the process as necessary, with specific attention to the effectiveness of efforts to engage persons with disabilities, minority individuals, and elderly and low-income populations.

The State of Hawaii Department of Transportation affirms that public involvement is an integral component of its planning activities and is committed to maintaining the public's involvement in these activities.

## **APPENDIX I**

### **Public Involvement Procedures**

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
PUBLIC INVOLVEMENT PROCEDURES**

Public involvement is the process of two-way communication between citizen and government by which transportation agencies and other officials give notice and information to the public and use public input as a factor in decision-making. Since the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), there has been a federally mandated emphasis on early, proactive, and sustained citizen input into transportation decision-making — with special outreach efforts targeted at traditionally underserved populations. ISTEA’s directive was reinforced by the passage of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) near the end of the decade. The State of Hawaii has developed protocols and guidelines to interpret these mandates. The mission statement of these statewide guidelines for their public involvement program is:

*“To proactively seek early and continuing public input and involvement so that HDOT and each of its divisions is responsive and accountable to its stakeholders, communicates with the public, and make the best possible transportation decisions promoting safety and enhancing the quality of life of Hawaii’s citizens.”*

The implementation procedures of the State of Hawaii Department of Transportation Public Involvement Policy include a variety of techniques that are divided into four functional areas: (1) informing the public, (2) involving the public in decision making, (3) getting feedback from the public, and (4) using special techniques to enhance participation. The state’s policy does not mandate that each of the techniques discussed below be used, but it encourages the use of the appropriate program of techniques on a case-by-case basis to ensure that each of the first three functional areas are addressed. The fourth functional area is not mandatory.

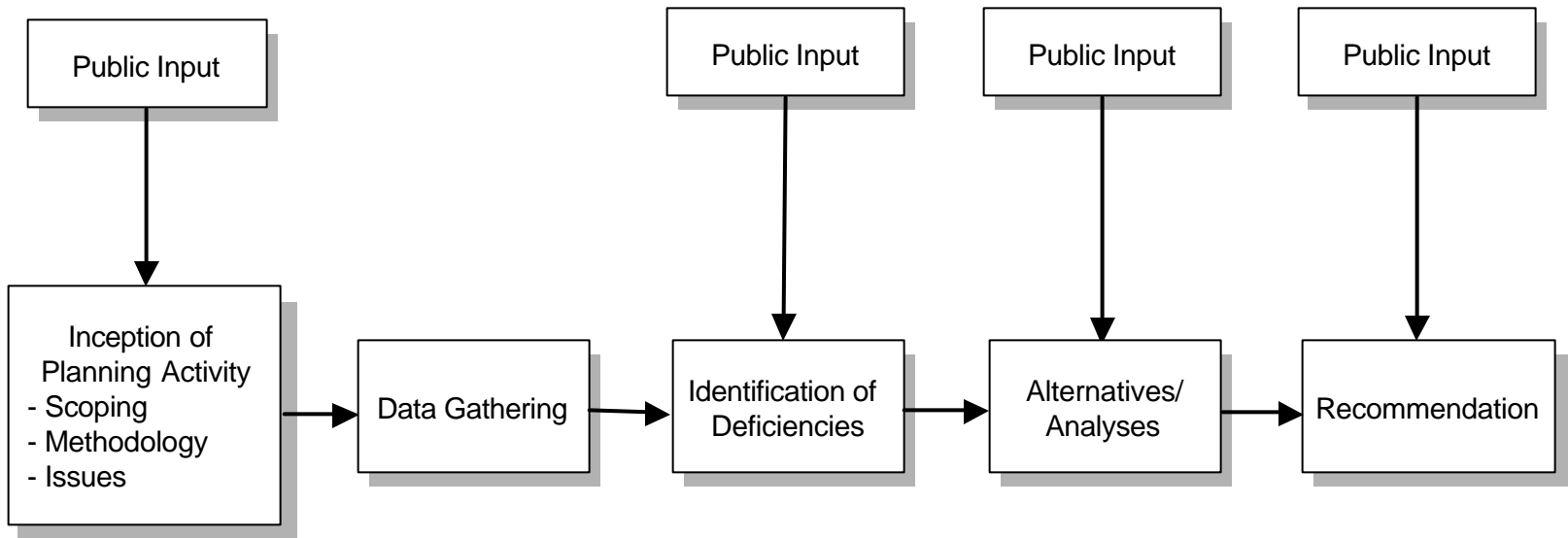
### **PUBLIC INVOLVEMENT INTERFACE WITH PLANNING ACTIVITIES**

Figure I-1 provides a graphic illustration of the typical flow of activities needed to satisfy the requirements of the Hawaii transportation planning process. The chart identifies the various activities that must be completed, the inter-relationship of these activities, and the sequence in which they must be conducted.

It can be seen that an essential element of the process is that an appropriate level of public outreach be implemented at each of step so that public input is provided throughout the planning program. It may be necessary to prepare a specific outreach program as part of the planning process.

The Hawaii Statewide Transportation Planning Process does not expect that a rigid flow of activities be established but rather requires that each of the elements be included in the process. The public input activities must be an integral part of the process during the completion of the technical activities and must occur at appropriate times during the process. These must be included in each step of the program to satisfy the requirements of the transportation planning process.

**Figure I - 1**  
**Integration of Public Involvement with**  
**Typical Planning Activity Flow**



One or more of the techniques described below may be used for each step of the process where public input is recommended. The public outreach program for each project should be specifically designed to respond to each situation.

## **FUNCTIONAL AREA 1 – INFORMING THE PUBLIC**

To be effective, the public involvement program must be properly designed to accommodate individual projects. Each situation dictates the manner in which the outreach program is organized and the techniques that should be used. The approach should include the following.

### **A. Creating and Using a Core Group**

One successful approach used to communicate with the public starts with a core group of participants—people who are likely to have strong interests in the subject—and then broaden the public involvement program based on work with the core group. Although a core group can take several forms, the two most common forms in Hawaii are the Citizen Advisory Committee (CAC) and the Task Force.

- Citizen Advisory Committee (CAC) – The CAC is a representative group of the reasonable cross section of the general public and stakeholders that meets regularly to discuss issues of common concern. The meetings serve as a forum in which the transportation agency and the citizens themselves can express their ideas. The views and comments should be recorded, and a consensus on issues is sought, although it is not required. The role of the CAC is to be advisory. A CAC can be formed for a limited period of time or an extended period. It can even serve as a standing committee.
- Task Force – The task force is a group assigned to a specific task with a time limit to reach a conclusion and resolve a specific issue. Its membership is similar to the CAC with agency staff often assigned to provide technical support. While the CAC acts primarily in an advisory role where consensus is not required, the Task Force is asked to resolve an issue and present a unified voice. Also, while the CAC represents a cross section of all interests, the task force is more focused and the membership consists of individuals and organizational representatives with close ties to the issue or task.

### **B. Including People who are Underserved by Transportation**

The public involvement program must encompass the full range of community interests, especially those of people who are underserved by the system. Groups that have difficulty accessing the transportation system often are unaware of transportation proposals that may affect them. They also may lack experience participating in the public participation process to express their opinions and/or views on issues. This group often includes people with special cultural, racial, or ethnic characteristics; people with disabilities; or groups with low income. The agency must assume responsibility for reaching out and including them in the decision making process.

Techniques to reach the underserved are discussed for ethnic, minority, and low-income groups as well as for American with disabilities.

- Ethnic, minority, and low-income groups – These groups often find participation difficult and are also traditionally underserved by transportation systems. The agency must work to empower these people by defining the type and way in which the public involvement process can be most effective for them. The agency must seek out and consider the needs of the transportation disadvantaged. Potential means of accomplishing this include use of community organizations and their leaders, social service agencies, religious organizations, special interest organizations and agencies, and cultural organizations.
- Americans with Disabilities - The Americans with Disabilities Act of 1990 (ADA) requires specific participation activities that can include specifically directed outreach programs, consultations with individuals with disabilities, opportunities for public comment, accessible formats, public hearings, and ongoing efforts to involve the disability community.

### **C. Providing Information and a Communication System**

An effective public involvement program allows people to get information from an agency and give information back to it. The agency must provide attractive, eye-catching materials that convey the appropriate message and offer people effective, easy ways to communicate so that the ideas and concerns of the community are heard and acted on.

The following describes various techniques that can and have been utilized by the various transportation agencies to provide information and establish communications with the public.

- Mailing List – Mailing lists are the staple of most public involvement programs, providing a simple, flexible and fast means of keeping tabs on organizations, residents, media, elected officials, abutters, agency personnel, interest groups, and others. They can reach an audience with announcements of upcoming events, meeting invitations, newsletters, summary reports, and other transportation-related information.
- Public Information Materials – Public information materials should be designed to provide basic information about a process, project or document in a fast, concise, and clear way. They are an essential form of communications in any public involvement process. They are an easy way to update information periodically for both those intimately involved and those who are not actively involved but are curious and interested. This material should be widely distributed and can be graphic, non-technical and non-verbal.
- Public Information Meetings – Public information meetings can take many forms and can be used at various stages of a planning project. The two basic objectives of these meetings would be to provide basic information about the topic and to receive input from those in attendance in the form of direct verbal feedback. At a minimum, these meetings should take place at the outset of the planning process to describe what is to take place and at the end to describe the results. They can also be held at various interim points

depending on the issues to be discussed, the complexity of the issues, and the degree to which public input is sought or needed.

- Key Person Interviews – A key person interview is a one-on-one talk about the subject with an individual recognized or designated as a community leader. A key person might be an opinion leader, a spokesperson for the community or cause, an elected official, the head of an organization, or a representative to local media. They are useful in rapidly getting details on the community and in understanding residents' priorities.
- Briefings – Briefings are information meetings with community groups or leaders. They usually involve issue-focused communications between an agency, project managers, board members or other staff and a specific group or part of the community.
- Video Techniques – Video techniques use recorded visual and oral messages to present information to the public, primarily via tapes or laser disks. An easily understood video is often more useful to some people than reading or hearing about transportation. Because they can replay endlessly, they present the same message each time without variation.
- Telephone Techniques – The telephone technique offers a unique, two-way medium for public involvement. It can be used to obtain information and to give opinions. Calls can be administered by using an auto attendant with tiered recording, an information bureau that uses a staff person to respond to questions, email to respond to computer-based queries, a hotline or voicemail, a fax on demand system, a telephone call in program, an interactive voice response system, or an interactive cable television information system.
- Media Strategies – Media strategies inform residents about projects and programs through newspapers, radio, television and video, posters and variable message signs, mass mailings of brochures or newsletters, and distribution fliers. This technique allows the agency to frame the message rather than allowing the media to do it. It is often incorporated into projects that need public focus, consensus, and understanding.
- Speakers Bureau – Speakers bureaus are groups of specially-trained representatives who can speak about the process or program. They can be community or agency people, and they meet with public and private organizations and groups on behalf of a project, program, or planning activity. They provide information about planning or project activities, listen to people's concerns, answer questions, and seek continued participation and input from the public.

## **FUNCTIONAL AREA 2 – HAVING FACE-TO-FACE MEETINGS**

Meetings—formal and informal—are the backbone of a public involvement program. People like, expect, and need firsthand opportunities to discuss agency programs and plans. They provide a time and place for face-to-face contact and help establish two-way communications, giving agencies an opportunity to respond directly to comments and dispel rumors or misinformation.



Because they require time and effort from all participants, meetings must be planned and implemented carefully. Options for types of meetings and formats for their organizations are described below.

### **A. Determine the Type of Meeting**

The type of meetings and its level of formality are normally determined by its purpose in the overall public involvement effort. The scheduling of meetings depends on the topics of information. Sometimes a series of meetings is necessary. Potential types of meetings include the following:

- Public Meetings – Public meetings are designed to present information to the public and obtain informal input from the community. They can be held throughout the planning process and can be tailored to specific issues or groups. Anyone can attend, as either an individual or a representative of a specific interest. They are designed to disseminate information and achieve a basic level of community input from a wide representation of community residents.
- Public Hearings – Public hearings are more formal than public meetings and are normally held prior to a decision point. Hearings require an official hearing officer and must follow specific procedures to announce the time and place. They normally have a time period during which written comments can be received, and the proceedings must be recorded in written form as input to an agency.
- Open House – An open house is an informal meeting in which people get information about a plan or project. It has no set formal agenda, and unlike a meeting, no formal discussions and presentations take place. People get information informally from exhibits and staff and are encouraged to give opinions, comments, and preferences to staff either orally or in writing. Normally, information is provided buffet-style; agencies reserve table space for comments sheets, agency staff is available to answer questions or provide details, there is no fixed agenda, and take-home material is often given.
- Open Forum Hearing – A public forum hearing expands a public hearing to include elements of an open house. In addition, after reviewing exhibits and working with staff, participants can comment on a proposal for the formal transcript of the public hearing.
- Conferences – Conferences are special meetings to inform people and solicit input on specific policy issues, plans or projects. In size and importance, they range from a subset of a larger meeting to a large multi-day event. They are highly-structured programs of presentations and discussions, usually with an overall theme. They can have presentations or panel discussion followed by questions.
- Workshops – A workshop is a task-oriented meeting organized around a particular topic or activity. It typically involves a relatively small group and addresses aspects of a narrowly defined topic. Sometimes workshops can be part of a larger meeting or conference.

## **B. Select the Format of the Meeting**

Meetings focus on discussion, whether people are giving opinions, debating issues, or challenging an agency. They can be explanatory or consensus building. The specific techniques used to organize and format meetings are important because they help people think and discuss issues, decide how they are personally affected, and identify how proposed solutions impact community life. Meetings traditionally begin with presentations given by one or several speakers then continue with a discussion. Organizing features could include the following:

- Brainstorming – Participants brainstorm when they come together in a freethinking forum to generate ideas. This does not have to be an unstructured method of eliciting ideas from a group but can be an effective method of moving participants out of conflicts and toward consensus. Brainstorming is most effective when the groups generate as many solutions as possible, list every ideas presented without comment or evaluation, evaluate ideas to each consensus, and prioritize ideas.
- Charrette – A charrette is a meeting to resolve a problem or issue within a specified time limit. The sponsoring agency usually sets the goals and time limit with the leader responsible for bringing out all points of view from concerned local residents, agency representatives, and experts. The normal components are a clear definition of issues to be resolved, an analysis of the problem and alternative approaches, an assignment of small groups, the use of staff people, a presentation of final proposals, and a consensus and final resolution.
- Visioning – Visioning leads to a statement of goals. Typically, it consists of a series of meetings focused on long-range issues. Visioning results in a long-range plan. Priorities and performance standards can be part of visioning. Visioning uses participation as a source of ideas in the establishment of a long-range policy. It draws upon feelings to solicit opinions, and after consideration it generates a single integrated vision.
- Small Group Techniques – Small groups, typically limited to twenty or fewer members, are designed to facilitate the participation of each member in a setting more conducive to informal discussion. They meet as small gatherings or as break-outs of large meetings and emphasize active participation and interaction, are run by a group leader or facilitator, have a theme or goal, help reach consensus or develop priorities, gather a range of ideas and concerns and apply them to either planning or project development, and report back to the larger group.

## **FUNCTIONAL AREA 3 – GETTING FEEDBACK**

Besides dispensing information and arousing interest in a transportation project, public involvement programs elicit public feedback and support. Public comments are received by agencies in the form of question, challenges, or suggestions for alternative ways of dealing with issues. Feedback provides new ideas and perspectives to help agencies devise plans and projects that meet the public's need. It measures the depth of the public's understanding of the issues and provides a means of assessing the relative success of the outreach program.

The following are elements of getting feedback:

### **A. Establishing Places for Information**

Giving people information about transportation projects is a fundamental step toward getting their informed feedback. Agencies need to establish a variety of places where the public knows information is readily and conveniently available. New places to give out information are crucial. New high-tech methods can effectively ensure that all aspects of the community are being reached. Some non-traditional ways to get information out include:

- On-Line Services – On-line services provide communications through a computer network around-the-clock. They are a cross between a personal computer and a telephone line. The keys to on-line services are that the information can be up-to-date and the access is instantaneous.
- Hotlines – Hotlines are agency telephone lines that receive inquiries from the general public. They offer updated information on a project and general news regarding a special program. They should be well publicized, be open at a minimum during business hours, have an answering machine if staff is not available, normally have a staff person designated to receive and respond to calls, and have a policy regarding how to respond to calls.
- Drop-in Centers – A drop-in center is a place for give-and-take exchange of transportation information within a neighborhood or community. An easy-to-find location on home turf makes it convenient and easy for people to get information.

### **B. Develop Program**

Standard meeting formats are not always successful in bringing out a full range of community viewpoints or resolving differences of opinion. Sometimes participants need other ways to make their views known and to build consensus. Agencies can use some specific means to obtain feedback from participants and weigh it along with other people's positions. Ways to get direct feedback include:

- Focus Groups – A focus group is a toll to gauge public opinion. Borrowed from the marketing and advertising industry, it regards transportation as a product that can be improved and the public as customers for that product. It can identify needs, wants, and expectations. A focus group uses a small group discussion with professional leadership. A carefully selected group of individuals convenes to discuss and give opinions on a single topic. Participants are selected in two ways: random selection or non-random selection to elicit a particular point of view.
- Public Opinion Surveys – Public opinion surveys assess widespread public opinion from a sample of people via a written questionnaire or through interviews in person, by phone,

or by electronic media. The limited sample is considered representative of a larger group. They can be formal (scientifically assembled and administered) or informal.

- Facilitation – Facilitation is the guidance of a group in a problem-solving process. The group leader—a facilitator—is neutral in regard to the issues or topics. The facilitator works with the group as a whole and provides procedural help in moving toward a conclusion.

## **FUNCTIONAL AREA 4 – USING SPECIAL TECHNIQUES TO ENHANCE PARTICIPATION**

Public involvement programs aim to involve the largest possible segment of the population yet traditional methods such as meetings and hearings frequently interest only a small group of people. Capturing the attention of a larger, more representative group may require the use of special techniques to enhance participation. Special techniques may attract both new and existing participants or give a jump-start to a lackluster program. The following are several options.

### **A. Holding Special Events**

Special events can effectively generate interest if they are used sparingly and are kept light-hearted and fun for participants. They should have a holiday-like feel and give people the opportunity to meet others and share their ideas in a friendly non-threatening setting. A one-time special event can benefit most public involvement programs by reaching new participants, helping recruit neighbors to the process, and generate interest in the issue.

Two techniques with potentially significant use for transportation projects are transportation fairs and games and contests:

- Transportation Fair – A transportation fair is an event used to interest community members in transportation and specific project or programs. It is typically a one-day event, heavily promoted to encourage people to attend. Attraction such as futuristic vehicles can be used to bring people to the fair, and noted personalities can also draw participation.
- Games and Contests – Games and contests are special ways to attract and engage people who might not otherwise participate. They often vividly demonstrate issues and the consequences of decisions. They typically include board games, card games, computer simulations, crossword puzzles, games of chance, and essay or design contests.

### **B. Changing a Meeting Approach**

A modest shake-up in the meeting approach can often inject new life into a dying public involvement program. For instance, changing the venue may change people's perspective, changing the dynamics of interaction may allow new viewpoints, or alternating group leadership

may spark interest. Non-traditional meeting places may help, as could a site visit to some transportation projects.

**C. New Ways to Communicate**

New ways to communicate include interactive television, interactive displays and kiosks, computer presentations and simulations, and teleconferencing. As new technology becomes more prevalent, its potential for public involvement increases.

## **APPENDIX J**

### **Preliminary Goals and Objectives**

**PRODUCT 4A(1)  
TECHNICAL MEMORANDUM 2  
DRAFT DOCUMENTATION OF PRELIMINARY STATEWIDE TRANSPORTATION  
GOALS AND OBJECTIVES**

February 1, 2001

Prepared for:

**STATE OF HAWAII  
Department of Transportation  
Statewide Transportation Planning Office**

Prepared by:

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1453 Third Street, Suite 400  
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Ref: 1349

This technical memorandum addresses part of Task 4a, which culminates in the identification of preliminary statewide goals and objectives for the Hawaii Statewide Transportation Plan (STP). As part of Task 4a, a series of meetings with relevant divisions within the State of Hawaii Department of Transportation (HDOT) were held in order to gather information and documentation on all current plans and programs. This technical memorandum contains a review of the goals and objectives used to guide these plans and programs. Subsequent tasks will involve synthesis of the goals and objectives in current plans and input received through the ongoing public participation process being undertaken as part of the STP development, so that a preliminary set of statewide goals and objectives could be developed.

The following previous and existing transportation plans were identified and reviewed:

1. Interim Statewide Transportation Plan for the State of Hawaii, prepared for State of Hawaii Department of Transportation, prepared by Kaku Associates, Inc., July 2000.
2. Oahu Commercial Harbors 2020 Master Plan, prepared for State of Hawaii DOT Harbors Division, prepared by Hawaii Stevedores, Inc., May 1997.
3. Hawaii Commercial Harbor 2020 Master Plan, State of Hawaii Department of Transportation Harbor Division, August 1998.
4. Kahului Commercial Harbor 2025 Master Plan, State of Hawaii Department of Transportation Harbor Division, July 2000.
5. Hawaii Long Range Land Transportation Plan – Final Report, prepared for State of Hawaii DOT, prepared by Frederic R. Harris, May 1998.
6. Kauai Long-Range Land Transportation Plan, prepared for State of Hawaii DOT, prepared by Austin, Tsutsumi & Associates, Inc., May 1997.
7. “Transportation for Oahu Plan 2025, Level 2 Evaluation Process (Draft for Review), Carter and Burgess Inc., 1/16/2001.
8. Final Statewide Airport System Plan - Volume 1, prepared for State of Hawaii Department of Transportation Airports Division, prepared by R.M. Towill Corporation, June 1998.

The set of plans listed above cover the three divisions of the Hawaii State Department of Transportation: Harbors, Airports, and Land. Many of the plans above are county (e.g., Kauai) or facility (e.g., Kahului Harbor) specific. While the set of available plans covers all three transportation divisions, it does not always include plans for every county or region in the State. It is also worth noting that all of the documents listed above contain long-range (20+ years) plans, which would make them comparable in terms of timeframe to the Statewide Transportation Plan, the subject of this memo.

Sections 1 through 4 summarize the goals and objectives used to guide the development of each plan or program. Sections 5 and 6 discuss the Hawaii State Plan Goals and the seven planning factors specified in the federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The final section synthesizes the document reviews and formulates several conclusions about preliminary Statewide Goals and Objectives.



## **SECTION 1: STATEWIDE, MULTIMODAL PLANS**

### **Interim Statewide Transportation Plan for the State of Hawaii**

This interim, statewide, multimodal plan was completed in July of 2000. It specifies seven long-range transportation planning goals:

1. **Mobility and Accessibility:** To improve mobility and accessibility for both people and freight through the provision of quality transportation options.
2. **Safety and Security:** Ensure community safety and security through the physical design and operation of new and existing transportation facilities and through the selection of projects which promote safe and secure living environments.
3. **Statewide Planning, Programming, and Decision Making:** Integrate the various mode-specific planning processes and improve cooperation between all levels of government, the private sector, and the general public in order to best improve the transportation system as a whole, in an equitable manner.
4. **Environment and Quality of Life:** Provide a transportation system that preserves and reinforces environmental quality and livable communities.
5. **Funding and Financing:** Ensure adequate, continuous, and predictable public and private funding to meet the prioritized transportation needs.
6. **Economic Development:** Provide a transportation system that supports Hawaii's economic goals especially by enabling global competitiveness, productivity, and efficiency.
7. **Stakeholder and Public Involvement:** Establish processes that enable public and stakeholders to build consensus on transportation decisions and which are responsive to public and stakeholders' concerns.

These goals aim to be flexible, dynamic, and able to keep pace with the State as it develops over the 20-year lifetime of the plan. Several "Measures of Effectiveness" and "Currently Preferred Methods for Achieving the Goal" are specified per goal. These details are intended to guide the attainment of each goal by clarifying the meaning and intentions of the goal. They are also expected to change as Hawaii and its global context change over the coming years.

An example of a "Measures of Effectiveness" for the first goal is "availability of transportation options". An example of a "Currently Preferred Methods for Achieving the Goal" is to "provide a reasonable level and variety of public transit services that adequately meet statewide and community needs. The full set of "Measures of Effectiveness" and "Currently Preferred..." are contained in Appendix A.

## **SECTION 2: PLANS FOR THE HARBOR DIVISION**

Three plans specific to the Harbor Division were reviewed: the Oahu Commercial Harbors 2020 Master Plan, the Hawaii Commercial Harbors 2020 Master Plan, and the Kahului Commercial Harbor 2025 Master Plan. The mission, objectives, and planning processes used in each plan are very similar as is illustrated by the following sections.

### **Oahu Commercial Harbors 2020 Master Plan**

The following paragraphs excerpted from this document summarize the port system's primary mission, objectives used to guide the planning process, and organizations involved in the planning effort.

"The State DOT Harbors Division's jurisdiction over commercial harbor facilities is primarily directed at the movement of cargo, passenger and fishing vessels entering, leaving, or traveling within the State, and the facilities and supporting services for loading, off-loading, and handling of these vessels, their cargo and passengers. The Oahu Commercial Harbors 2020 Master Plan therefore supports the port system's primary mission with this long-range planning guide for the development of safe, efficient, economically viable harbor facilities. Developed by a consortium of the maritime industry, other ancillary harbor users and government agencies, this Master Plan addresses the desperate need for harbor space by these focal maritime operations which are paramount to the welfare of the State."

"This maritime planning effort was conducted in accordance with the following objectives:

1. Plan the proper development of Oahu's commercial harbors, thereby facilitating maritime shipments of the essential commodities required by the State of Hawaii and its citizenry;
2. Optimize the utilization of land and water resources committed to marine cargo, passenger, and fishing operations in an economically responsible manner;
3. Provide terminals, other harbor resources, and access to these facilities in locations along the Honolulu waterfront, at Barbers Point and other locations in a manner that best relates to and serves Hawaii's port system in an efficient, safe, and secure manner;
4. Minimize the impact on environmental quality and recreational opportunities contiguous with port facilities."

### **Hawaii Commercial Harbor 2020 Master Plan**

The following paragraphs excerpted from this document summarize the port system's primary mission, objectives used to guide the planning process, and organizations involved in the planning effort.

"The State DOT Harbors Division's jurisdiction over commercial harbor facilities is primarily directed at the movement of cargo, passenger and fishing vessels entering, leaving, or traveling within the State, and the facilities and supporting services for loading, off-loading, and handling of these vessels, their cargo and passengers. The

Hawaii Commercial Harbors 2020 Master Plan therefore supports the port system's primary mission with this long-range planning guide for the development of safe, efficient, economically viable harbor facilities. Developed by a consortium of the maritime industry, other ancillary harbor users and government agencies, this Master Plan addresses the desperate need for harbor space by these focal maritime operations which are paramount to the welfare of the State."

"This maritime planning effort was conducted in accordance with the following objectives:

1. Plan the proper development of Hilo and Kawaihae Harbor, thereby facilitating maritime shipments of the essential commodities required by Hawaii's citizenry;
2. Optimize the utilization of land and water resources committed to marine cargo, passenger, and fishing operations in an economically responsible manner;
3. Provide terminals, other harbor resources, and access to these facilities in locations within Hilo Bay, Kawaihae Bay, and other locations in a manner that best relates to and serves Hawaii's port system in an efficient, safe, and secure manner;
4. Minimize the impact on environmental quality and recreational opportunities contiguous with Hawaii's port facilities."

#### **Kahului Commercial Harbor 2025 Master Plan**

The following paragraphs excerpted from this document summarize the port system's primary mission, objectives used to guide the planning process, and organizations involved in the planning effort.

"The State of Department Harbors Division's jurisdiction over commercial harbor facilities is primarily directed at the movement of cargo, passenger and fishing vessels entering, leaving, or traveling within Hawaii, and the facilities and supporting services for loading, off-loading, and handling of these vessels, their cargo and passengers. The Kahului Commercial Harbors 2025 Master Plan therefore supports the port system's primary mission with this long-range planning guide for the development of safe, efficient, economically viable harbor facilities. Developed by a consortium of the maritime industry, other ancillary harbor users and government agencies, the 2025 Master Plan addresses the desperate need for harbor space by these focal maritime operations which are paramount to the welfare of Hawaii."

"This maritime planning effort was conducted in accordance with the following objectives:

1. Plan the proper development of Kahului Harbor, thereby facilitating maritime shipments of the essential commodities required by Maui's citizenry;
2. Optimize the utilization of land and water resources committed to marine cargo and passenger operations in an economically responsible manner;
3. Provide terminals, other harbor resources, and access to these facilities in locations within Kahului Bay and other locations in a manner that best relates to and serves Maui in an efficient, safe, and secure manner;
4. Minimize the impact on environmental quality and recreational opportunities contiguous with Maui's port facilities."

## **SECTION 3: PLANS FOR THE LAND TRANSPORTATION DIVISION**

### **Hawaii Long Range Land Transportation Plan – Final Report**

The goals and objectives of the Hawaii Long Range Land Transportation Plan were produced based on input from the Technical Advisory Committee, the Citizens Advisory Committee (CAC), and community representatives. The adopted goals are listed below. The objectives per goal are contained in Appendix B.

1. Provide a transportation system whereby people and goods can move efficiently, safely, comfortably and economically.
2. Provide non-motorized transportation facilities which support community planning, improve quality of life and create a more person-friendly environment.
3. Provide a transportation system with a variety of modes that is accessible to residents and visitors.
4. Prevent congestion from developing through efficient use of existing systems and through implementation of transportation demand management.
5. Develop intermodal links to airports, harbors, and transit from major thoroughfares.
6. Identify a variety of transportation funding sources.

### **Kauai Long-Range Land Transportation Plan**

This document does not identify any specific goals and objectives.

### **Transportation for Oahu Plan 2025**

The draft Transportation for Oahu Plan 2025 identifies four goals:

- **Transportation Service:** Develop and maintain Oahu's island-wide Transportation System to ensure efficient, safe, convenient, and economical movement of people and goods.
- **Quality of Life:** Develop and maintain Oahu's transportation system in a manner which maintains environmental quality and community cohesiveness
- **Community Responsibility:** Develop and maintain Oahu's transportation system in a manner that is sensitive to community needs and desires
- **Demand Management:** Develop a travel demand management system for Oahu which optimizes use of transportation resources

Each goal has several objectives associated with it, and each objective has one or more "plan performance measures" specified for it. Also, each objective has one or more of six "design intents of project" (congestion relief, secondary access, local circulation or facility access, support for development goals, safety, and overall plan element) associated with it. The full set of goals, objectives, "plan performance measures", and "design intents of project" are contained in Appendix C.

As an example, the first objective for the first goal, Transportation Service, is "Increase peak period person carrying capacity on Oahu's transportation network". One "design

intent" for projects satisfying this objective is identified: congestion relief. Several performance measures are specified: overall change in screenline V/C for selected screenlines; change in average travel time to selected destinations; change in number of congested lane miles in system; and average peak hour speed on network.

## SECTION 4: PLANS FOR THE AIRPORT DIVISION

### Final Statewide Airport System Plan - Volume 1

The conclusions and recommendations of the Statewide Airports System Plan were developed based on three major elements of a "strategic framework":

1. Airport System Vision, Mission, Goals, and Objectives
2. Airport System Planning Criteria
3. Airport System Investment Criteria

The *vision* of the statewide airports system is stated as: "working together to provide gateways of aloha." The *mission* of the Airports Division of the State of Hawaii, Department of Transportation is to "develop, manage and maintain a high quality statewide air transportation system with the spirit of aloha for Hawaii's residents and visitors." Consistent with this mission the Airports Division has established the following four *goals* for the statewide airport system:

1. Meet the current and forecast demand for air transportation service
2. Position Hawaii as a world-class tourist destination
3. Develop public-private cooperation between the airports system and its key stakeholders
4. Implement modern techniques in management of the airports system

Each goal is supported by several *objectives* that are not listed here for the sake of brevity, but are contained in Appendix D.

The second major element of the "strategic framework" used to develop the Statewide Airport Systems Plan is *planning criteria*. These criteria aim to facilitate informed and responsible choices among competing needs. They are used to evaluate projects against important considerations and requirements. The criteria are divided into three priority groupings, with the "Priority One" group receiving the highest weight. The Priority Criteria are listed below.

#### Priority One Planning Criteria

Projects that are required for:

- Safety and security of passengers, personnel and cargo;
- Compliance with federal, state, or local laws or regulations;
- Ongoing operation and maintenance of primary airports;
- Providing capacity to meet existing demand.

#### Priority Two Planning Criteria

Projects that are required for:

- Future long-term airport development;
- Providing capacity to meet forecast demand in the six-year time horizon;
- Meeting passenger level of service requirements;
- Ongoing operation and maintenance of the secondary airports;
- Providing essential air service to remote areas of the State; and/or
- Providing for new air service.

#### Priority Three Planning Criteria

Projects that are required for:

- Providing facility capacity to meet forecast demand in the horizon to 2020
- Increasing administrative productivity and reducing the cost of operation of the statewide airport system;
- Providing for the facility requirements for non-commercial aviation.

The final element of the "strategic plan" is airport system investment criteria. The purpose of establishing *investment criteria* for the Statewide Airport System Plan is to provide policy guidance for staff to select between facility development projects that are competing for scarce investment capital. The investment criteria provide assistance in rank ordering the potential capital improvements within the statewide airport system.

The investment criteria are based on both the financial results of a potential investment and the source of funds for the investment. For example, higher priority is assigned to projects targeted to result in near-term financial returns, and to projects funded by existing or externally granted sources of funds.

## SECTION 5: HAWAII STATE PLAN GOALS

The Hawaii State Plan does not deal exclusively with transportation as do the previous plans and programs discussed, though transportation is one component of the overall State Plan. The Hawaii State Plan sets forth the following three goals and unifying themes:

- A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawaii's present and future generations.
- A desired physical environment, characterized by beauty, cleanliness, quiet, stable, natural systems, and uniqueness, that enhances the mental and physical well-being of the people.
- Physical, social, and economic well-being, for individuals and families in Hawaii, that nourishes a sense of community responsibility, of caring, and of participation in community life.

## **SECTION 6: PLANNING FACTORS IDENTIFIED BY TEA-21**

In June 1998, the President signed the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorizing highway, highway safety, transit, and other surface transportation programs for the next six years. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the prior major authorizing legislation for surface transportation at the federal level.

Many key ISTEA statewide planning provisions are continued through TEA-21. Several key modifications have been made as well. Amongst them is the consolidation of the 16 metropolitan and 23 statewide planning factors into seven broad areas to be considered in the planning process. The seven areas are listed below:

1. Support the economic vitality of the United States, the States, and the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
6. Promote efficient system management and operations; and
7. Emphasize the preservation of the existing transportation system.

## **SECTION 7: OBSERVATIONS AND NEXT STEPS**

After reviewing the goals, objectives, and methodologies for applying the goals and objectives to the planning process in the range of transportation plans, several observations may be made.

The goals of the Interim Statewide Transportation Plan for the State of Hawaii have a broader nature than the goals specified in the division-specific and/or region-specific plans, as might be expected. The goals of the statewide plan do not refer specifically to any of the elements of the transportation system (e.g. airports, harbors, rail), but rather refers to the "transportation system." Also, the statewide plan goals do not make reference to specific areas or facilities (such as Honolulu Airport or County of Maui), in contrast to the division-specific plans.

To illustrate the intent of the goal, the Interim Statewide Transportation Plan relates the goals to sample elements of the transportation system, areas within the state, or certain facilities in a list called "currently preferred methods for achieving the goal."

The various division-specific and region-specific plans identify some common and some unique goals. For instance, the three Harbor Division plans include a goal to "optimize the utilization of land and water resources committed to marine cargo...in an economically responsible manner". A comparable goal is not identified in the Airport Division plan. However, the Hawaii Long-Range Land Transportation Plan identifies a

Somewhat similar goal to “prevent congestion from developing through efficient use of existing systems and through implementation of transportation demand management.”

As in the case of Interim Statewide Transportation Plan, many of the division-specific plans specifically expand on their goals through devices such as “planning criteria,” “objectives,” or “design intents.” In the case of several plans, these devices form part of a methodology for incorporating the goals into the planning process. In many cases they clarify the meaning or intent of the goals.

Subsequent tasks will involve analysis of the goals and objectives in current plans. Combined with input received through the ongoing public participation process being undertaken as part of the STP development, they will serve as the basis for the formulation of a preliminary set of statewide goals and objectives.



## **Appendix A**

### **Interim Hawaii Statewide Transportation Plan**

#### **Goals, Measures of Effectiveness, and Currently Preferred Method for Achieving the Goal**

The set of seven statewide planning goals are as follows:

- I. Mobility and Accessibility: To improve mobility and accessibility for both people and freight through the provision of quality transportation options.
- II. Safety and Security: Ensure community safety and security through the physical design and operation of new and existing transportation facilities and through the selection of projects which promote safe and secure living environments.
- III. Statewide Planning, Programming, and Decision Making: Integrate the various mode-specific planning processes and improve cooperation between all levels of government, the private sector, and the general public in order to best improve the transportation system as a whole, in an equitable manner.
- IV. Environment and Quality of Life: Provide a transportation system which preserves and reinforces environmental quality and livable communities.
- V. Funding and Financing: Ensure adequate, continuous and predictable public and private funding to meet the prioritized transportation needs.
- VI. Economic Development: Provide a transportation system which supports Hawaii's economic goals especially by enabling global competitiveness, productivity, and efficiency.
- VII. Stakeholder and Public Involvement: Establish processes which enable public and stakeholders to build consensus on transportation decisions and which are responsive to public and stakeholders' concerns.

The next few sections discuss each goal individually and in more detail.

## **GOAL I: MOBILITY AND ACCESSIBILITY**

*TO IMPROVE MOBILITY AND ACCESSIBILITY FOR BOTH PEOPLE AND FREIGHT THROUGH THE PROVISION OF QUALITY TRANSPORTATION OPTIONS.*

### **Measures of Effectiveness:**

- Availability of transportation options
- Quality of transportation options – time, comfort (is it a pleasant experience – congestion/stress, air quality, noise), safety, monetary cost to user.

**Currently Preferred Methods for Achieving this Goal:**

1. Upgrade intermodal connections between
  - airports and ground transport,
  - harbors and ground transport,
  - airports and harbors via ground transport, and
  - various ground transport modes such as auto, mass transit, bicycle, and pedestrian.
2. Accommodate freight transshipment and storage needs through the provision of adequate airport and harbor systems and support facilities.
3. Provide a reasonable level and variety of public transit services that adequately meet statewide and community needs.
4. Employ transportation demand management strategies to reduce travel demands or shift them to low-cost, low-energy, environmentally friendly modes such as biking and walking.
5. Use operational and transportation systems management strategies to enhance the performance of Hawaii's transportation system.
6. Invest in proactive infrastructure maintenance and rehabilitation.
7. Improve air travel options.

*Sample projects:*

- *Planned Kalaheo Airport, a general aviation airport, to relieve traffic at the Honolulu International Airport.*

**GOAL II: SAFETY AND SECURITY**

*ENSURE COMMUNITY SAFETY AND SECURITY THROUGH THE PHYSICAL DESIGN AND OPERATION OF NEW AND EXISTING TRANSPORTATION FACILITIES AND THROUGH THE SELECTION OF PROJECTS WHICH PROMOTE SAFE AND SECURE LIVING ENVIRONMENTS.*

## **Measures of Effectiveness**

- projected change in frequency and/or severity of physical harm to users and/or non-users of the facility.
- Projected change in frequency and severity of physical violence, not directly caused by the operation of the transportation facility.

### **GOAL III: STATEWIDE PLANNING, PROGRAMMING, AND DECISION MAKING**

*INTEGRATE THE VARIOUS MODE-SPECIFIC PLANNING PROCESSES AND IMPROVE COOPERATION BETWEEN ALL LEVELS OF GOVERNMENT, THE PRIVATE SECTOR, AND THE GENERAL PUBLIC IN ORDER TO BEST IMPROVE THE TRANSPORTATION SYSTEM AS A WHOLE, IN AN EQUITABLE MANNER.*

## **Measures of Effectiveness**

- Satisfaction of all levels of government, the private sector, and the general public.
- Transportation system-wide (rather than mode specific) level of service and cost effectiveness.
- Both long-term and short-term level of service and cost effectiveness.

## **Currently Preferred Methods for Achieving this Goal:**

1. Improve coordination amongst the existing airports, harbors, and land transportation planning processes.

### *Sample method:*

- *Integrate the airport, harbor, and land transportation plans with consideration for the system-optimal distribution of financial resources amongst modes.*
2. Ensure that the statewide transportation planning process is conducted in a manner consistent with Federal requirements and regulations.

3. Identify and plan for both short-term and long-term transportation needs.

*Sample Methods:*

- *Ensure preservation of right-of-ways for construction of future transportation projects*
  - *Develop a financially constrained long range plan*
4. Better coordinate land use planning with transportation planning.
  5. Improve coordination amongst Federal, State, County, Metropolitan, Non-Metropolitan, and private transportation activities and programs.

**GOAL IV: ENVIRONMENT AND QUALITY OF LIFE**

*PROVIDE A TRANSPORTATION SYSTEM WHICH PRESERVES AND REINFORCES ENVIRONMENTAL QUALITY AND LIVABLE COMMUNITIES.*

**Measures of Effectiveness**

- Degree of attainment of Federal and State noise, air, and water quality standards.
- Degree of attainment of Federal and State energy conservation goals.
- Satisfaction of affected communities and environmental groups.

**Currently Preferred Methods for Achieving this Goal:**

1. Encourage safe and convenient use of low-cost, energy efficient, non-polluting means of transportation.

*Sample Projects:*

- *Provision of bikeways*
- *Provision of pedestrian walkways*

2. Encourage the design and development of transportation systems sensitive to Hawaii's scenic beauty and natural environment.

*Sample Methods:*

- *Give funding priority to projects which are sensitive to Hawaii's scenic beauty and natural environment.*

3. Develop and maintain the transportation system to meet noise, air, and water quality standards set by Federal and State agencies.

*Sample Methods:*

- *Give funding priority to projects which best attain noise, air, and/or water quality standards.*

4. Ensure that energy conservation goals set by Federal, State, or Local agencies are considered in the development and maintenance of the transportation system.
5. Encourage the design and development of transportation systems sensitive to the needs of affected communities.
6. Minimize disruption of existing neighborhoods due to transportation system construction.
7. Ensure that physically-challenged, elderly, and economically-disadvantaged persons have reasonable access to transportation services.

## **GOAL V: FUNDING AND FINANCING**

*ENSURE ADEQUATE, CONTINUOUS AND PREDICTABLE PUBLIC AND PRIVATE FUNDING TO MEET THE PRIORITIZED TRANSPORTATION NEEDS.*

### **Measures of Effectiveness**

- Monetary and non-monetary cost of project delays resulting from inadequate, or unpredictable funding.

### **Currently Preferred Methods for Achieving this Goal:**

1. Ensure that financial feasibility is considered in the development of the STP.

#### *Sample Methods:*

- *Develop annual budgets for each year within the twenty-year planning horizon of the STP.*
2. Ensure that financial resources are balanced amongst projects specific to State, Federal, or local needs.
  3. Ensure that financial resources are balanced amongst air, harbor, ground transport, and intermodal projects.
  4. Monitor maintenance needs of the existing system and factor the cost of deferring maintenance into prioritization decisions and financial feasibility analysis.

### **GOAL VI: ECONOMIC DEVELOPMENT**

*PROVIDE A TRANSPORTATION SYSTEM WHICH SUPPORTS HAWAII'S ECONOMIC GOALS ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY.*

#### **Measures of Effectiveness:**

- Availability of long-term, meaningful employment opportunities.
- Unemployment rate.
- Degree of economic stability, diversity, and growth.

### **Currently Preferred Methods for Achieving this Goal:**

1. Enable orderly economic growth and development by coordinating public and private sector efforts.
2. Maintain and improve the transportation system in a manner which accommodates planned population distributions and land use development policy.

3. Help meet the State's economic and agricultural diversification & self-sufficiency goals by providing a transportation system which enables Hawaii to benefit from emerging global opportunities related to Hawaii's export, tourism, or other industries.

*Sample Projects:*

- *Planned Kalaeloa Airport*
- *Increase the availability and quality of public and private services between resort areas, airports, and other tourist destinations.*

**GOAL VII: STAKEHOLDER AND PUBLIC INVOLVEMENT**

*ESTABLISH PROCESSES WHICH ENABLE PUBLIC AND STAKEHOLDERS TO BUILD CONSENSUS ON TRANSPORTATION DECISIONS AND WHICH ARE RESPONSIVE TO PUBLIC AND STAKEHOLDERS' CONCERNS.*

**Measures of Effectiveness:**

- Number and variety of public meeting attendees. Ensure that a sufficient number of meetings is held for each specific purpose recognizing that the desired attendance levels may vary depending on the purpose of the meeting.

**Currently Preferred Methods for Achieving this Goal:**

1. Ensure that development of the STP includes a proactive public participation process providing opportunities for early and continuing public involvement.
2. In accordance with TEA-21, the federal Transportation Equity Act, provide citizens, affected public agencies, freight shippers, private providers of transportation, representatives of users of public transit, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed STP.
3. In response to TEA-21, ensure that the needs of non-metropolitan regions and Tribal governments are represented throughout the public participation process.
4. Educate the public and stakeholders about environmental concerns and trade-offs.



## **Appendix B**

### **Hawaii Long Range Land Transportation Plan – Final Report**

#### **Goals and Objectives**

- (3) The need to preserve corridors for future transportation use(s) was clearly recognized.
- (4) Safety was a top priority. Safety has been compromised by mixing traffic on a roadway system which predominantly comprises two-lane roads. Separations are needed as volumes increase: separation of through traffic from local traffic in town centers; separation of trucks and slow moving vehicles (e.g. construction, farm) from other vehicles.

From these several themes (many of which were CAC generated), a revised set of goal statements and objectives was formulated. The adopted goals and objectives are listed below.

**Goal 1: Provide a transportation system whereby people and goods can move efficiently, safely, comfortably and economically.**

- Objectives:
- 1-1. Provide a transportation system which enhances desired growth, physical development and land use patterns for Hawaii County.
  - 1-2. Pursue land use initiatives which help reduce the demand for travel.
  - 1-3. Provide a transportation system that meets historic, recreational, natural resource and environmental goals.
  - 1-4. Establish and maintain scenic routes between communities.
  - 1-5. Improve the design of high accident intersections.
  - 1-6. Establish and maintain routes to military installations.
  - 1-7. Establish a roadway plan for future corridors. Preserve and secure necessary rights-of-way for future projects and corridors.
  - 1-8. Coordinate new road plans with Hawaiian Homelands development plans.
  - 1-9. Widen or replace narrow and substandard bridges.

**Goal 2: Provide non-motorized transportation facilities which support community planning, improve quality of life and create a more person-friendly environment.**

- Objectives:
- 2-1. Provide programs which emphasize person trip planning other than by car.
  - 2-2. Provide bikeways and safe crossings from residential areas to schools.
  - 2-3. Support a safe pedestrian orientation in town centers by building by-passes for through vehicular traffic.

- 2-4. Create a series of trails and greenways that can be used for transportation; include both trails on roads and trails on their own right-of-way.
- 2-5. Improve the design of high-accident intersections.
- 2-6. Pave shoulders to create more bike lanes.

**Goal 3: Provide a transportation system with a variety of modes which is accessible to residents and visitors.**

- Objectives:
- 3-1. Provide a public transportation system in developed high growth areas and areas with high densities.
  - 3-2. Improve the mobility of Hawaii County's rural population.
  - 3-3. Provide an efficient public transit route between East and West Hawaii.
  - 3-4. Provide public transit accessibility to elderly, disabled, and economically disadvantaged individuals.
  - 3-5. Ensure user and community safety and security in the design and operation of transportation facilities.
  - 3-6. Encourage energy conservation in transportation.
  - 3-7. Encourage private systems for employees and for tourists.
  - 3-8. Provide accommodation on public transit for those who are unable to drive, including the elderly and handicapped.
  - 3-9. Provide shuttle systems in town using vehicles smaller than a bus.

**Goal 4: Prevent congestion from developing through efficient use of existing systems and through implementation of transportation demand management.**

- Objectives:
- 4-1. Provide programs for vanpools and carpools (ridesharing) to increase vehicle occupancy during peak commute periods.
  - 4-2. Encourage the use of public transportation.
  - 4-3. Establish a bikeway system for commute trips, recreation, and other trip purposes.
  - 4-4. Encourage walkways, telecommuting and other non-polluting modes.

- 4-5. Encourage safe and convenient transportation that is low-cost, energy-efficient, and non-polluting.
- 4-6. Encourage quality-of-life improvements through improved mobility opportunities and travel reduction.

**Goal 5: Develop intermodal links to airports, harbors and transit from major thoroughfares.**

- Objectives:
- 5-1. Establish and maintain a network of transportation terminals including airports and harbors which promotes and influences economic development and desired land use patterns.
  - 5-2. Provide accessibility to seaports in Hilo, Kona and Kawaihae for shipping, docking and storage facilities.
  - 5-3. Provide access to airports in Hilo, Kona and Waimea.
  - 5-4. Provide sidewalks, bikeways and bicycle storage facilities at transportation terminals and work centers.
  - 5-5. Provide systems for the efficient movement of goods. Provide transportation systems and programs which assist economic growth and diversification.
  - 5-6. Provide truck climbing lanes, pull outs and slow traffic lanes where there are heavy concentrations of truck travel.

**Goal 6: Identify a variety of transportation funding sources.**

- Objectives:
- 6-1. Ensure that transportation projects meet Federal and State standards, so they are eligible for Federal and State funding.
  - 6-2. Make use of Federal funds for projects between communities.
  - 6-3. Make use of Federal funds for safety and bridge repair projects.
  - 6-4. Make use of Federal funds and State programs for transit and vanpool/carpool projects.
  - 6-5. Apportion transportation funds for enhancements including pedestrian provisions and bikeways, scenic easements, historic highways, landscaping, and mitigation of pollution due to runoff.

- 6-6. Provide information to County Council, State Legislature and federal government in support of recommended projects.
- 6-7. Provide non-federal funding share for transportation improvements.
- 6-8. Encourage private participation in the funding of improvement projects.
- 6-9. Implement a traffic impact fee ordinance.

### 3.2 TRAVEL DEMAND MODEL CALIBRATION AND VALIDATION

Travel demand models are utilized to estimate demand for travel within a given transportation system. These models consist of a chain of computer applications traditionally including four sequential processes: trip generation; trip distribution; modal split; and traffic assignment. The County of Hawaii model -- which is consistent with this form of travel demand estimation except there is no modal split module -- was developed under a previous contract using the TRANPLAN software package. The original County model was validated against a 1987 base.

The consultant's services were engaged partly to update the original travel estimation model from 1987 to a new base year, namely 1992. In addition to simulating new base year (1992) ground traffic conditions, the updated model was used to develop a travel demand forecast for the year 2020, ten years beyond the original year 2010 long range planning horizon. There was no "interim" analysis year for the Hawaii County LRLTP update, however; only the base year 1992 and the one long range future scenario (year 2020) were analyzed.

The calibration/validation process is the final phase of base year model development. *Calibration* is the process by which model parameters are adjusted to better "fit" traffic assignment (simulated) volumes to observed traffic counts. *Validation* is the process whereby model assignments are compared to observed data and it is agreed that the model is performing sufficiently well at replicating observed traffic count data. Validation of the base year traffic model establishes the *validity* of the model for use in projecting future travel conditions in the transportation study area.

#### NETWORK UPDATE

The former base year model (1987) was updated to 1992 conditions. The 1987 roadway network was obtained from the County of Hawaii and the network was reviewed for accuracy and consistency with 1992 ground conditions. This was accomplished through coordination with the County of Hawaii Department of Public Works Engineering Division and the Hawaii Department of Transportation (HDOT) Highways Division. Roadway improvements completed between 1987 and 1992 were identified and added in order to update the base year network. In addition, the project team utilized local knowledge and made field visits to verify network characteristics.

## **Appendix C**

### **Transportation for Oahu Plan 2025**

#### **Goals, Objectives, “Plan Performance Measures,” and “Design Intents of Project”**

Transportation for Oahu Plan 2025  
Level 2 Evaluation Process  
(Draft for Review)

		Design Intent of Projects on Level 2 List					Plan Performance Measures (Draft for Review)					
		Congestion Relief	Second Access	Local Circulation or Facility Access	Support Development Goals	Safety	Overall Plan Element					
<b>Goal:</b>	Develop and maintain Oahu's Island-wide Transportation System to ensure efficient, safe, convenient, and economical movement of people and goods.											
<b>Transportation Service Objectives:</b>												
1	Increase peak period person carrying capacity on Oahu's transportation network	X							Overall change in screenline V/C for selected screenlines	Change in average travel time to selected destinations	Change in number of congested lane miles in system	Average peak hour speed on network
2	Provide convenient and cost-effective transit service to transit riders	X							Percent of population within 1/2 mile of transit stops	Annualized cost of transit system per total rider	Cost per new rider	Operating cost per rider
3	Plan, design, construct and operate highway and transit facilities and services in a cost-effective manner							X	Change in person/vehicle hours of travel	Cost per hour of delay saved		
4	Encourage the availability of adequate public and private services between Waikiki, the airport and other tourist destinations (assume transit)			X					General change in Waikiki transit			
5	Promote intermodal efficiency of harbor terminal facilities, airport terminal facilities, and land transportation systems				X				Average travel time to airport	Average travel time to port		
6	Ensure that no person....shall be excluded from reasonable access to transportation services, as provided for by.....							X	Fairness of plan, balance of benefits and impacts	Equitable distribution of projects?		
7	Ensure user and community safety in the design and operation of transportation facilities		X					X	Does Plan provide for user and community safety?			
8	Ensure that Oahu's transportation system is planned, designed, constructed and operated in an integrated, cost-effective manner							X	See objective 3	Is the plan affordable?		
9	Enhance performance of Oahu's transportation system through the use of operational management strategies, such as ITS, TSM, TDM							X	Does Plan include these elements?			
10	Enhance the integration and connectivity of the regional transportation system across and between alternative modes.							X	Does Plan provide better intermodal connections?			
11	Promote planning, design, and construction of transportation facilities and systems to support economic development for Oahu's business community				X				Increase in service & capacity to developing areas and businesses			
12	Provide major rehabilitation/renewal/modernization of facilities in sufficient magnitude to ensure continued effective operation.							X	Share of money allocated to maintenance and rehabilitation			

Transportation for Oahu Plan 2025  
Level 2 Evaluation Process  
(Draft for Review)

		Design Intent of Projects on Level 2 List					Overall Plan Element	Plan Performance Measures (Draft for Review)
		Congestion Relief	Second Access	Local Circulation or Facility Access	Support Development Goals	Safety		
Goal: Quality of Life	Develop and maintain Oahu's Transportation System in a manner which maintains environmental quality and community cohesiveness							
Objectives:	13 Develop and maintain Oahu's transportation system to meet noise, air, and water quality standards set by Federal, State and local agencies						×	Regional change in VMT (emissions)
	14 Preserve Oahu's cultural integrity, sensitive natural resources, including beaches; and scenic beauty, including sea and mountain views						Potential negative impacts?	Does Plan provide for these preservation policies?
	15 Develop and maintain low energy transportation facilities, including bikeways, walkways, and other energy efficient elements that can be safely integrated with other transportation modes						×	Share of investment allocated to non-motorized travel
	16 Encourage energy conservation in transportation						×	Regional change in VMT & energy consumption
	17 Minimize disruption of existing neighborhoods due to transportation system construction						Potential negative impacts?	Does Plan provide for these policies?
	18 Ensure that transportation facility design and maintenance are compatible with the existing and planned physical and social character of new and existing developments				×			Does Plan provide for these policies?
	19 Maintain and upgrade the existing and future transportation system in a manner that is aesthetically pleasing, including incorporation of landscaping and tree planting						×	Project budgets adequate to incorporate aesthetic elements?
	20 Develop transportation contingency plans for energy shortages, natural and manmade disasters, and other emergencies that would impact the transportation system		×				×	Overall change in ability to respond to interruptions in system
	21 Planning for transportation facilities in Waikiki should reflect the Pedestrian First policy as adopted by the Joint Waikiki Task Force in 1999				×			Effect of plan on Waikiki pedestrian conditions



Transportation for Oahu Plan 2025  
Level 2 Evaluation Process  
(Draft for Review)

		Design Intent of Projects on Level 2 List						Plan Performance Measures (Draft for Review)	
		Congestion Relief	Second Access	Local Circulation or Facility Access	Support Development Goals	Safety	Overall Plan Element		
<b>Goal: Community Responsibility</b>	Develop and maintain Oahu's Transportation System in a manner that is sensitive to community needs and desires								
<b>Objectives:</b>	22 Maintain and develop the transportation system to reinforce Oahu's planned population distribution and land use development policies through the coordinated efforts of the public and private sectors, including the Sustainable Community Plan efforts.				X			Share of lane miles in developing areas	Share of investment in developing areas
	23 Encourage innovation in planning, design, and maintenance of transportation services and facilities that support community goals.				X			Does plan include innovative elements?	
	24 Base transportation improvements for Oahu on a cooperative, comprehensive, and continuing planning process with emphasis on community involvement				X			Has plan been developed in a manner consistent with this objective?	
<b>Goal: Demand Management</b>	Develop a travel demand management system for Oahu which optimizes use of transportation resources								
<b>Objectives:</b>	25 Encourage increases in system-wide ride sharing on Oahu						X	Change in share of trips by carpool	
	26 Maximize the efficient use of the transportation system						X	Change in AVO	
	27 Encourage programs that reduce use in single occupancy vehicle travel and vehicle miles traveled						X	Change in VMT	

## **Appendix D**

### **Final Statewide Airport System Plan – Volume 1**

#### **Goals and Objectives**

## 2.2 AIRPORT SYSTEM VISION, MISSION, GOALS AND OBJECTIVES

The **vision** of the statewide airports system is stated as: *working together to provide gateways of aloha*. The **mission** of the Airports Division of the State of Hawaii, Department of Transportation is *to develop, manage and maintain a high quality statewide air transportation system with the spirit of aloha for Hawaii's residents and visitors*. Consistent with this mission, the Airports Division has established the following four **goals** for the statewide airport system:

**Goal 1:** Meet the current and forecast demand for air transportation service.

**Goal 2:** Position Hawaii as a world-class tourist destination.

**Goal 3:** Develop public-private cooperation between the airports system and its key stakeholders.

**Goal 4:** Implement modern techniques in management of the airports system.

The goals are supported by objectives developed for the Statewide Airport System Plan and presented below in Table 2-1, *Airport System Goals and Objectives*.

**Table 2-1**  
**Airport System Goals and Objectives**

AIRPORT SYSTEM GOAL	SUPPORTING OBJECTIVES
<p><b><i>Airport System Goal 1</i></b> <b><i>Meet the Current and Forecast Demand for Air Transportation Service.</i></b></p>	
	<p><b><i>Objective 1A:</i></b> Develop short-, medium- and long-range plans for the development of the statewide airport system air transportation facilities that: (i) provide for the efficient, safe, and secure movement of passengers, baggage, and cargo; (ii) comply with relevant local, state, and federal laws and regulations; and (iii) are compatible with the communities the airports serve.</p>

	<p><b>Objective 1B:</b> Develop and utilize planning and investment criteria that drive decision-making for the statewide airport system.</p>
	<p><b>Objective 1C:</b> Provide facilities that enhance essential air service to small or remote communities.</p>
	<p><b>Objective 1D:</b> Provide air transportation facilities that encourage new air service to the State.</p>
	<p><b>Objective 1E:</b> Ensure that airport infrastructure supports forecast demand for passenger and aircraft facilities.</p>
	<p><b>Objective 1F:</b> Position the Airports Division to accommodate the latest air technology as it becomes available.</p>
<p><b><u>Airport System Goal 2</u></b> <b><u>Position Hawaii as a World-Class Tourist Destination.</u></b></p>	
	<p><b>Objective 2A:</b> Provide a "gateway" to the State of Hawaii that is distinctly Hawaiian, communicates and enhances the unique character of the islands, reflects the Aloha spirit, and adds to the overall traveling experience of the State's visitors.</p>
	<p><b>Objective 2B:</b> Establish and maintain air transportation facilities that provide a level of service that equals or exceeds what is provided by competitive destinations.</p>
	<p><b>Objective 2C:</b> Provide and/or facilitate a "turnkey" traveling experience where intermodal transportation connections are efficient, user-friendly, and consistent with the high standards outlined in Objective 2B.</p>
	<p><b>Objective 2D:</b> Provide a choice for passengers from the Mainland U.S. and international points of origin in traveling either directly to Neighbor Island destinations or through Honolulu.</p>
	<p><b>Objective 2E:</b> Provide efficient, pleasant and user-friendly air service for Hawaii residents who use the statewide airports system.</p>

<p><b><i>Airport System Goal 3</i></b>  <b><i>Develop Public-Private Cooperation between the Airports System and its Key Stakeholders.</i></b></p>	
	<p><b><i>Objective 3A:</i></b> Provide cost-effective and efficient facilities for use by the statewide airport system tenants that support their business needs and encourage their full participation in meeting the goals of the State.</p> <p><b><i>Objective 3B:</i></b> Provide a process of full cooperation between the State and its airport tenants in the decision-making process for the planning, design and operation of future air and ground transportation facilities at the airport(s).</p> <p><b><i>Objective 3C:</i></b> Provide for the essential air service needs of the statewide airport system consistent with the overall fiscal responsibilities of the Airports Division.</p> <p><b><i>Objective 3D:</i></b> Support effective working relationships with representatives of community and interest groups in the ongoing statewide airport system planning process.</p>
<p><b><i>Airport System Goal 4</i></b>  <b><i>Implement Modern Techniques in Management of the Airports System.</i></b></p>	
	<p><b><i>Objective 4A:</i></b> Meet all goals, objectives, and performance standards that are financially feasible and that balance the needs of the State and the users of the statewide airport system.</p> <p><b><i>Objective 4B:</i></b> Develop the Airports Division and the statewide airports system as a model of modern government that is "run like a business": (i) develop Airports Division staff as a proactive, self-sufficient management team; (ii) implement management systems (such as the financial model and budgeting systems) that utilize the latest technology, boost productivity, and provide effective support for decision making; and (iii) foster individual and group accountability for achievement of statewide airport system goals and objectives.</p>

**APPENDIX K**  
**Telephone Survey**



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# Hawai'i Statewide Transportation Plan Telephone Survey

Prepared for:

**State of Hawai'i Department of Transportation-  
Statewide Transportation Planning Office  
Belt Collins Hawai'i  
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***SMS Affiliations and  
Associations:***

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July 2001

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## Executive Summary

The Hawaii Statewide Transportation Plan rests on set of statewide goals. These are broad objectives that can be mutually reinforcing or in apparent conflict. In order to assure wide public involvement in updating the HSTP, the Statewide Transportation Planning Branch has conducted interviews and meeting with advisory groups. This survey research was conducted to assess how the public at large and also potentially sensitive groups respond to the goals and their prioritizations.

The survey was fielded with 1,115 random households in the State of Hawaii between May 31, 2001 and June 13, 2001. The survey was also conducted with 31 identified stakeholders between June 25, 2001 and June 29, 2001. At the statewide level, reported proportions have a sample error of +/-2.9%.

All the goals were recognized as important by all respondents.

Making sure our transportation system is designed to keep users safe was of utmost importance to residents of Hawaii. Considerations for safety and security in planning transportation in one's community were very important to 91% of residents, regardless of one's geographic community. Even when residents' planning goals are seemingly in conflict, safety was always more important than mobility or protecting the environment.

Making sure that different areas and transportation systems work together (80%) and making sure there is enough funding to meet transportation needs were also highly valued by residents statewide (78%).

Residents placed higher importance on issues that affect their persons directly. Respondents felt issues such as safety and preserving quality of life should receive more attention than public policy issues such as protecting the environment, supporting the economy or public involvement. Overall, residents were least concerned with issues that only affect a limited range of respondents such as a lack of infrastructure (mobility).

Public involvement in the planning process was not as important to residents when considering their community transportation plans (68%). Public involvement was a more difficult prioritization.

The emphasis on public involvement was also a distinguishing characteristic of neighbor islands. When asked to choose between public involvement and a statewide plan, only Oahu residents chose the statewide plan. All other islands put importance on public involvement in the transportation planning.

Making sure that different areas and transportation systems work together was much more of a concern for the residents of Oahu than neighbor island residents

Protecting the environment was an important concern for many but particularly for the residents of Maui County.

In particular, the islands of Maui and Kauai were most adamant about considering the quality of life aspect when developing transportation in a community.

Molokai was most concerned about having enough funding to meet transportation needs.

Planners, aware of the complex issues involved in setting objectives and acting on them, often answer, "It depends" to questions about trade-offs between priorities. However, less than 10% of the respondents chose the in-between answers. They see the planning issues as sensible, and as having fairly clear-cut answers.

The residents at large did not make distinctions between specific community planning and statewide planning

Household with seniors, maybe due to prior experience with coordination problems, were more likely feel coordination between agencies was of high priority. Mobility, or the ability to get around quickly and easily, was not a concern among many residents except households with seniors.

Given that the stakeholder population was built out of people who have some connection with elderly, it is not surprising that the planning issues of mobility and accessibility were important to this group. Quality of life is more important to the stakeholders than the general population. Stakeholders were also more likely (94%) to put importance on making sure different agencies all work together for the whole transportation system

Stakeholders would rather not see additional funds being spent on supporting the economy while the general population considers that important. Stakeholders believe every policy issue should have additional funding.

## **Introduction**

The Hawaii Department of Transportation is responsible for planning, designing, constructing, operating, and maintaining State facilities for all modes of transportation, by air, water, and land. Coordination with other State, County, and Federal programs is maintained in order to achieve the objective. The Department currently provides, operates, and maintains eleven (11) commercial service airports, four (4) general aviation airports; nine (9) commercial harbors; and two thousand four hundred fifty (2,450) lane miles of highway. Four of the five major airports now serve domestic overseas carriers.

The State of Hawaii Department of Transportation is currently working on an update of the Hawaii Statewide Transportation Plan (HSTP), a policy document that will identify Hawaii's transportation goals and objectives and provide direction for the development of the multi-modal programs and facilities for transportation. This document is being developed in collaboration with the planning and transportation agencies of the four counties, the Oahu Metropolitan Planning Organization (OMPO), and the Federal Highway Administration (FHWA). Additionally, Neighbor Island Citizens Advisory Committees (CACs) and a subcommittee of the OMPO CAC have been instrumental in assisting the project management team in this work effort. At this stage, draft goals, objectives, strategies, and examples of implementing actions have been formulated and are being disseminated for review and comments.

## ***Purpose and Method***

The plan rests on set of statewide goals. These are broad objectives that can be mutually reinforcing or in apparent conflict. In order to assure wide public involvement, this survey research was conducted to assess how the public at large and also potentially sensitive groups respond to the goals and their prioritizations.

- Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.
- Ensure the safety and security of transportation systems
- Protect and enhance the environment and improve the quality of life
- Support Hawaii's economic vitality
- Achieve a statewide planning process that is comprehensive, cooperative and continuing.

## **Objectives**

The objective of the survey effort were:

1. To learn the opinions of Hawaii residents about transportation goals and their prioritization. This effort provides a basis for understanding whether the public at large shares the views of policy makers.
2. To hear from areas that may have been underrepresented in the initial outreach effort. Specifically, to be able to report from selected areas that might otherwise not be represented separately, i.e., Lanai, Molokai, Puna; and to report on stakeholders involved with the elderly so we can gauge the extent to which their goals overlap with or differ from those of the population at large.

From the state goals mentioned above ten broad objectives were specifically tested in this research.

- Mobility – getting places quickly and easily
- Accessibility – getting anywhere you want to go
- Safety and security – making sure our transportation system is designed to keep users safe
- Helping the quality of life in our communities
- Protecting the environment – for example, controlling air pollution or protecting endangered species
- Supporting the economy
- Making sure plans for different areas and transportation systems work together
- Making sure plans from different agencies work together
- Making sure there's enough funding to meet transportation needs
- Public involvement in planning process

These issues can be mutually reinforcing or in apparent conflict.

## **Methodology**

This survey makes use of a telephone interview. The survey was conducted on 1,115 random households in the State of Hawaii between May 31, 2001 and June 13, 2001. The survey was also conducted on 31 identified stakeholders between June 25, 2001 and June 29, 2001. The survey was fielded using a Computer Assisted Telephone Interviewing system. The interviewing method allows an interviewer to directly enter responses to a computer file. The contingency patterns are automatically programmed and the interviewer is able to view the questions and answers of the survey through a computer screen.

## Sample Selection

The sample for the survey was selected from a stratified frame, random within strata. The procedure uses disproportionate stratification for the first level (island), and proportionate stratification for selecting telephone numbers within stems for each island.

## Sample Results

Table 1 presents the sampling results of the survey. The results are based on actual sample sizes and number of completed interviews.

**Table 1: Sample Statistics, 2001**

Island	Total Households*	Percent of Households	Sample Size	Sample (%)	Sample Fraction	Sample Error
City and County of Honolulu	286,450	71.1%	401	36.0%	0.14%	4.9%
Maui County	43,507	10.8%	251	22.5%	0.58%	6.2%
Lana'i	1,148	0.3%	50	4.5%	4.36%	13.7%
Moloka'i	2,610	0.6%	50	4.5%	1.92%	13.6%
Hawai'i County	52,965	13.1%	251	22.5%	0.47%	6.2%
Kaua'i County	20,183	5.0%	212	19.0%	1.05%	6.7%
<b>Total Statewide</b>	<b>403,105</b>	<b>100.0%</b>	<b>1,115</b>	<b>100.0%</b>		<b>2.9%</b>
Puna			67	6.0%		
Households with seniors	n/a	n/a	284	25.5%		12.0%
Stakeholders	n/a	n/a	31			n/a

\* U.S. Census, 2000 for county level only.

Specific Island data based on State of Hawaii Department of Health - Hawaii Health Survey, 2000.

Households with seniors is a sample segment of the total statewide sample. In this case, 284 households or 25.5 percent of the respondents replied that at least one person living in the household (including the respondent) was a senior, 65 years old or older. The survey did not oversample the population or target calls in order to achieve this sub sample.

Another subset of the total sample were the number of households who live in Puna. The final survey sample contains 67 households or 6.0% of the respondents who live in Puna. Respondents were classified as living in Puna if their telephone prefix was 965, 966, 967, 968, or 982.

A stakeholder sample was created of members of advisory boards, directors of programs, and members of patients' councils in hospitals. The initial inquiry ended up with about 90 phone numbers. The actual completed interviews numbered only 31.

# Research Findings

## *Introduction*

The Transportation Policy Survey combined three approaches to learn about citizens' views of transportation issues:

- Standard questions about “importance” provided evidence that people do in fact see the issues under study as important.
- “Trade-off” questions forced respondents to say which of two priorities they found more important, and whether they found it more important all of the time.
- “Spending” questions provided an alternative way to estimate importance, and indicated that residents not only see an issue as important, but value government action to address the issue.

For the standard questions about importance and the spending questions, an extensive list of issues was reviewed. On the “trade-off” questions, only a few issues could be contrasted without testing the patience of respondents. (In fact, pretest respondents found this section to be quite easy to answer.)

The responses to the three sets of questions were highly complementary, i.e., respondents tended to proceed from much the same viewpoint in judging importance, trade-offs, and appropriateness of additional spending.

An additional step was needed to insure that responses dealt with statewide planning policy issues, not just local problems. Residents were asked about both issues “in your community” – their area of local concern, whether that is a neighborhood, a town, a region or an island – and “statewide.” As discussed below, this step served to underline the difference, for residents of some Neighbor Islands, between relatively simple local planning contexts and more complex state ones.

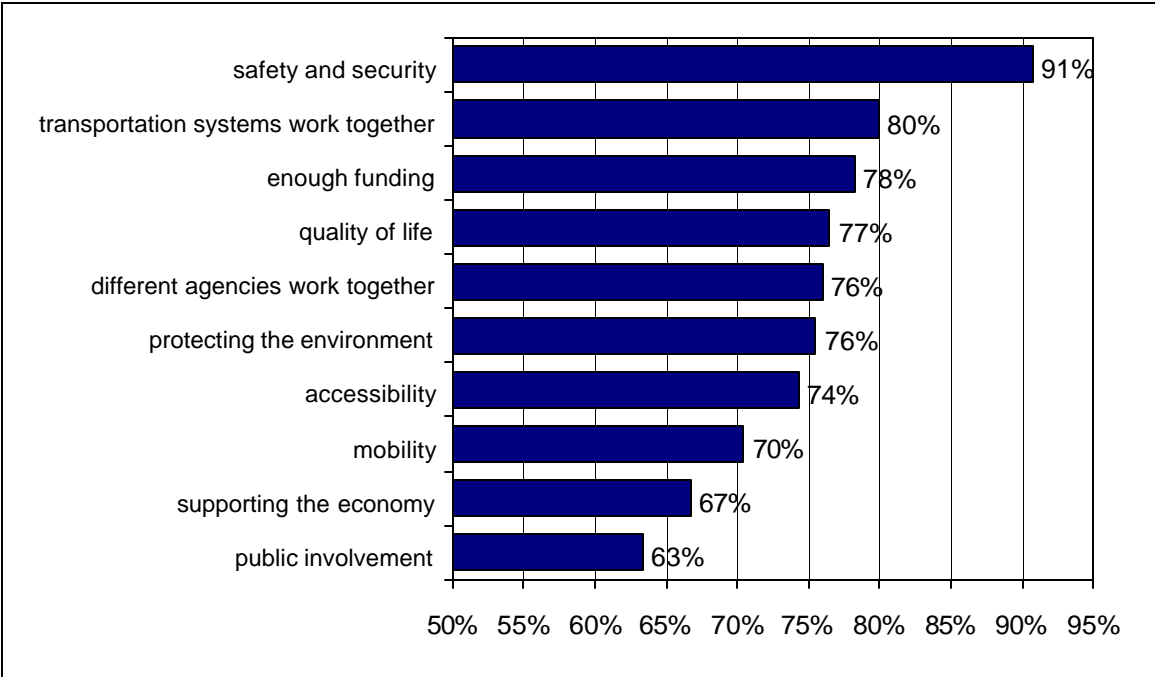
In the following sections responses from the RDD sample of households will be discussed. Responses from particular segments and the stakeholder's sample will be considered later.

# Planning Objectives for Your Community and the Whole Transportation System

As illustrated in Figure 1 there is general agreement on the part of respondents that these goals set by the DOT are actually important considerations. All planning issues received a rating of very important from more than 60 percent of respondents.

Making sure our transportation system is designed to keep users safe is of utmost importance to all residents of Hawaii. In fact, considerations for safety and security in planning transportation in one’s community very important to 91 percent of residents, 10 percent more residents than any of the other planning issues. Making sure that different areas and transportation systems work together (80%) and making sure there is enough funding to meet transportation needs are also high valued by residents statewide (78%). On the other hand, public involvement in the planning process is not as important to residents when considering their community transportation plans. Only 68 percent of residents thought public involvement were a very important consideration, nearly 20 percent fewer residents than those concerned for safety and security.

**Figure 1: “Very Important” Planning Issues for Your Community (Statewide Residents)**



Percent responding “very important” to the question: “When you think about how to improve transportation for your community please tell me if each of the following are very important, somewhat important, not very important, or not to be considered in planning.” Weighted by share of island population.



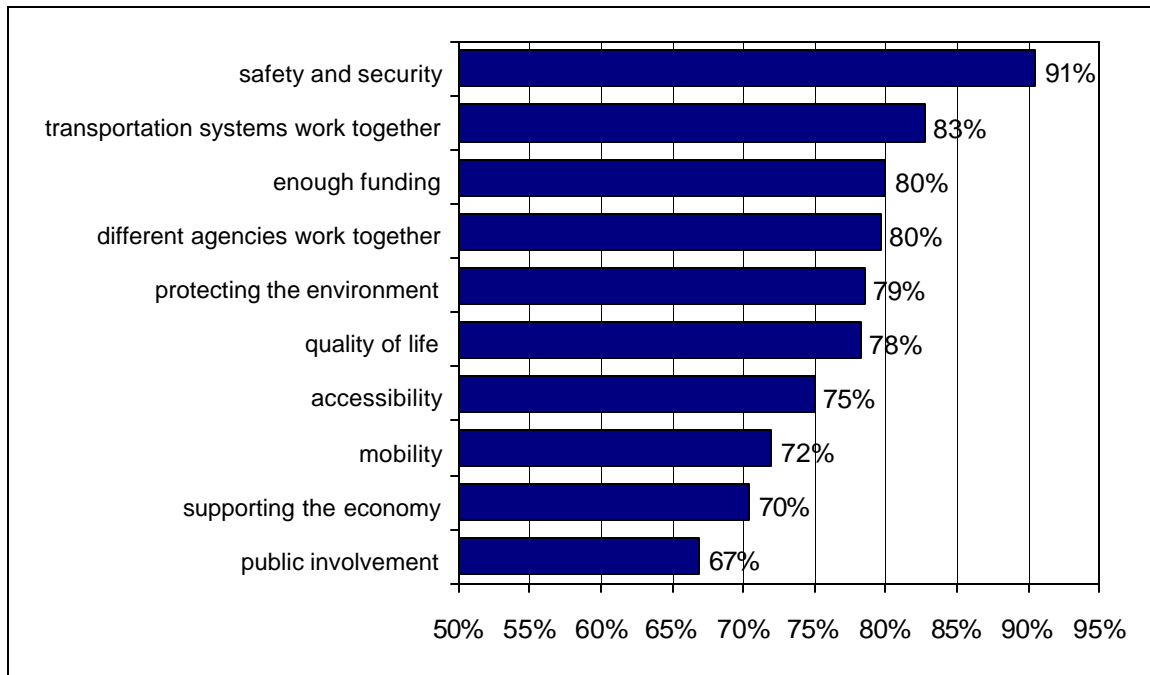
The State Department of Transportation has to plan improvements for all of Hawaii, not just a particular community. Therefore, statewide transportation improvements deal with roads, highways, public transportation systems, bike paths, harbors and airports. With this broader task to consider, one would imagine priorities and concerns would also be readjusted. However, the residents of Hawaii clearly indicate that “what’s good for my community, is good for the state”. The residents at large do not make distinctions between specific community planning and statewide planning. Residents consider safety and security very important, significantly more residents than for any other planning issue. Residents made suggestions such as:

“IT CAN HELP IT TO BE SAFE ESPECIALLY ON THE ROADS. BY HAVING MORE DRIVER-CHECKPOINTS, AND ENFORCING TRAFFIC SAFETY”  
 “SAFETY FIRST, MORE TRAFFIC SIGNALS, MORE POLICE ON THE ROADS TO HELP LESSEN ACCIDENTS”  
 “SPEED BUMPS IN HAWAIIAN HOMES. LOTS OF KIDS SPEEDING. MORE SECURITY OR CITIZENS WATCH”.

Public involvement also continues to be a less of a consideration to residents. However, some residents do feel that public involvement is important:

“ACTIVELY LISTEN TO PEOPLE IN THE COMMUNITY WHEN THEY MAKE SUGGESTIONS AND CONSIDER THEIR SUGGESTIONS FROM A RESIDENT’S POINT OF VIEW”  
 “COMMUNITY INVOLVEMENT FOR NEIGHBORHOOD MEETINGS ARE IMPORTANT - THEY KNOW EXACTLY WHAT TYPE OF TRANSPORTATION GOES ON IN THEIR NEIGHBORHOOD”

**Figure 2: “Very Important” Planning Issues Whole Transportation System**



Percent responding “very important” to the question: “When it comes to the whole transportation system, do you think the following issues are very important, somewhat important, not very important, or not to be considered in planning.” Weighted to island populations.

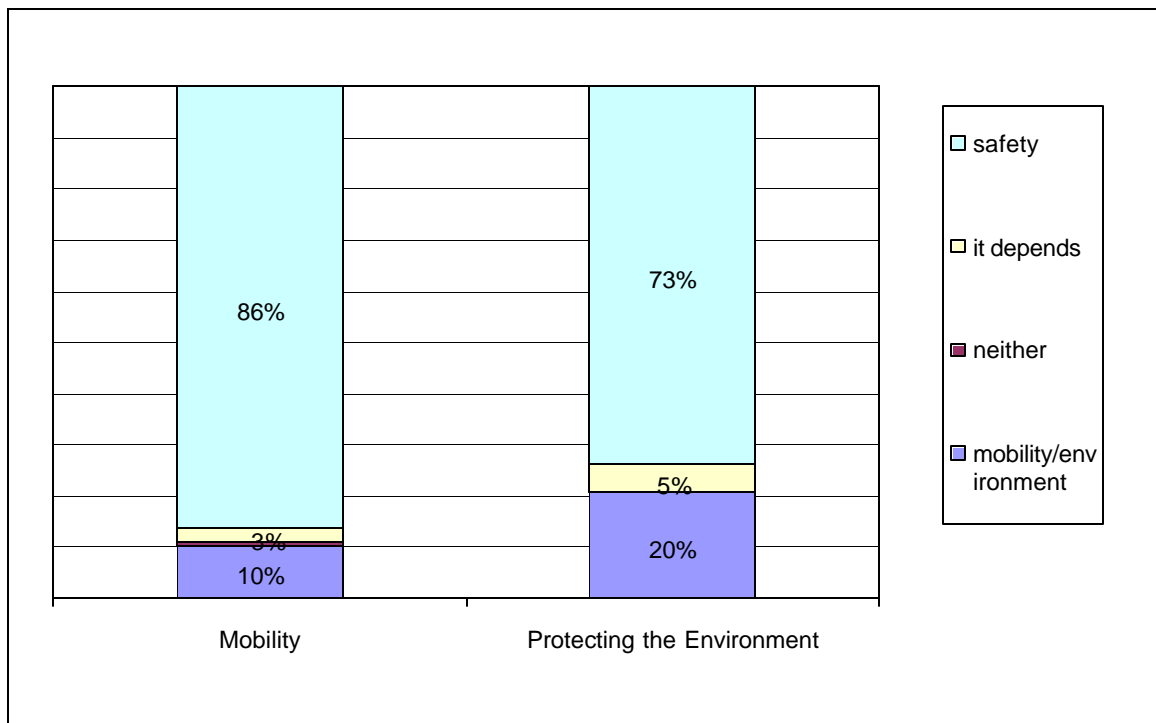
## Prioritization through Choices

As the Interim HSTP notes, goals are interrelated and may be in conflict. The survey explores the question of whether goal conflicts made decision-making difficult. Planners, aware of the complex issues involved in setting objectives and acting on them, often answer, “It depends” to questions about trade-offs between priorities. A striking feature of the data is that less than 10% of the respondents chose the in-between answers. They see questions about these transportation planning issues as sensible, and as having fairly clear-cut answers (i.e., that one goal out ranked another all the time).

Residents placed higher importance on issues that affect them directly. Respondents felt issues such as safety and preserving quality of life should receive more attention than public policy issues such as protecting the environment, supporting the economy or public involvement. Overall, residents are least concerned with issues that only affect a limited range of respondents such as a lack of infrastructure (mobility).

Even when resident’s planning goals are seemingly in conflict, safety is always a more important consideration than mobility or protecting the environment. Statewide, almost 9 out of 10 (86.3%) of residents felt making transportation systems safe for users to be the more important than making it possible for people to go places quickly. Also, almost three-quarters of respondents (73%) agreed that safety was more important than protecting the environment.

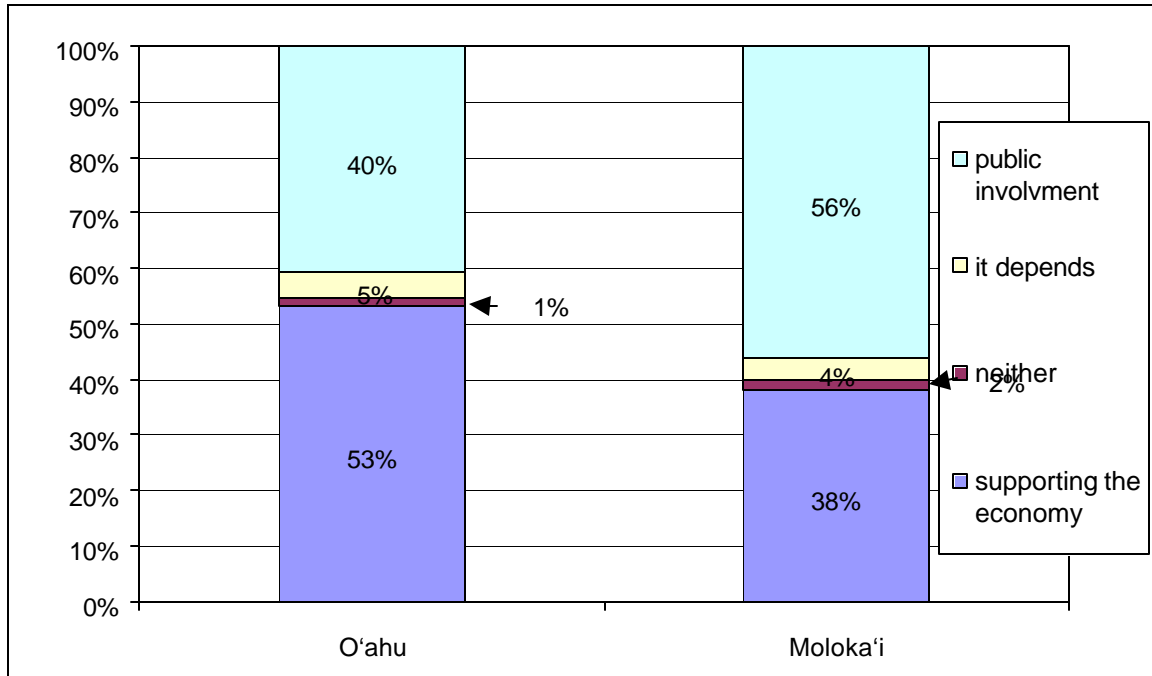
**Figure 3: Safety Top Priority**



"When planning for our transportation systems throughout Hawaii, which one is most important? Safety or protecting the environment? Safety or mobility?" Weighted for island populations.

Public involvement was a more difficult prioritization when residents were asked whether supporting the economy was more important than public involvement in transportation planning. For Statewide, O’ahu, and Big Island residents, barely a majority said that supporting the economy should get more attention than public opinion (52.0% Statewide, 53.1% for Oahu and 52.6% for Big Island). However, islands such as Molokai find public involvement of greater priority (56.0%)

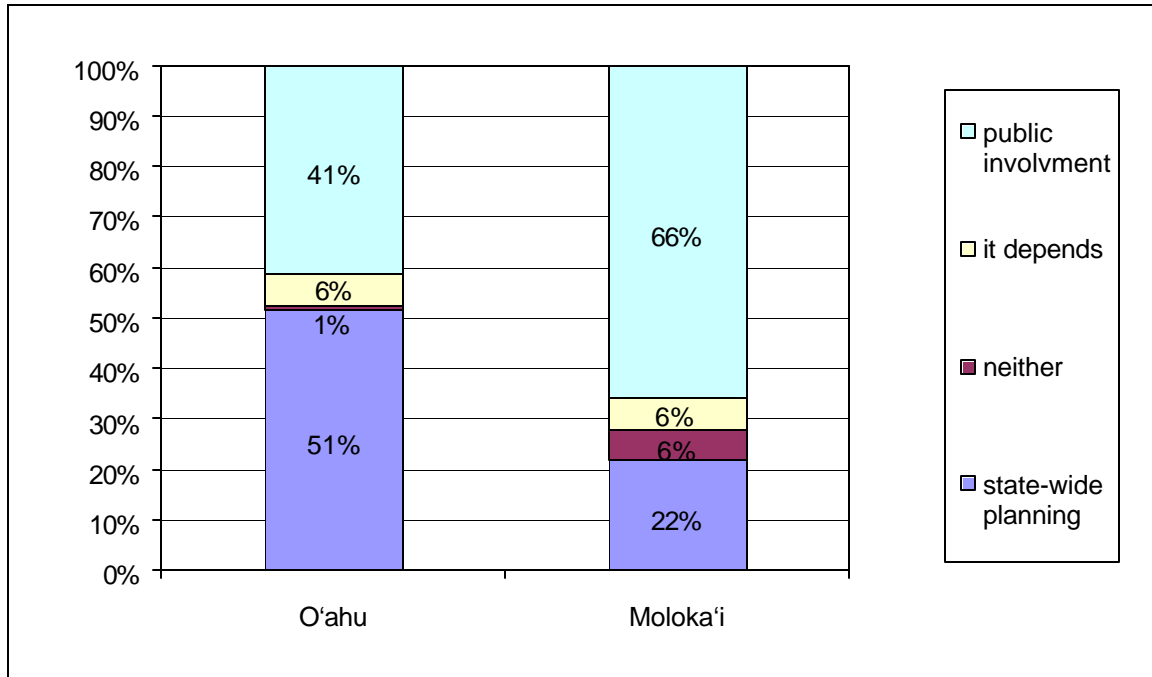
**Figure 4: Public Involvement vs. Supporting the Economy**



"When planning for our transportation systems throughout Hawaii, which one is most important?"  
 Weighted for island populations.

The emphasis on public involvement is also a distinguishing characteristic of neighbor islands. When asked to choose between public involvement and a statewide plan, only Oahu residents chose the statewide plan. All other islands put importance on public involvement in the transportation planning.

**Figure 5: Public Involvement vs. State-wide Planning**



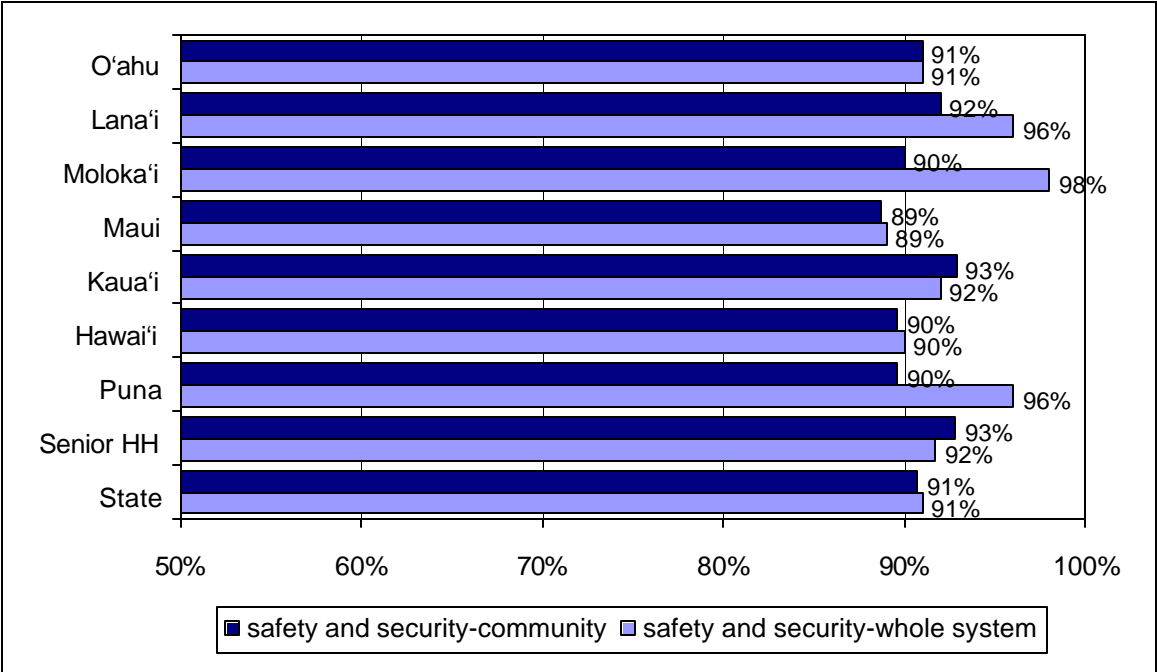
"When planning for our transportation systems throughout Hawaii, which one is most important?" Weighted for island populations.

# Distinctions Among Population Segments (Islands, Communities, Stakeholders)

## Safety and Security

Making sure our transportation system is designed to keep users safe is of utmost importance to all residents of Hawaii, regardless of geographic community. Safety and security of transportation systems in their community is also of particular concern for the senior household population (93 percent stated very important).

Figure 6: Safety and Security are “Very Important”



Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if safety and security is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think safety and security are very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

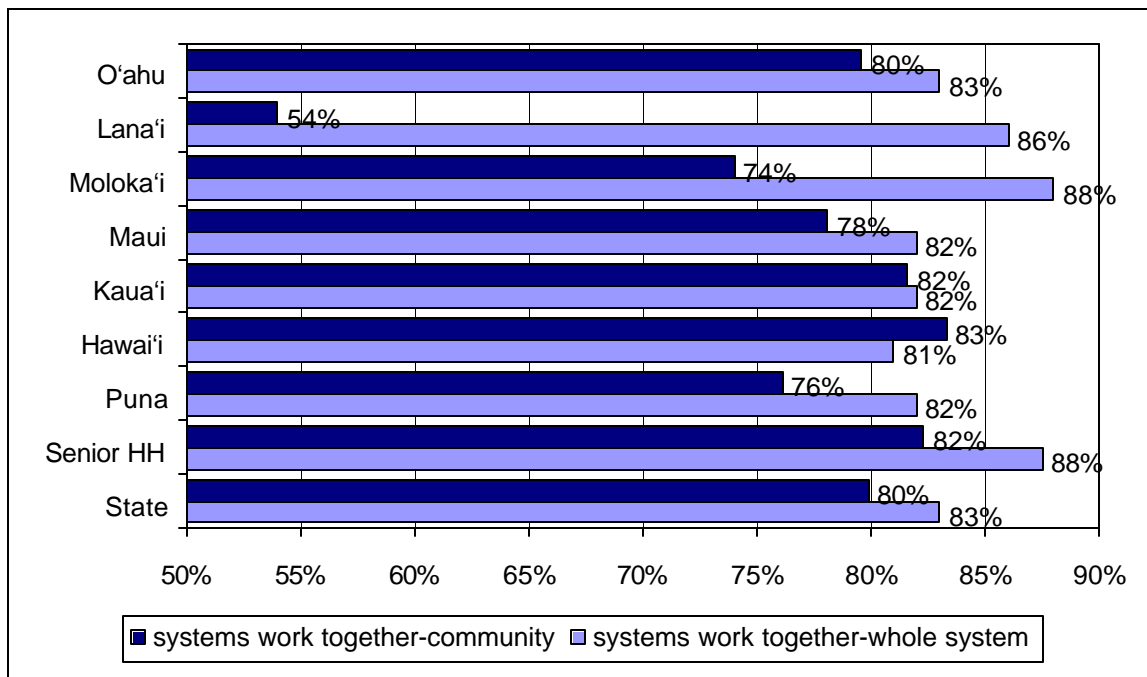
## Coordinated Transportation Systems Planning

Coordinated planning, making sure that plans for different areas and transportation systems work together, was noted as being the second most important consideration in planning community and state transportation systems. In actuality, however, coordinated planning was much more of a concern for the residents of O’ahu, than for communities with less complicated transportation systems such as Lana’i and Moloka’i. In fact, barely one-half of the residents of Lana’i (54%), stated that coordinated planning efforts as a very important consideration for planning improvements to transportation in their community. These residents recognize that at the statewide level, coordinated planning is necessary and give this goal a higher level of importance. Of Lanai and Molokai residents, 86 percent and 88 percent respectively, feel coordinated transportation system planning is very important.

“I THINK IF IT’S PLANNED PROPERLY, THE NEEDS OF INDIVIDUALS ARE BETTER SERVED, ESPECIALLY DIVERSE METHODS OF TRANSPORTATION, LOTS OF CARS ARE ON THE ROADS IN KAUAI”

“TRANSPORTATION PLANNING SHOULD BE INTEGRATED WITH GROWTH PLANNING, FOR SAFER AND EXPANDING ROADS AND HIGHWAYS”

**Figure 7: Coordinated Transportation Systems**



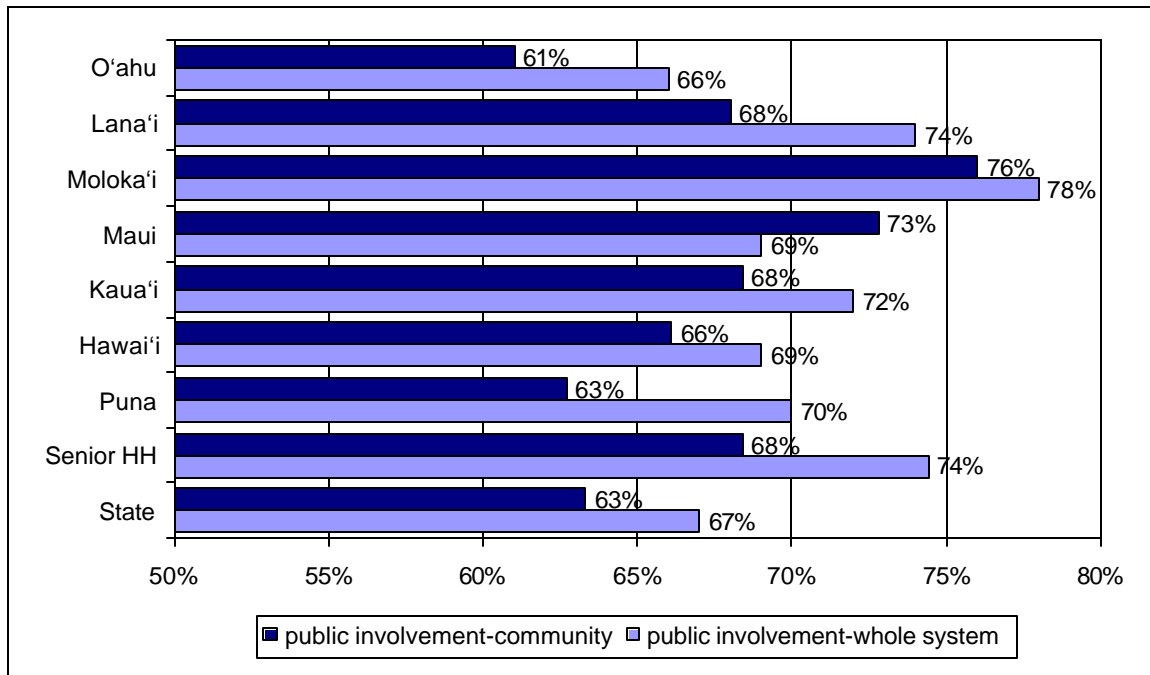
Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if making sure plans for different areas and transportation systems work together is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think making sure plans for different areas and transportation systems work together are very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

The difference between the answers for the local community and the statewide system gives us some reassurance that respondents thought about these as potentially different.

## Public Involvement

Public involvement in the transportation planning process is a difficult goal to establish priorities. In Figure 1 and Figure 2, public involvement was considered the least important goal to the residents at large. However, Figure 8 shows that public involvement was actually of higher concern for the neighbor island communities. The low rating was a result of Oahu's large population.

**Figure 8: Public Involvement**



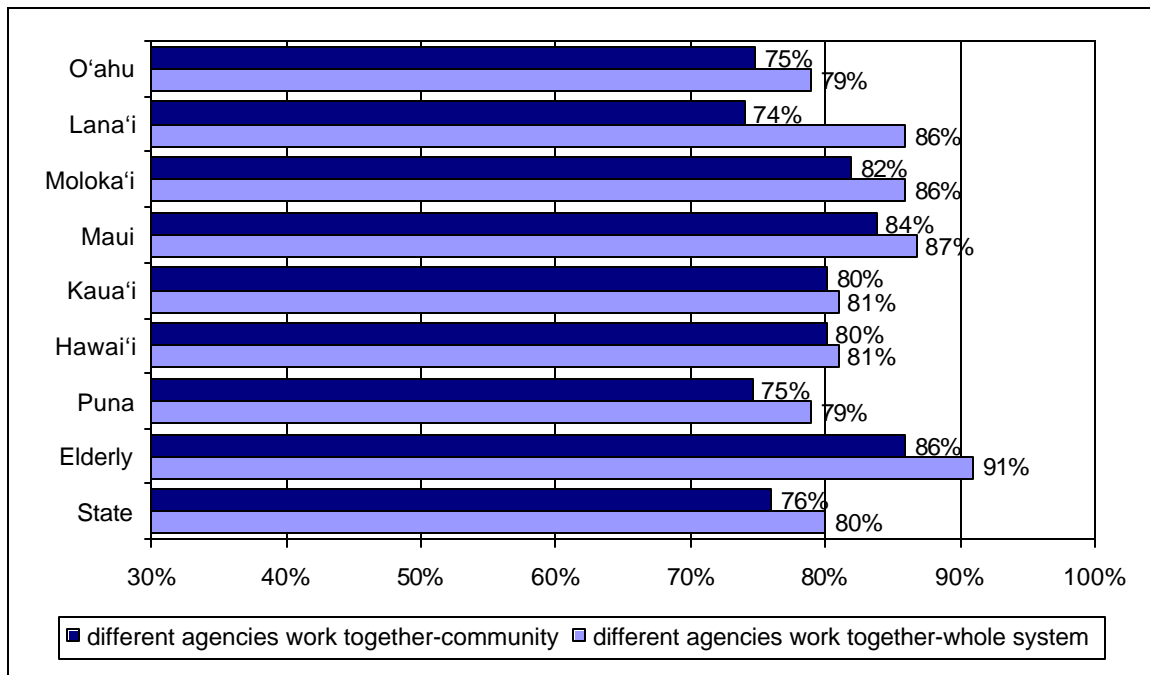
Percent of residents replying "very important" to the question: When you think about how to improve transportation for your community please tell me if public involvement is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think public involvement is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

## Coordination Between Agencies

Overall, residents from different geographic regions still recognize the need and importance of various government departments and agencies to coordinate their efforts. Figure 9, shows that at least three-quarters of residents felt this goal to be of high importance. Residents of household with elderly members, maybe due to prior experience with coordination problems, were more likely to feel this transportation goal was of high priority (87% of households with seniors compared to 80% of the general population). Residents stated, more explicitly, that transportation planning should coordinate the efforts of agencies to decrease delays.

“SYSTEMATIC COORDINATED EFFORT IN COMMUNICATING WITH ALL AGENCIES TO MEET THE DEADLINES, WHICH IN TURN SAVE MONEY”  
 “EFFICIENT COORDINATION TO AVOID DISRUPTION”

**Figure 9: Different Agencies Work Together**



Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if making sure different agencies work together is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think making sure plans for different agencies work together are very important, somewhat important, not very important, or not to be considered. Weighted for island populations.



## Mobility and Accessibility

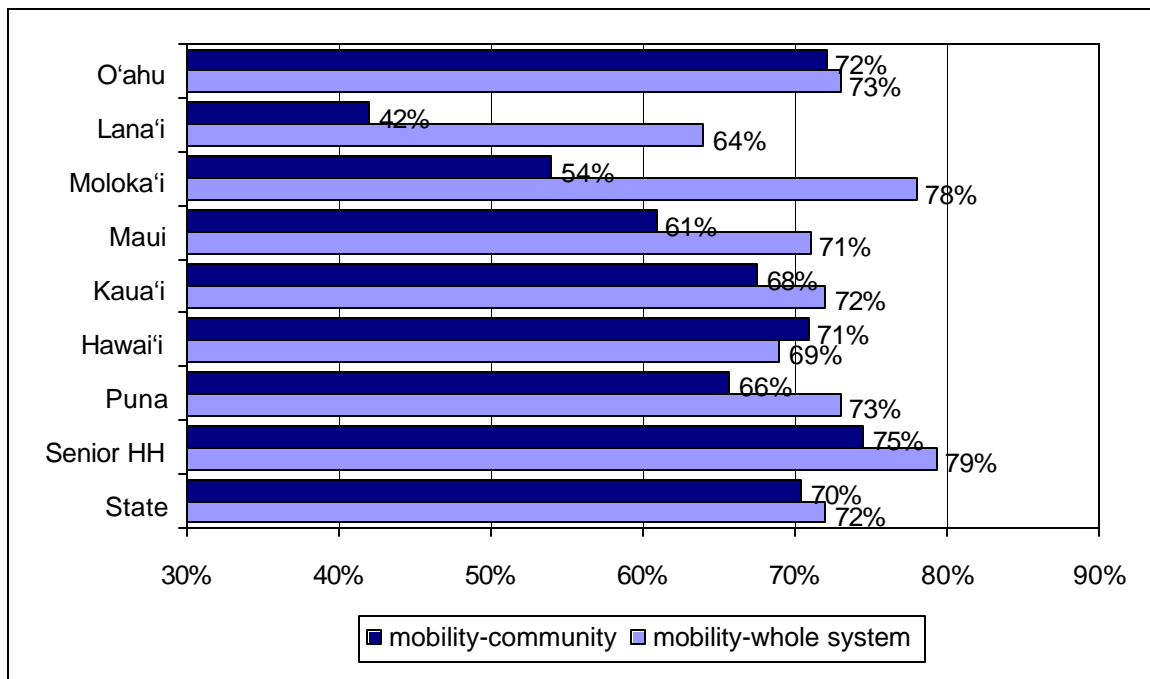
Mobility, or the ability to get around quickly and easily, is not a leading concern among many stakeholders except the elderly. Only 72 percent of the all residents felt that this goal was very important compared to 79 percent of senior households. Senior households are also more willing to prioritize DOT budgets to improve mobility than other stakeholder groups (81.3% vs. 77.0% statewide). Residents of Lanai, Molokai and to some extent Puna, recognize that mobility is not a problem in their less complicated communities and give it a lower rating for community planning than for whole system planning

“ALL OF HAWAII, OAHU IN PARTICULAR, NEEDS BETTER ACCESSIBILITY AND MOBILITY TO REDUCE TRAVEL TIME ON HIGHWAY”

“ALLOW ME TO GET TO THE AIRPORT. BUSES DON'T STOP AT AIRPORT. IF YOU NEED TO GO ON FLIGHT, NEED A CONVENIENT AND INEXPENSIVE WAY TO GET THERE - CABS AND RENTING ARE EXPENSIVE”

“GETTING TO PLACES EASIER, THAN TAKING LONG TIME. FASTER ROUTES, QUICKER AND SHORTER WAYS TO GET TO PLACE.”

**Figure 10: Mobility**



Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if mobility is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think mobility is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

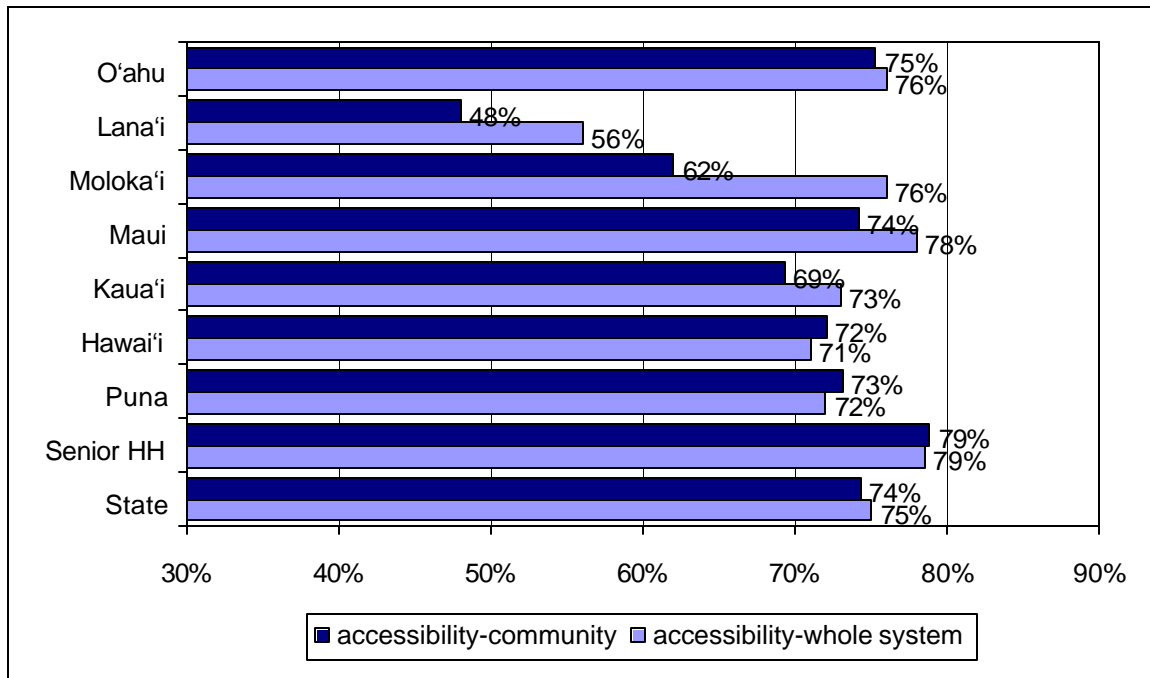
In terms of accessibility (getting anywhere you want to), residents of Lanai, Molokai and to some extent Maui, confess that it might be high concern to the whole transportation system but is not problematic in their own communities. However, when asked to give explicit suggestions, many residents of Oahu and Maui mention having easier access and more alternative routes.

“INACCESSIBILITY FROM WAIANAE SIDE; NEED BY PASS ROAD OR AN ALTERNATE ROUTE IN + OUT; MORE TRAFFIC SIGNALS & TRAFFIC SAFETY DEVICES; MORE LANES OR ALTERNATE ROUTES IN AND OUT”

“MORE ACCESSIBILITY AND ALTERNATE ROUTE ALONG KONA COAST”

“WE NEED MORE ACCESSIBILITY HERE IN MAUI. THERE NEEDS TO BE MORE THAN ONE WAY TO GET TO PLACES”

**Figure 11: Accessibility**



Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if accessibility is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think accessibility is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

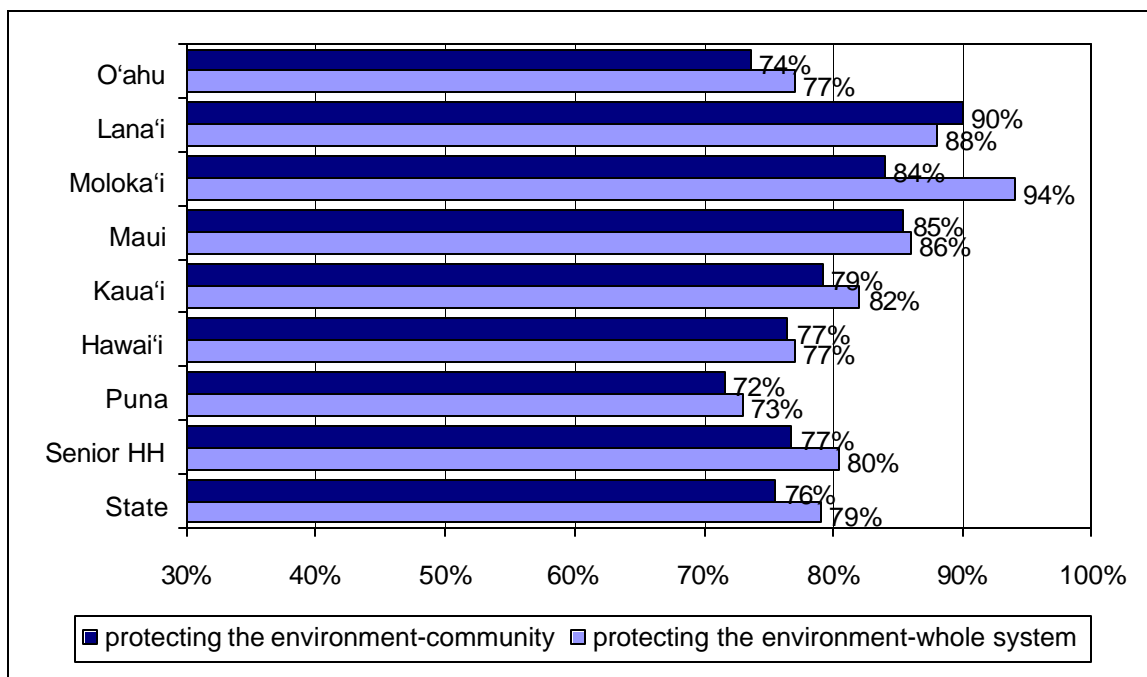
## Protecting the Environment

Protecting the environment was an important concern for many but particularly for the residents of Maui County. Compared to the statewide average, nearly ten percentage points more Maui County residents felt that protecting the environment was very important. However, most residents had a difficult time deciding whether protecting the environment was more important than supporting the economy. Particularly in Puna, where jobs might be difficult to come by, neither side of the argument was able to muster a majority of support. As shown in Figure 13, 46.3 percent supported protecting the environment while 43.3 percent would rather support the economy. There is also a large component, 11 percent of Puna residents, of undecided who could felt that it depended on the situation or did not know enough.

“EVERYTHING SHOULD EVOLVE AROUND THE ECOLOGY AND THE ENVIRONMENT.”

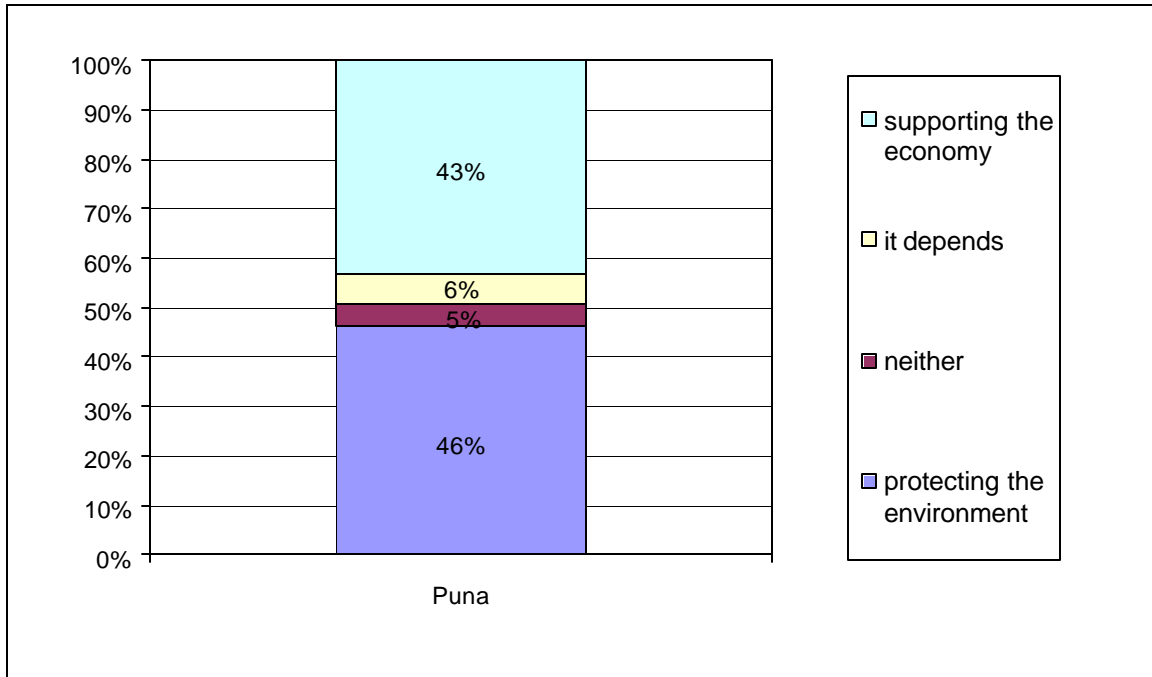
“PROTECTING THE ENVIRONMENT-STRICT CONTROL OF ANY WASTE MATERIAL AND POLLUTION- GOVERNMENT AGENCY OR STATE AGENCY OR EXPERT IN ENVIRONMENT FIELD TO TESTING WATER, AIR”

**Figure 12: Protecting the Environment**



Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if protecting the environment is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think protecting the environment is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

**Figure 13: Protecting the Environment vs. Supporting the Economy at Puna**

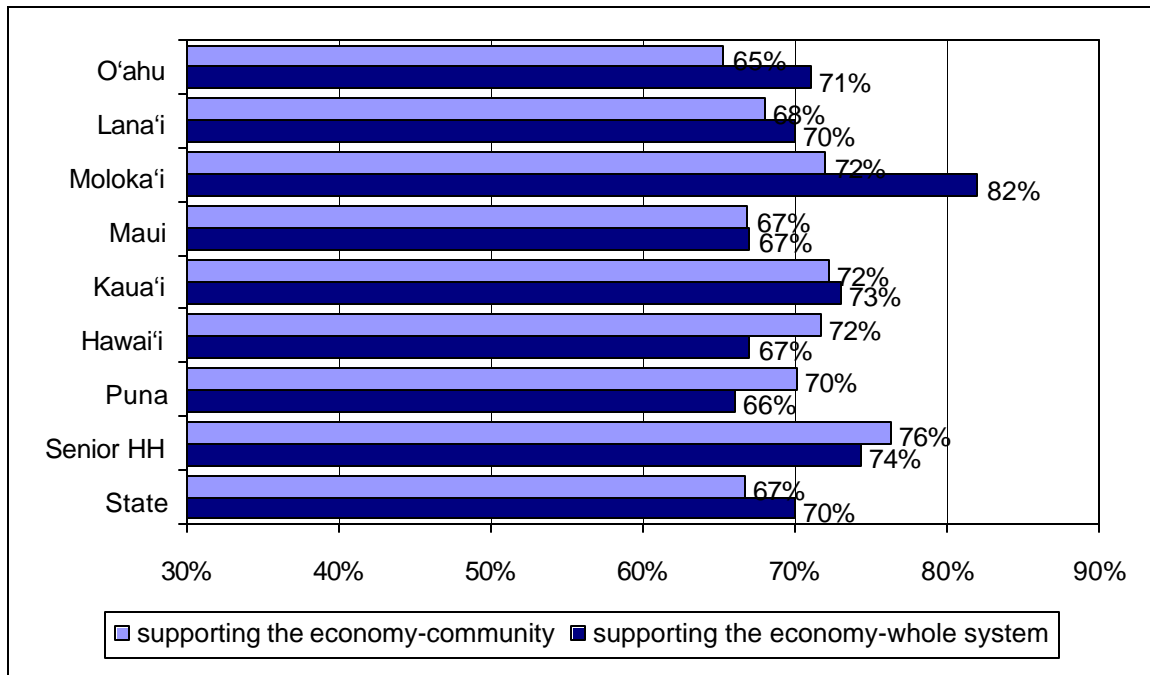


"When planning for our transportation systems throughout Hawaii, which one is most important?"  
Weighted for island populations.

## Supporting the Economy

O‘ahu residents felt the need for transportation planning to support economic development was less of a concern in their communities than for state-wide, 65% vs. 71%, replied supporting the economy is very important when thinking about how to improve transportation. On the other hand, Big Islanders, including Puna residents, see a local need to consider economic development planning is greater than the state-wide need (72% vs. 67%).

**Figure 14: Supporting the Economy**

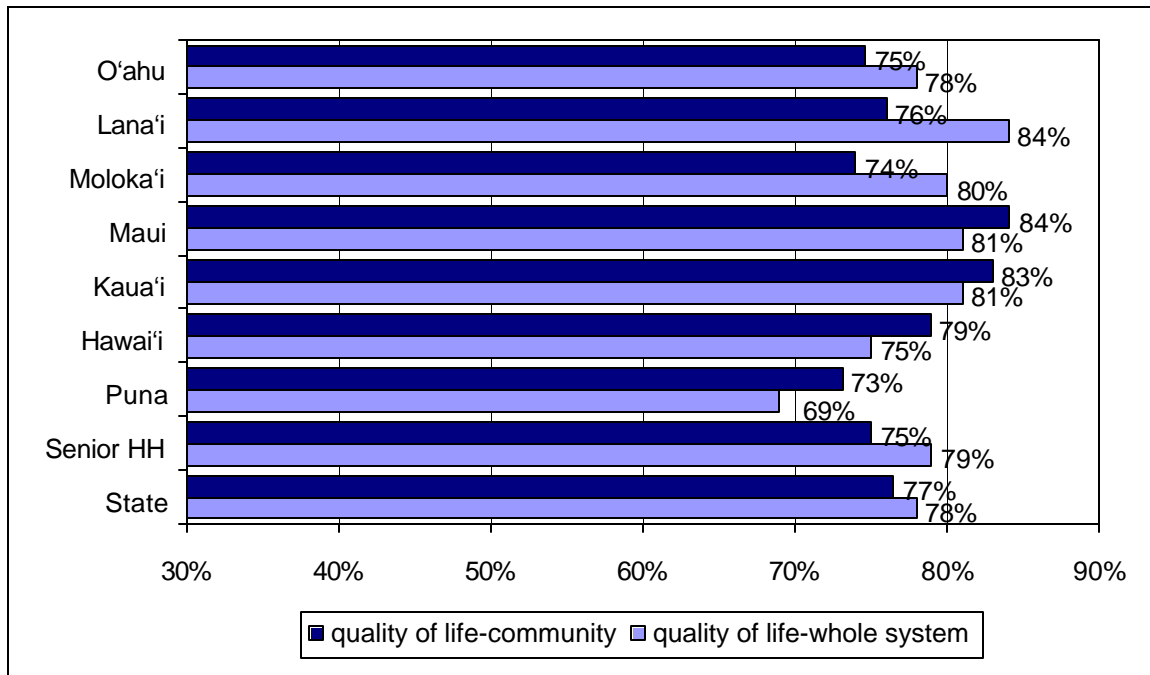


Percent of residents replying “very important” to the question: When you think about how to improve transportation for your community please tell me if Supporting the Economy is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think Supporting the Economy is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

## Quality of Life

In general, respondents consistently found in planning that considers the quality of life to be very important. In particular, Maui and Kauai were adamant about considering the quality of life aspect resident when developing transportation in a community.

**Figure 15: Quality of Life**

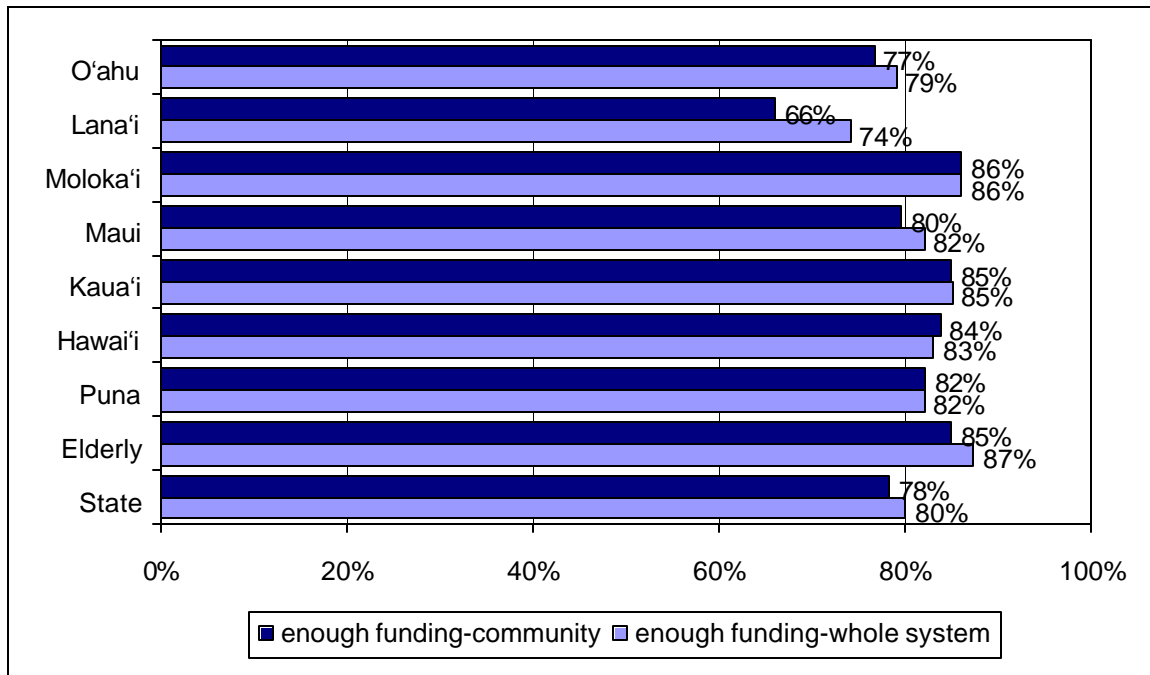


Percent of residents replying "very important" to the question: When you think about how to improve transportation for your community please tell me if helping the quality of life is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think helping the quality of life is very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

## Enough Funding To Meet Transportation Needs

Molokai was most concerned about having enough funding to meet transportation needs. Nearly 9 out of 10 Molokai residents felt funding was a very important concern both in community planning and in planning larger whole systems.

**Figure 16: Enough Funding**

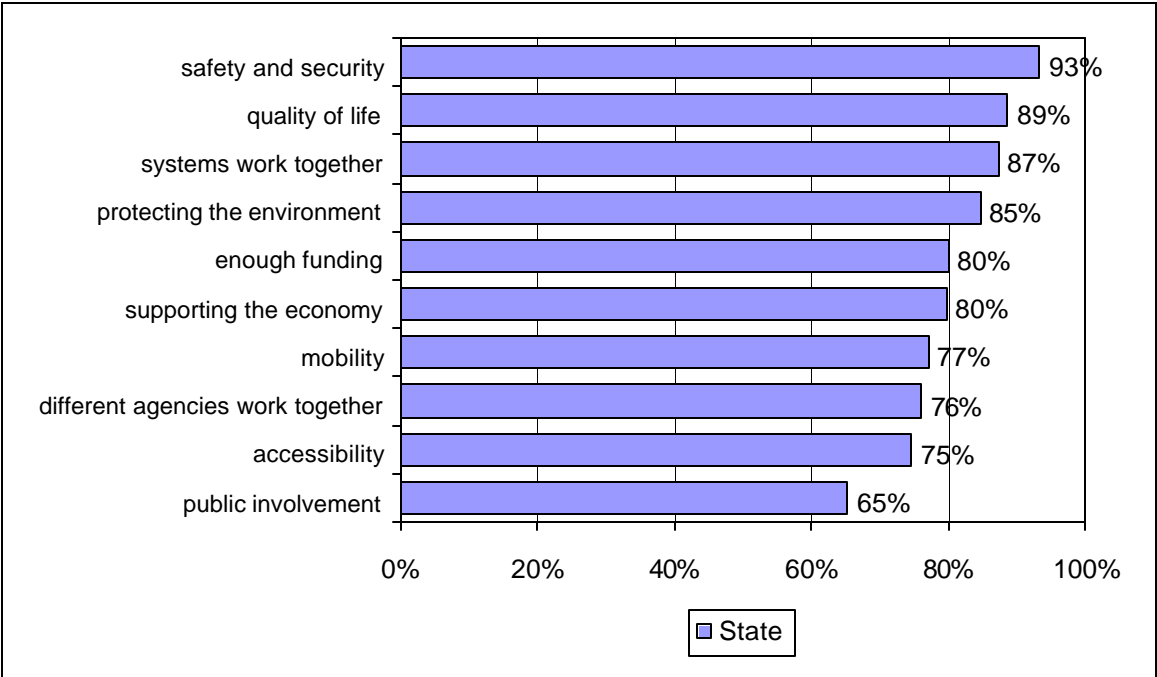


Percent of residents replying "very important" to the question: When you think about how to improve transportation for your community please tell me if making sure plans for different areas and transportation systems work together is very important, somewhat important, not very important, or not to be considered in planning. When it comes to the whole transportation system, do you think making sure plans for different areas and transportation systems work together are very important, somewhat important, not very important, or not to be considered. Weighted for island populations.

## Spending Money for Extra Effort

Respondents were asked, “where do you think the Department and other transportation agencies should spend money for extra effort.” These questions appear to do a better job of sorting the various policy objectives in a single scale than did the “importance” questions. Like the importance rating, Safety and Security still is the dominant priority for Hawaii residents (93%). At the statewide level, respondents were less to spend money for extra efforts in developing a public involvement process (65%).

**Figure 17: Spending Money for Extra Effort**



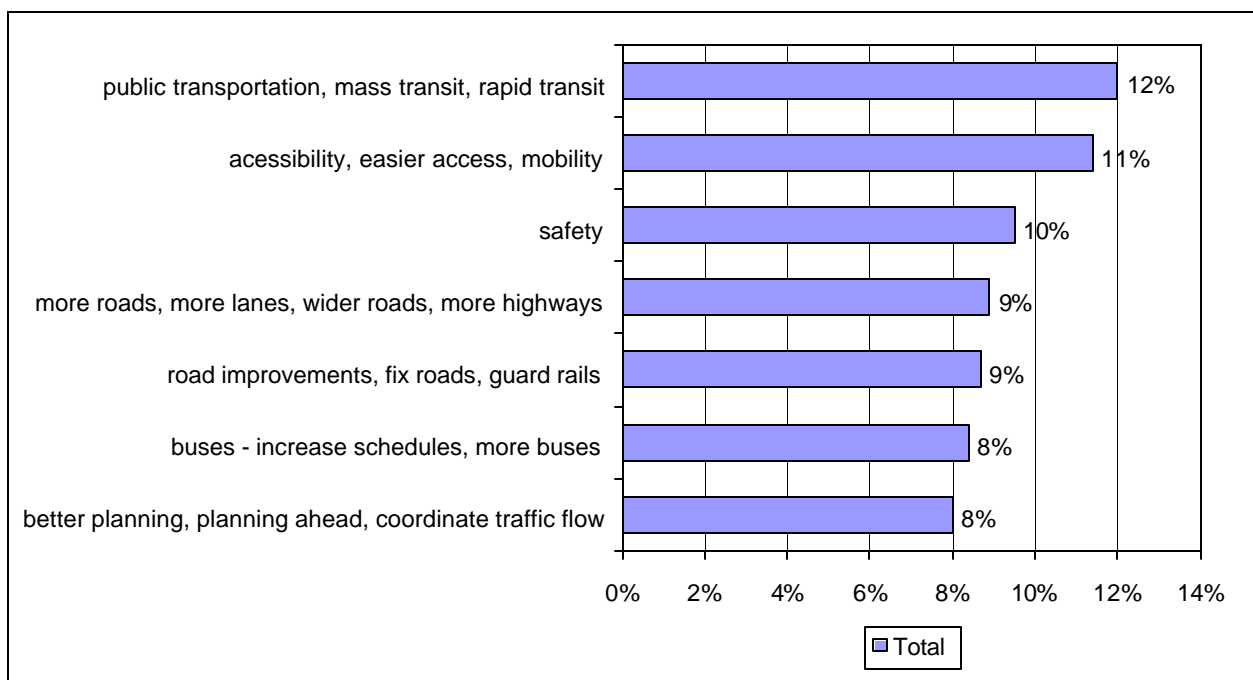
Percent responding “yes, spend” to the battery of questions, “Where do you think the Department and other transportation agencies should spend money for extra effort? Should they spend or not spend on...”.



## Important Ways Transportation Planning Can Help

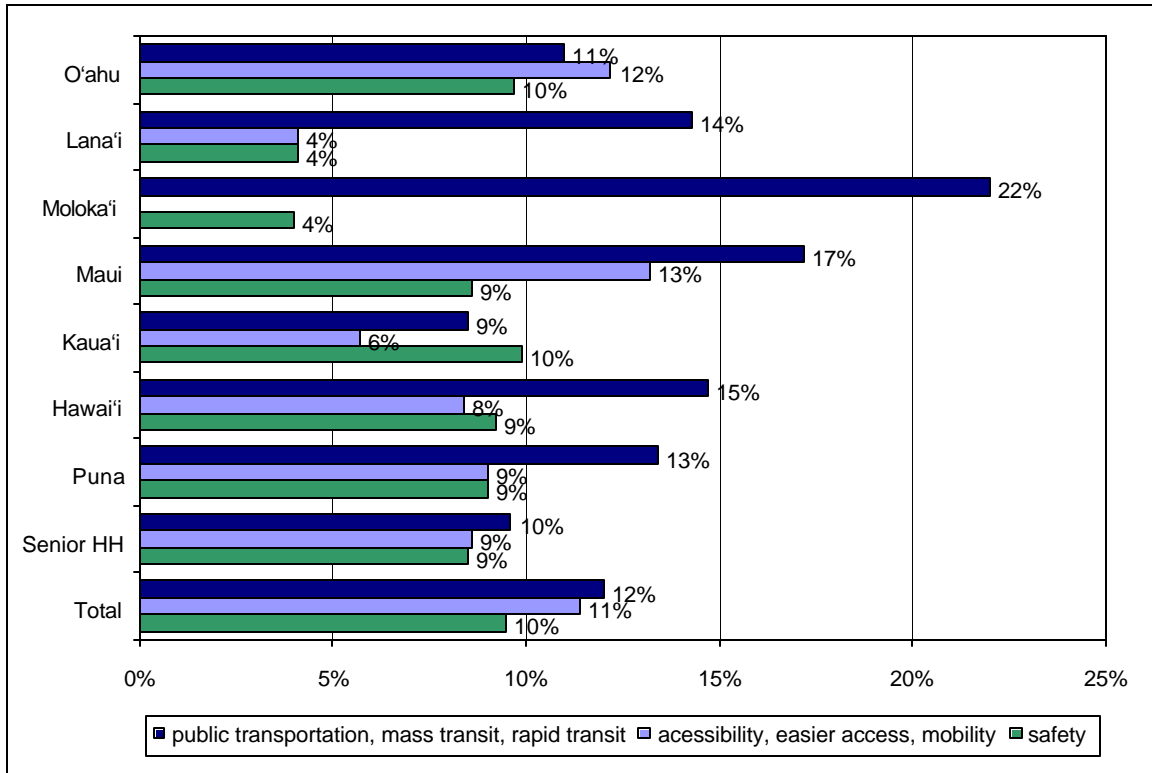
Respondents were asked “what do you see that transportation planning can help your community?” and “what do you see as the most important way that transportation planning can help all of Hawaii, not just one community?” Overall, the strongest responses were to the areas of public transportation/mass transit/rapid transit, accessibility/easier access/mobility, and safety. Segmenting by community showed that the importance of those areas were the same whether the reference was community or all of Hawaii.

**Figure 18: Transportation Planning Can Help Your Community**



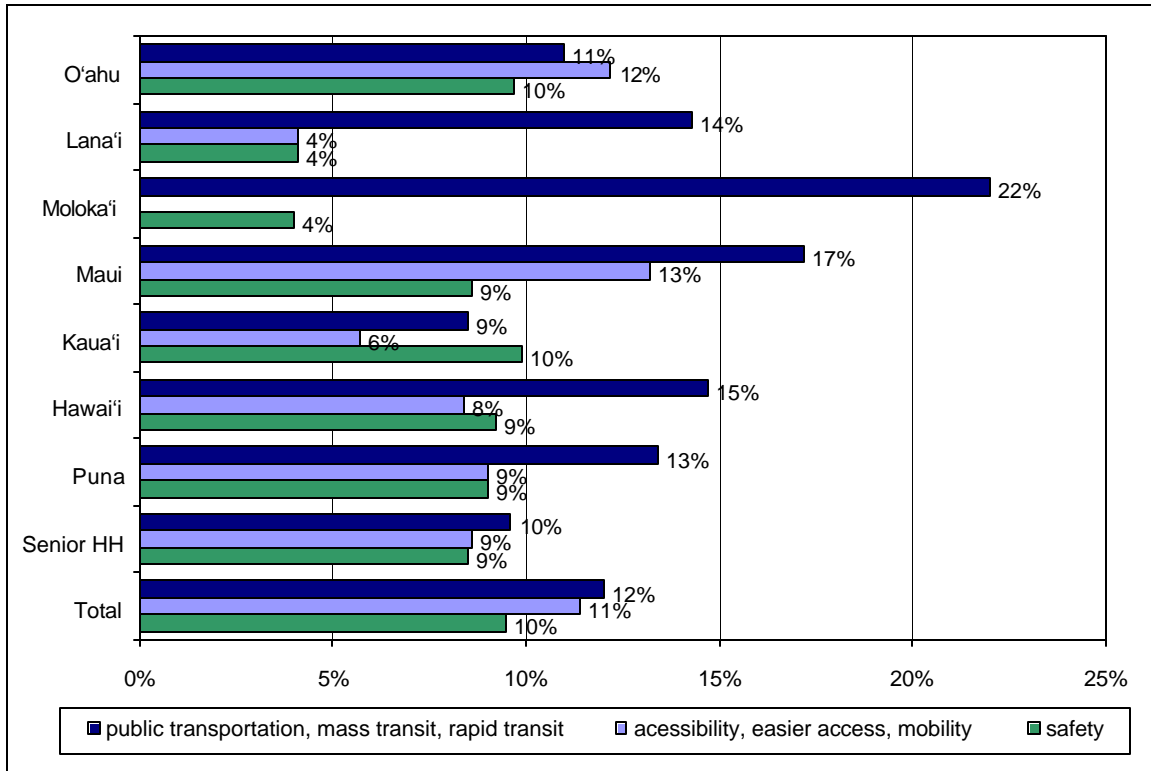
Responses to the question, “What do you see as the most important way that transportation planning can help your community?” have been grouped into the categories listed above.

**Figure 19: Transportation Planning Can Help Your Community (by Segment)**



Responses to the question, "What do you see as the most important way that transportation planning can help your community?" have been grouped into the categories listed above.

**Figure 20: Transportation Planning Can Help All of Hawai'i**



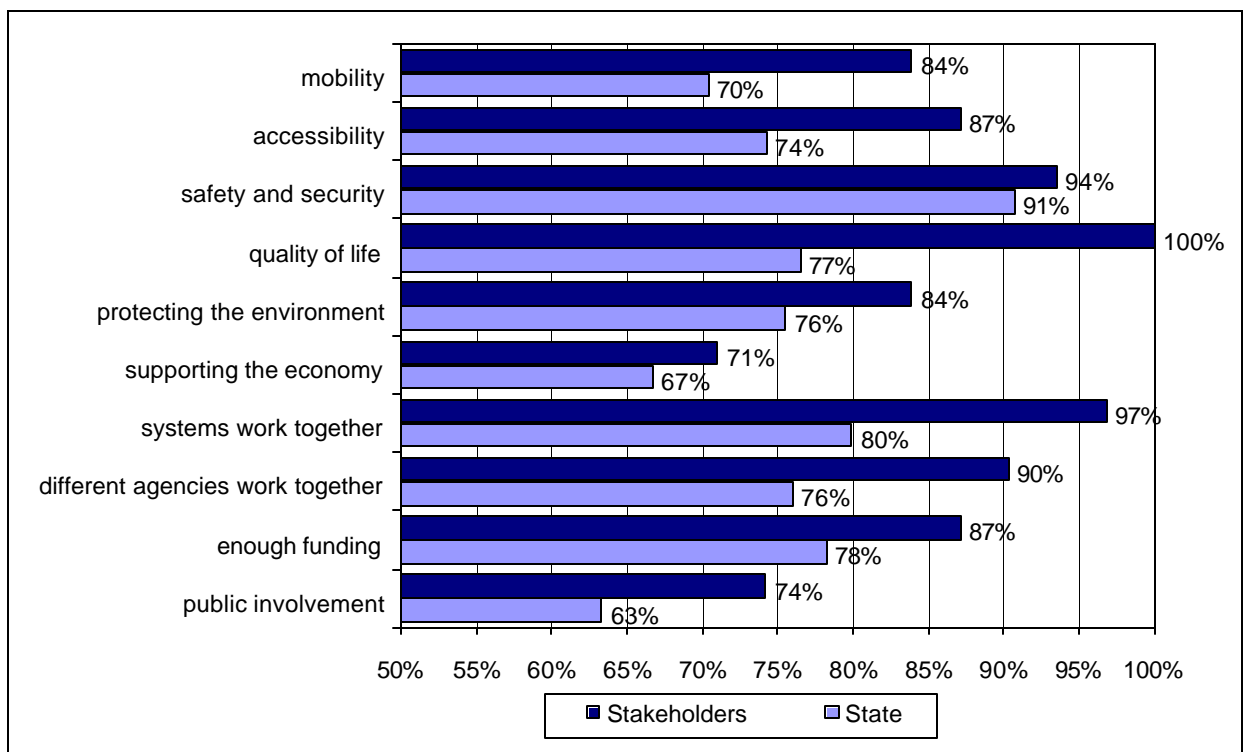
Responses to the question, "What do you see as the most important way that transportation planning can help all of Hawaii, not just one community?" have been grouped into the categories listed above.

## Stakeholders Sample

A stakeholder sample was created of members of advisory boards, directors of programs, and members of patients' councils in hospitals. The initial inquiry ended up with about 90 phone numbers. The actual completed interviews numbered only 31. The number of responses, while low, will be enough to meet our basic purpose of seeing whether stakeholders and the public at large are very different.

Given that a stakeholder population was built out of people who have some connection with elderly, it is not surprising that the planning issues of mobility and accessibility were important to more stakeholders (84% for mobility and 87% for accessibility) than to the general population. Quality of life was an important concern for all stakeholders as compared to only 77 percent of the general population.

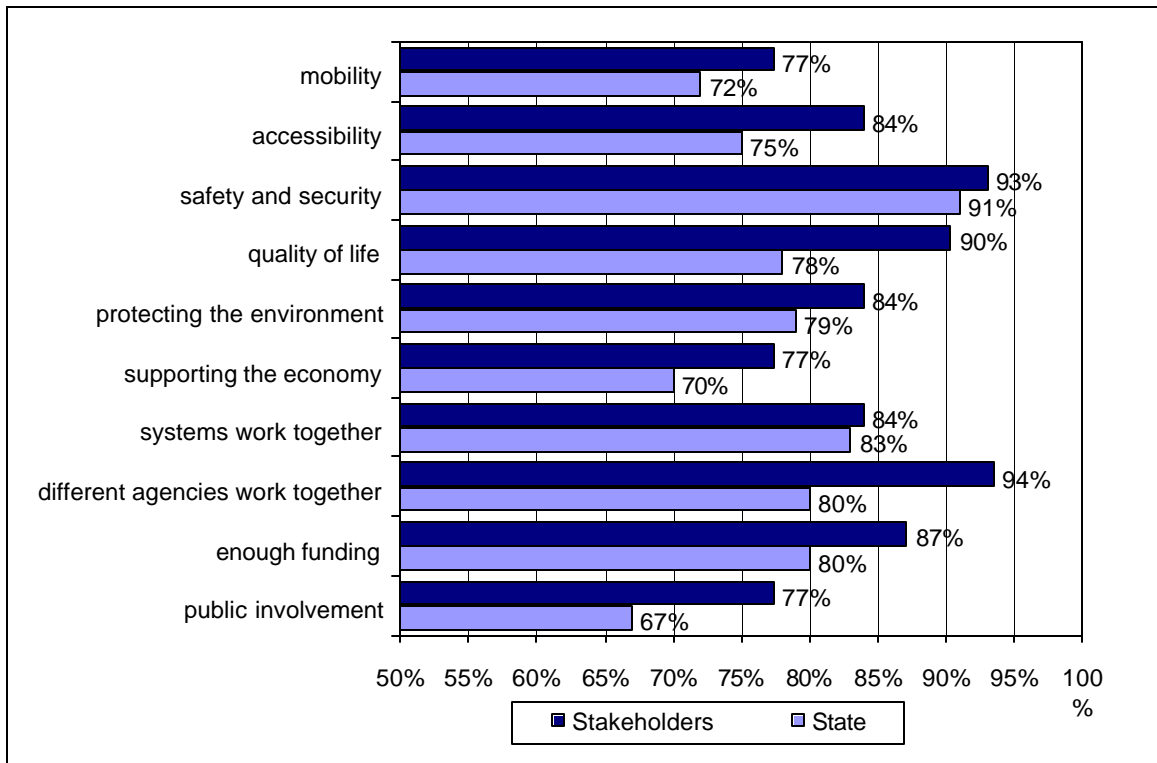
**Figure 21: Stakeholder Sample Community Planning**



Percent responding "very important" to the question: "When you think about how to improve transportation for your community please tell me if each of the following are very important, somewhat important, not very important, or not to be considered in planning."

When stakeholders considered not only their community needs but also the statewide transportation system as a whole, their responses were much more in line with the general population. As with the community planning issues, quality of life is still more important to the stakeholders than the general population (90% vs. 78%, respectively). Stakeholders were also more likely (94%) to put importance on making sure different agencies all work together for the whole transportation system. Since many of the stakeholders represent agencies or organizations that provided services to the elderly, they might have intimate knowledge of coordination problems.

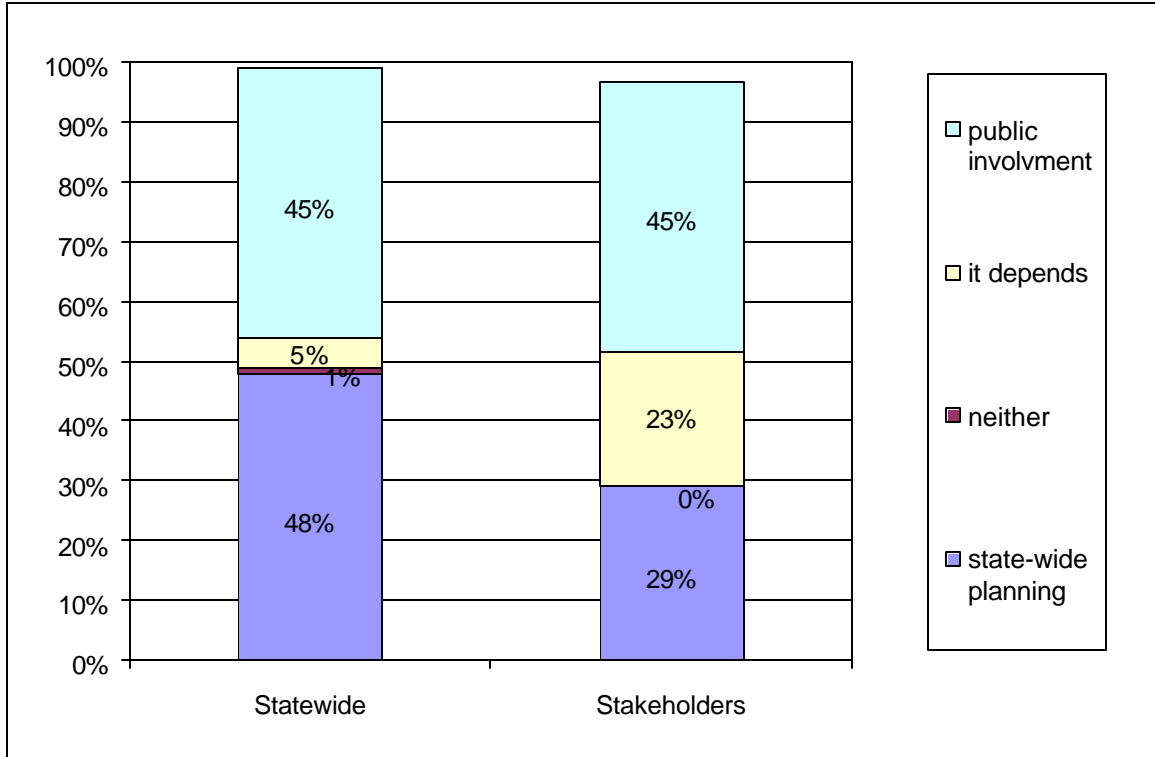
**Figure 22: Stakeholders Sample - Whole System Planning**



Percent responding "very important" to the question: "When it comes to the whole transportation system, do you think the following issues are very important, somewhat important, not very important, or not to be considered in planning."

As mentioned earlier, those aware of the complex issues involved in setting objectives and acting on them, often answer, “It depends” to questions about trade-offs between priorities. The Stakeholders sample were very much that type of group when making a choice between statewide planning versus public involvement. 23 percent of stakeholders mentioned “it depends” while another 3 percent responded “don’t know”.

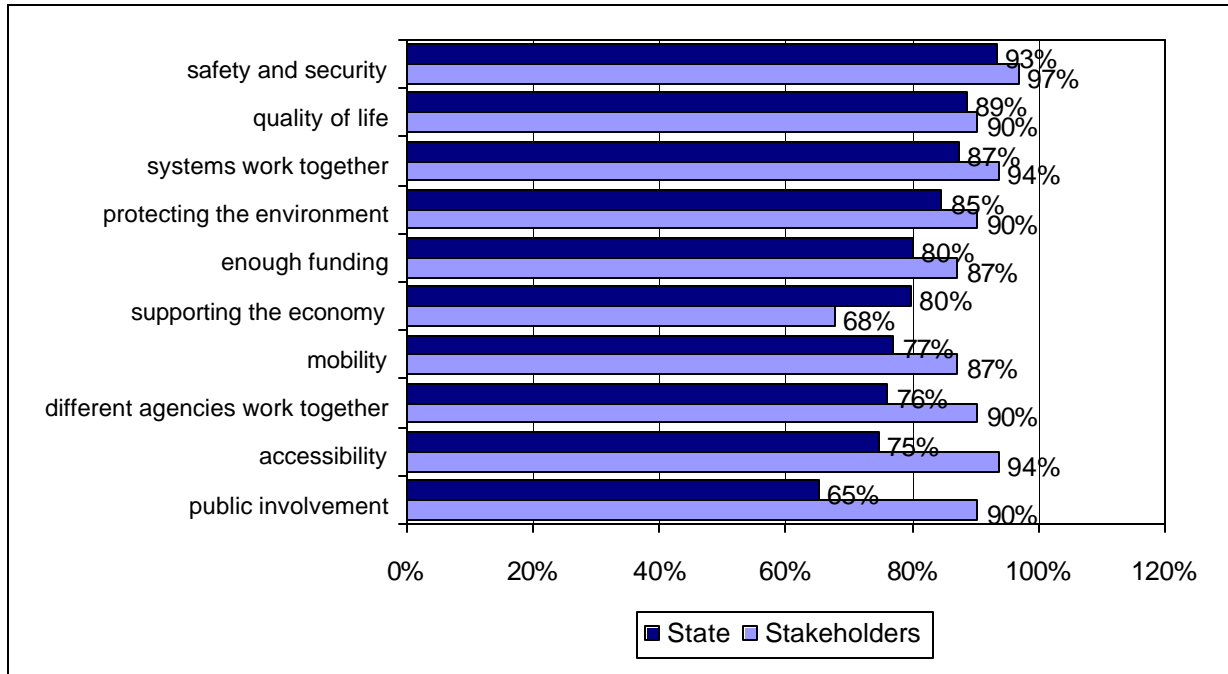
**Figure 23: Statewide Planning vs. Public Involvement - Stakeholders**



“When planning for our transportation systems throughout Hawaii, which one is most important?”  
Weighted for island populations.

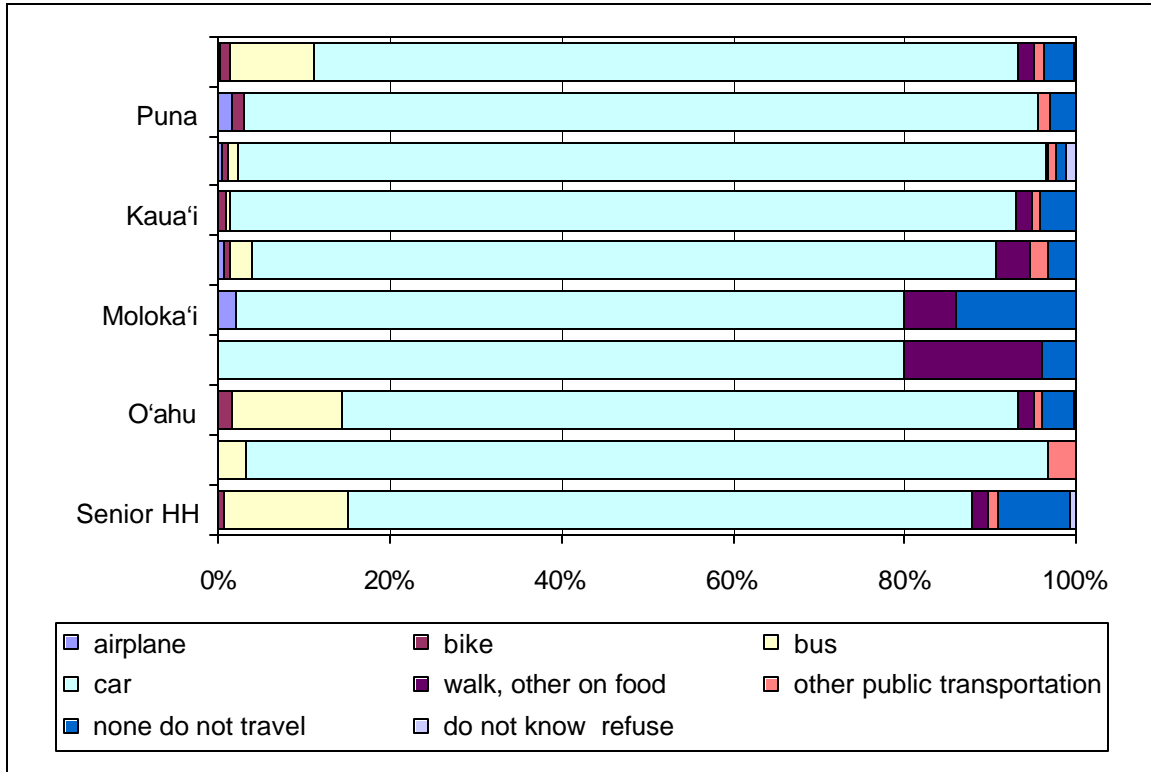
Stakeholders have a slightly different attitude towards the prioritizing of the DOT budget. In general, almost 9 out of every 10 stakeholders believe every policy issue should have additional funding. Figure 24 shows that there is disparity between stakeholders and the general population on more funds wanting to be spent for: different agencies work together, accessibility, and public involvement. On the other hand, stakeholders would rather not see additional funds being spent on supporting the economy (only 68%), yet 80 percent of the general population would like to see those funds spent.

**Figure 24: Spending Stakeholders**



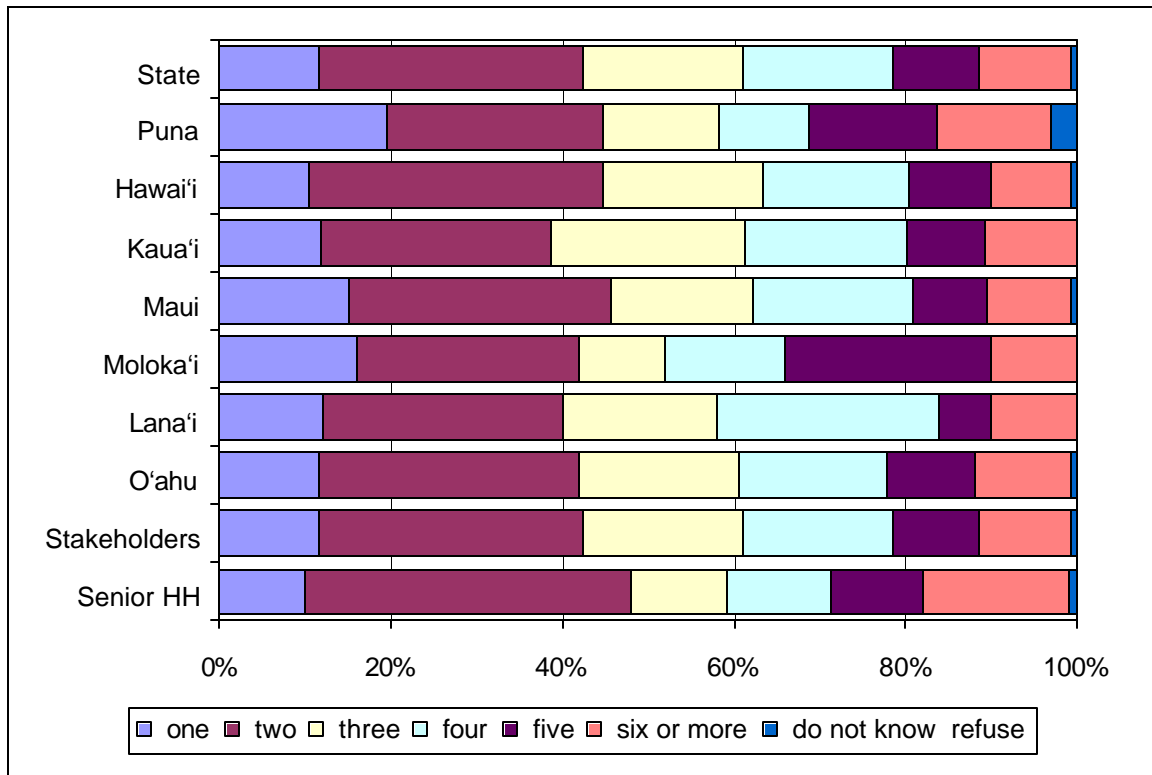
# Appendix A: Respondents Characteristics

Figure A- 1: Mode of Transportation

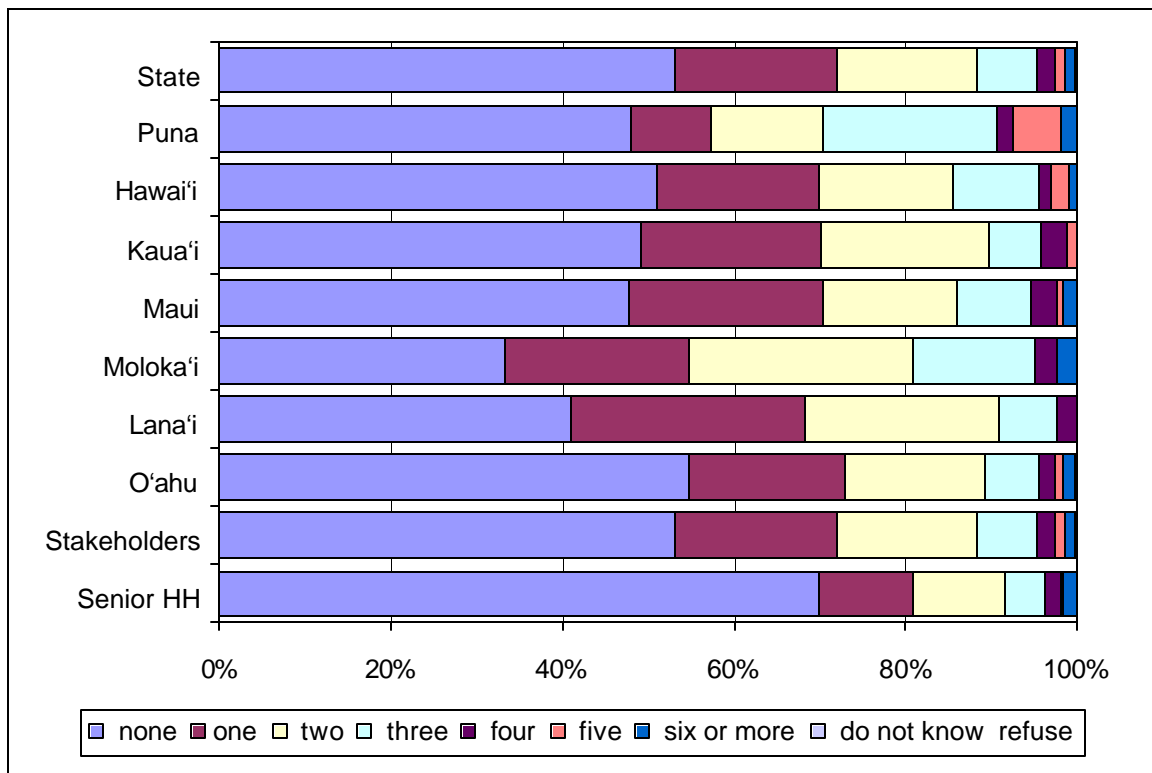




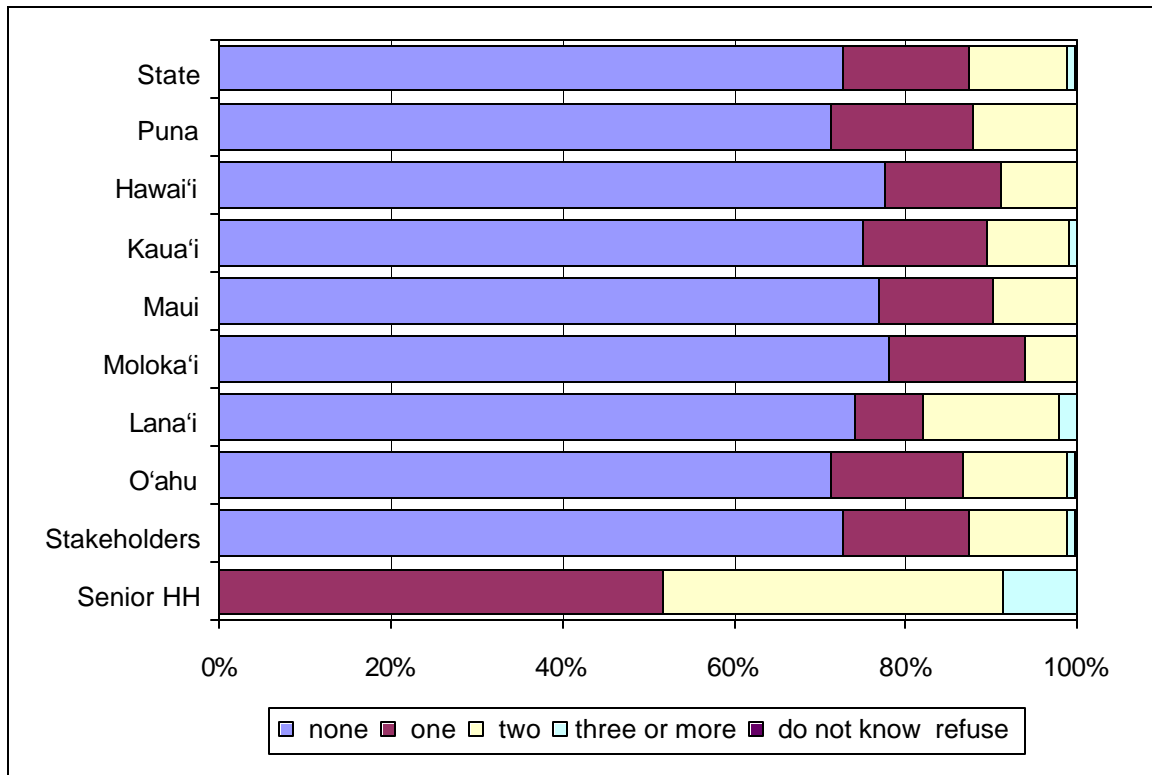
**Figure A-2: Household Size**



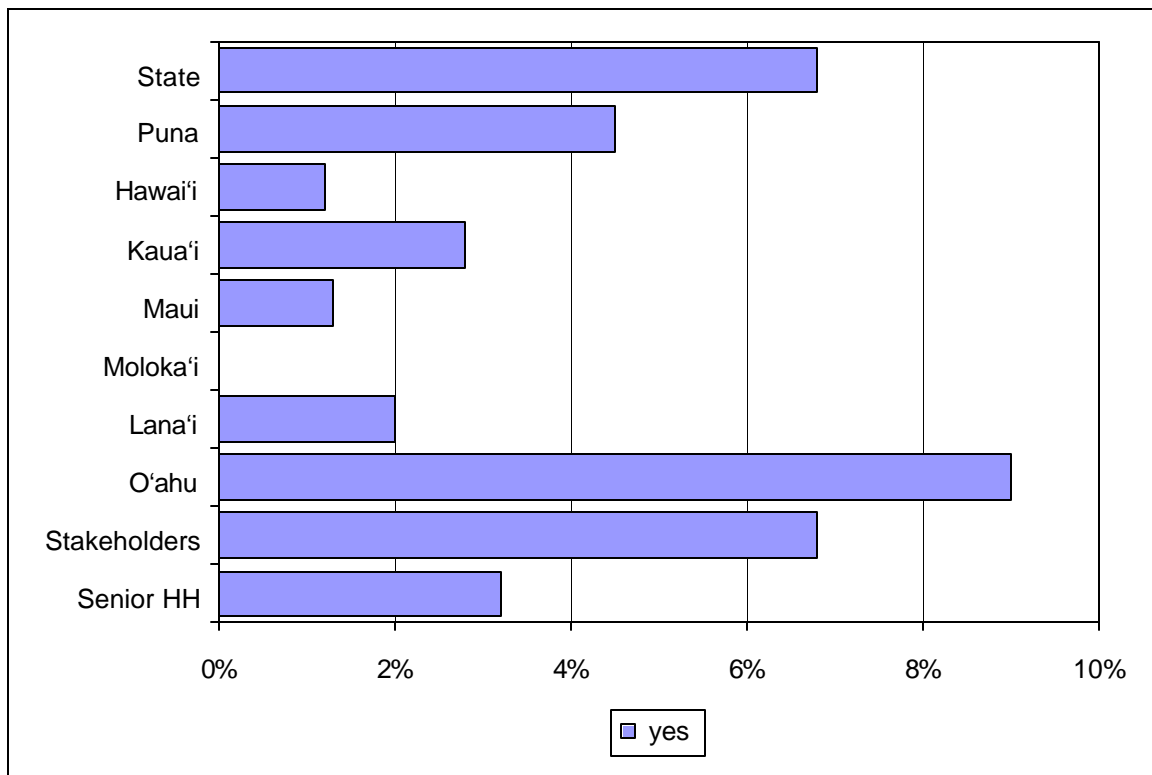
**Figure A-3: Children in the Household**



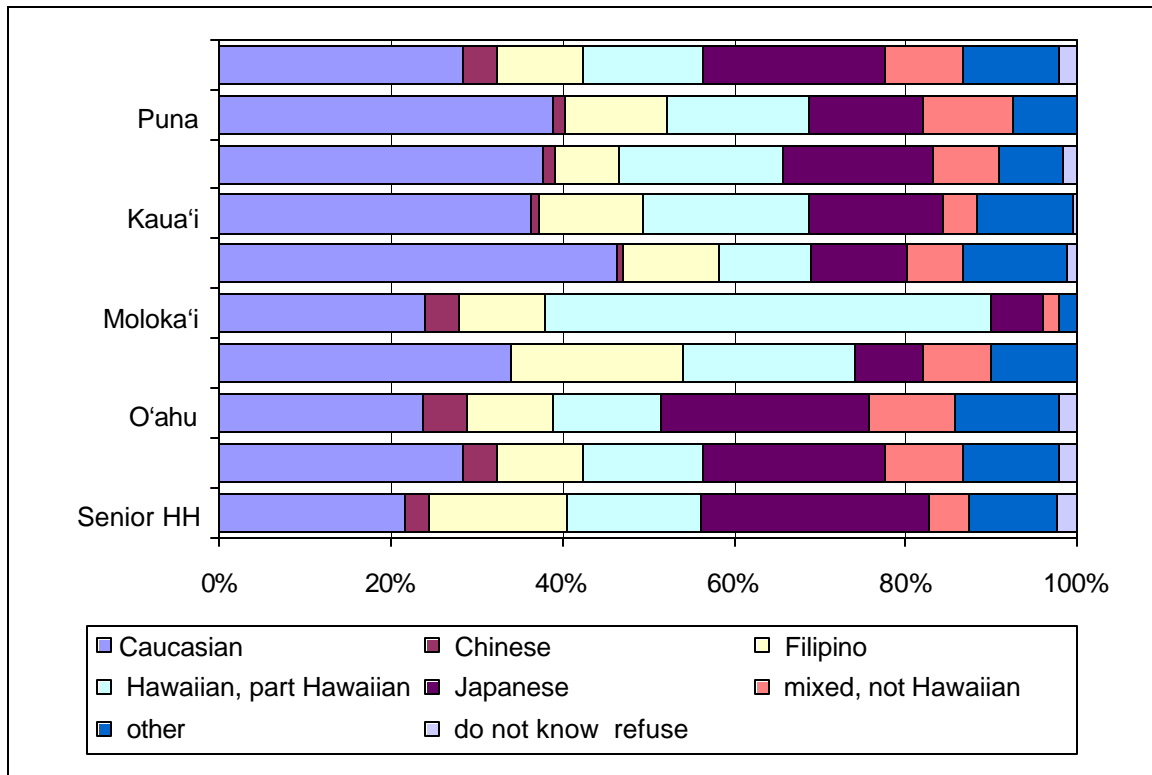
**Figure A-4: Seniors in the Household**



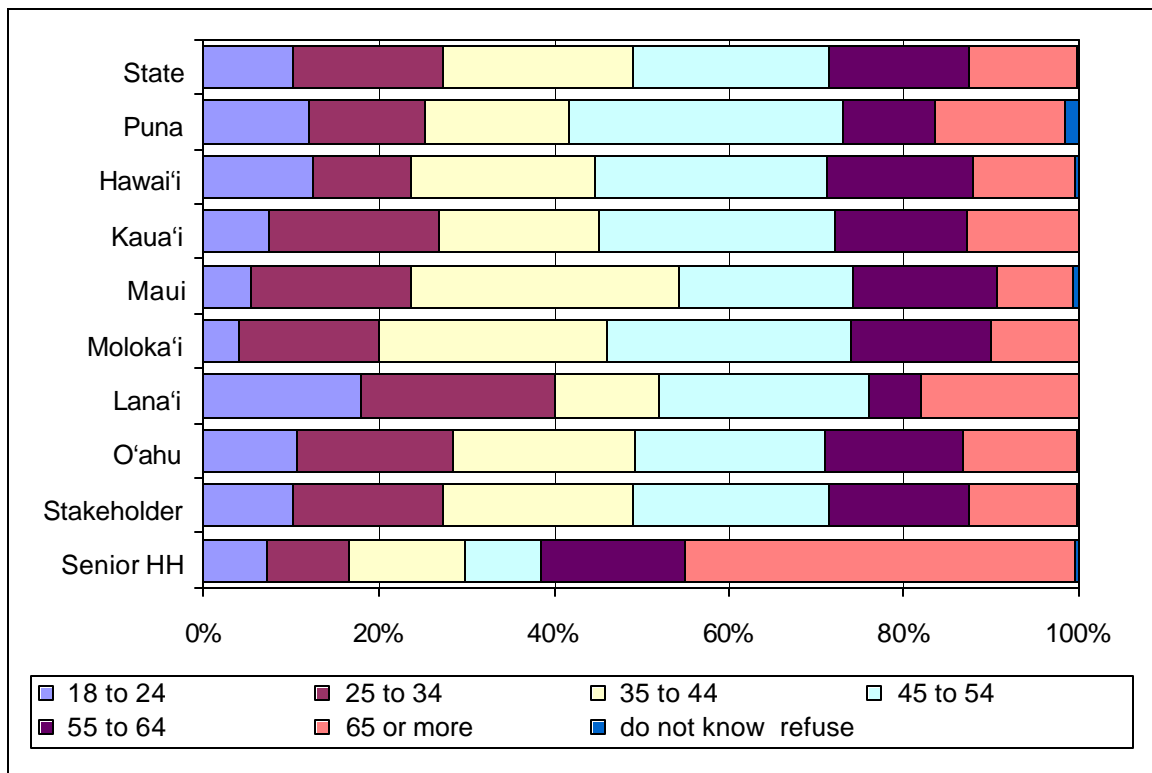
**Figure A-5: Active Military Household Member**



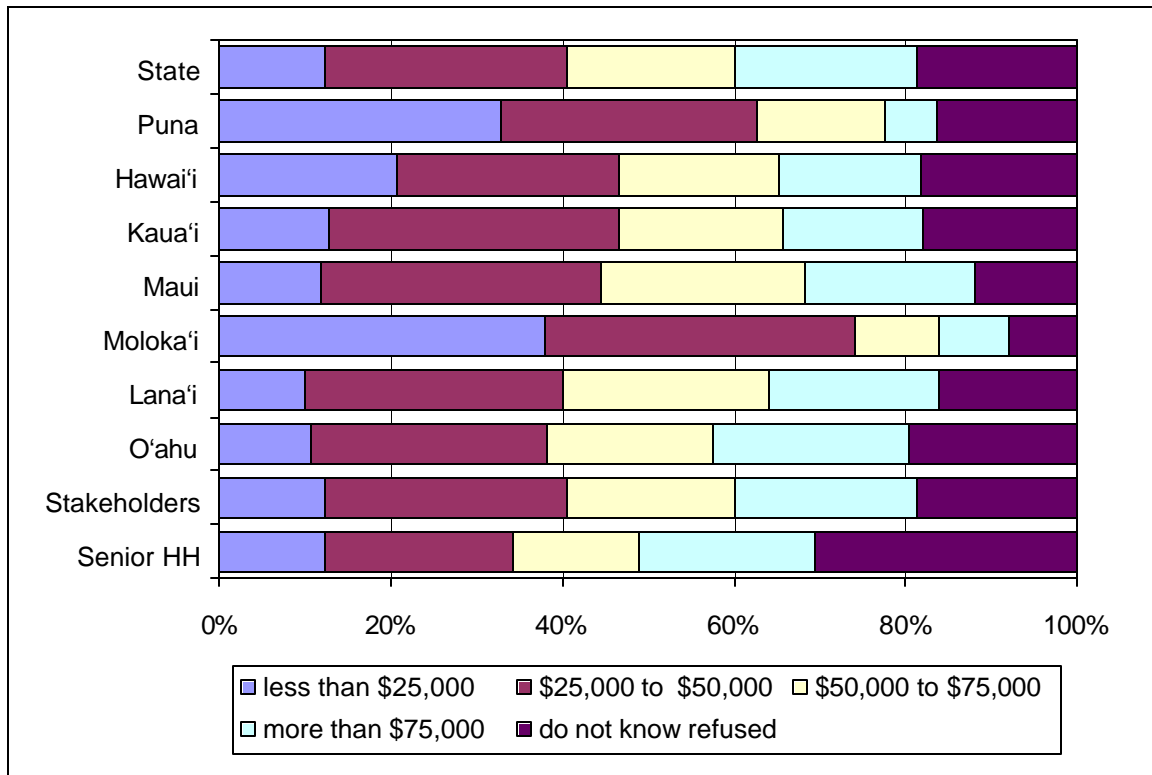
**Figure A- 6: Ethnicity of Respondent**



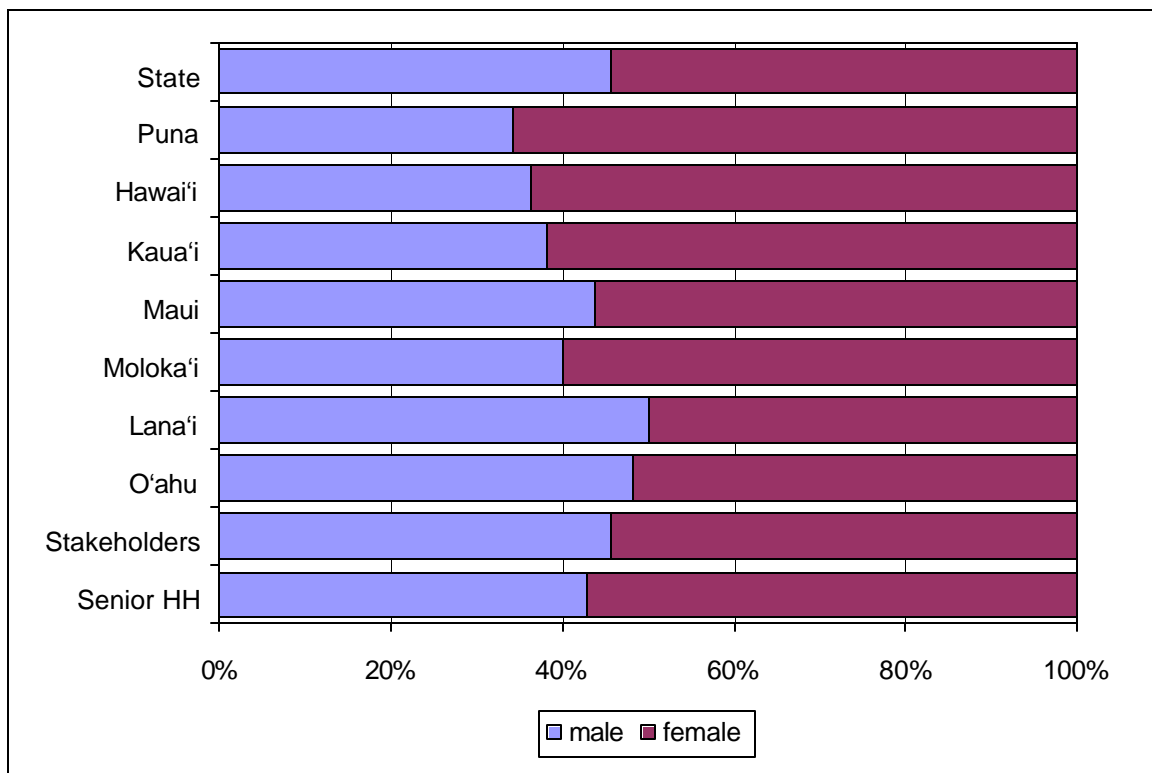
**Figure A- 7: Age of Respondent**



**Figure A- 8: Household Income**



**Figure A- 9: Gender of Respondent**



## Appendix B: Verbatim Responses

What do you see as the **most** important way that transportation planning can help **your community?**

- "More roads--too many cars for t/ roads we have." Public transportation to lessen t/ number of cars. Look @ impact on economy of aviation.
- "Provide transportation service, like bus." "We need it."
- A better transit system to lessen traffic on the freeway.
- Add a public bus for locals rather than just tourists. "Most helpful if we pay 25 cents or 50 cents."
- Better public transportation like the bus.
- Better security/transit police for public transportation systems in Waipahu.
- Bus and rapid transit
- Community based island wide transportation system
- Dependable public transportation
- Don't delay the project of transportation that must get done!!
- Encourage public transportation; build more roads
- Enhance public transportation
- Everyone would have access to transportation
- Expand ferry service;
- Get people or have people to get rides or have a bus system
- Get rid of the bus and allow private transit to operate the transportation.
- Get some transportation, like buses.
- Get us some public transportation here; we could use some new roads here.
- Getting a rapid transit sys set up in east - west axis. (Trains or monorails) busses remain in north-south axis). Monorail above highway median Hawaii Kai to Kapalama. "Quit waste
- Getting people where they need to go and get around. Mass transportation like the bus should be accessible.
- Getting public transit
- Getting public transportation bus, rail, bike
- Give people the ability to get to work by having a good transportation service
- Good bus system on Oahu. Look at what areas are more populated.
- Good transportation system on Oahu.
- Have fewer cars on t/ road. Increase public transport & higher gas taxes.
- Having a better transportation system
- Having enough transportation to serve the needs of the community
- Having public transportation
- Help prevent quality of life by helping people by bringing public transportation. Expand the infrastructure in Waimea and Kona areas.
- Help the community and economy, a more centralized transportation system more safe, like the ones in the mainland. Have a mass transit system.
- Helping with planning safe and efficient alternative modes of

transportation like biking. Safety issues.

- I think accessibility for the rest of the islands would be good to have a mass transit.
- I think probably having them spend time addressing the community transportation's needs.
- If done right, getting people where they need to go. Don't waste money.
- Improve mass transit schedules to enhance efficiency
- Improve public transportation schedules; expand routes and hours; and allow surfboards.
- Improve the current transportation that is right now
- Improve transportation, would help maintain high quality in the community in life. Better roadways, to handle the amount of cars on the roads. And bike paths.
- Improve transportation system in a way the tax payer won't have to pay much
- In Kona -- we need more public transportation because it is very limited, not accessible to the people, determined where it needs more. Need more community involvement so to determine
- Increase mass transit;
- Increase public transportation more bus service; encouraging carpools or park n rides; make alternate routes; synchronize traffic signals and transportation
- Install transit system from barber's point to d. Head. Tram system.
- Invest in a public transit system for Maui--busses.
- It would be nice to have a monorail system

- Kunia-need transportation to get around in Kunia-bus or any transportation need.
- Looking ahead to see needs of community transportation stay ahead
- Make a mini bus for people to go to work
- Make it mass transit.
- Make it more affordable, the roads and the buses, beef up public transportation.
- Make public transportation more available
- Make sure we have enough transportation so that we can do what we want to do.
- Making more transportation available. Making it more convenient.
- Mass transit
- Mass transit
- Mass transit for commuters
- Mass transit for Kona! Connect with Hilo and outlying areas
- Mass transit or monorail, too much roads, too many cars.
- Mass transit system
- Maui needs a lot of transportation. Roads need work
- Maui needs public transportation.
- Maui really needs county wide transportation. A light
- Meeting the need of the transportation.
- More busses or vanpools.
- More efficiency in moving people and less traffic.
- More flexibility for traveling. Car-pooling.
- More frequent busses on a strict schedule for mass transit.
- More frequent public transit with routes \*in\* paradise park

- More people would take public transportation.
- More public access to transportation programs
- More public transit more bus routes
- More public transit (busses or van pools); wider straight roads instead of winding cow paths;
- More public transportation
- More public transportation in outlying communities
- More public transportations
- More public transportations on Oahu, train system...less money spend on high ways
- More public transportations than roads to lessen traffic. Improve roads and more shoulder lanes, don't let trees get to big so it won't block sight of drivers.
- More public transportations, more community involvement
- More public transportations, streets, and smaller buses for Hilo...don't need big buses 'cause Hilo is small.
- More transportation bus routes etc.
- More transportation.
- Need better public transportation.
- Need public transit to and from hotels and lanai city
- Need public transportation to enable me to get to and from Kona in one day; public transportation is totally inadequate in my community
- Plan for public transportation, rail systems, use other ways of designing the highways, less traffic lights.
- Provide a public transportation system; which may curtail the use of rental vehicles.
- Providing public transportation at a low cost to residents and reducing traffic
- Public transportation
- Public transit
- Public transportation, rail services.
- Public transportation island wide
- Public transportation
- Public transportation for Molokai
- Public transportation for youth i.e. bus system.
- Public transportation island wide
- Public transportation like "meo" (Maui); more coordination btwn various state agencies and private concerns to provide public transportation. More public input prior to road project.
- Public transportation more frequent and more available
- Public transportation schedules must be dependable, on time performance. Encourage use of public transportation as a reliable method of getting around.
- Public transportation, i.e.: busses
- Public transit--bus.
- Public transit small buses going more often especially for senior citizens
- Put a transportation system down here
- Put in mono-rail
- Put in public transportation, there would be less of everything
- Rapid transit elevated trains; more funding for bus system more routes and more frequent busses; monitor traffic flow and adjust public transportation accordingly.
- Strong supporter of public transportation, safety,
- There needs to be a rapid transit.
- They need a public transportation or bus in Nahalehu.
- To get public transit, like a monorail system.
- Transportation process

- Transportation in Kam IV housing projects is poor because the buses are not allowed in the tight areas. A lot of seniors and disabled cannot access the bus because of the far dist
- Transportation is poor in big island.
- Transportation needs improvement
- Upping the public transportation.
- Yes, I would like dot to provide public transportation.
- "by getting more busses." four lane highways--more.
- A better public bus system
- A lot of people are having trouble getting by car so more buses would be okay
- Add more traffic signals to intersections in Nuuanu; extra bus per for Alewa heights
- Better bus system small buses running often
- Better bus system. Reasonable price. Improved accessibility. Improving t/ environment. Get rid of traffic by more efficient planning. Greenbelt areas & lower density population
- Better planning for incoming and outgoing traffic more buses
- Build fixed rail systems for Hawaii Kai; or increase use of busses.
- Bus service from town to Manele bay.
- Bus service should be improved
- Bus system
- Bus system or other transportation besides cars
- Bus transportation
- Busing system such as Oahu, protect the environment not a lot of traffic keep Maui not four lanes do not keep building roads no freeways!
- By making public bus service more available in more areas.
- By planning express bus in your community because for now there is none in the afternoon.
- By putting more buses, more transportation in our area which we hardly have one right now.
- Expand bus lines to more areas, extend networks and increase frequency of busses.
- Expand the bus system
- Express bus service run from one subdivision to another one to work and one after work, place to park for people in one subdivision provided, a bus system that works for Pahoa
- Extend bus route to Haena
- Get buses to come into place I live bus accessibility
- Getting more buses in the area
- Have same # of buses during weekdays as weekends
- Have to walk three blocks to get to bus stop--so closer stops. Busses to run 20 to 30 minutes apart instead of every hour apart. Covered shelters.
- Having more frequent buses during the day and night
- I live in the country but just one county bus comes once in morning and once in afternoon. People in country have difficulty getting to Hilo; right now I know there is a place try
- I would like to see better bus system there is no bus system Lehui to Anohola. They operate in the town but not at the airport.
- Improve our bus system
- Improve the bus system; increase number of bus runs and number of busses in fleet.



- Improving bus system.
- Increase bus system more stops in Mililani and surrounding areas, closer routes
- Increase bus service 24 hours 7 days a week to support peoples work need bike lanes
- Increase frequency of bus lines and expand routes and strict enforcement of traffic laws to control speeders.
- Increase services on the bus schedule, make longer hours,
- Increase t/ number of busses. Have 24-hour service.
- Increasing frequency of busses and expanding routes; more bike paths
- Increase bus service and expand routes
- Increase and widen bus services on military bases like Schofield, and KMACS, and Hickam.
- Longer hours for buses
- Make more buses
- Making sure buses are available, in good condition
- More #1 buses because it's always full and late
- More accessibility to the bus. And more schedule runs
- More access through bus system, i.e.: stops and routes
- More bus services in remote areas
- More buses
- More buses carpools
- More buses - lot of people don't have cars. Schedule is bad, not enough buses; taxis are too expensive
- More buses more city buses
- More buses in rural areas
- More buses on upper and lower pearl city every half hour.
- More buses running at night
- More buses to cover the islands
- More buses, taxi cab
- More buses, more frequent buses
- More buses; more bike paths; better street lights;
- More busses for the public. No buses to the airport, they should have and not that many buses to go all around the island.
- More busses. Handivan
- More busses. Fewer cars--car-pools.
- More busses. Railroad. More roads.
- More city buses
- More shuttle buses in hilly areas
- Need better rural bus transportation one rural area to another buses don't come often enough
- Need bus on the corner side of the island not transportation here. We could even use vans
- Need later bus, some not on schedule, road repair
- Needs more bus service and more frequent buses. Buses that go all the way around and more than one bus from South Kona and Kau to Kailua Kona.
- Provide bus here in Hilo like in Oahu.
- Providing services to rural areas
- Public bus system
- Regular bus shuttle to supplement EMO
- Shuttle bus between Pahoa and Hilo
- The bus
- The bus system is good for people who don't drive.
- This community needs is for better mass transit. I.e. buses where you can move multiple people from point a. To point b.

- We could use regular city buses, better roads.
- We need a better bus transportation and extended hours and mobility
- We need busses.
- We need more busses.
- "get one bus system" "more frequent amount of time."
- "making t/ buses come on time."
- Better bus service to hotel workers
- Better bus services, by improving the size of the bus. This would alleviate traffic on the streets.
- Bus shelters need fixing and improvements, bus schedule needs to on time.
- Buses should run much later than 6:30 Kalama valley and should cover the whole valley
- Having reliable bus route from Kailua to Kohala coast for workers transport
- Improve bus schedules, by having longer hours,
- Make sure the buses are on time, scheduled more frequently, cheaper fares
- More availability of bus schedules.
- More bike lanes. More frequent buses. Promote car-pooling. Alternate license number that can park on the street.
- More bus stops
- More buses runs
- More frequent bus routes.
- More frequent bus schedule on Kahala avenue
- More frequent buses
- More frequent buses to the country areas
- More frequent busses and extended hours of operation for east side residents. (bus serve too limited) more sidewalks too.
- Provide more shuttles.
- Regulate bus schedules more closely;
- Sophisticating the bus system. I think that the bus system is good now, but if there's a way to make it even better. Like Keeamoku should have bus stop. No bus stop and also hard to
- There are a lot of hitchhikers and the bus stops could be move to better places. They are in dangerous places. Needs more crosswalks. more frequent in coming.
- Very difficult to get anywhere on island , bus very poor, walk a mile to get to bus, inconvenient
- Windward shuttle, let it go all the way to Sea Life Park instead of ending it to windward mall. Help the Waimanalo residents.
- Accessibility
- Accessibility more busses; lowers number of cars & helps to protect the environment.
- Accessibility more roads
- Accessibility public transit
- Accessibility
- Accessibility - getting around and more convenient, I don't know.
- Accessibility for individual communities; safety improvements
- Accessibility or alternate route to the main freeways
- Add more highways for alternate routes and easier access
- Adequate roads for the communities to get into town
- All of Hawaii, Oahu in particular, needs better accessibility and mobility to reduce travel time on highway
- Allow me to get to the airport. Buses don't stop at airport. If you

need to go on flight, need a convenient and inexpensive way to get there - cabs and renting are expensive for

- An alternate highway giving more mobility to the traffic
- Assessing the needs and the future accordingly.
- Being accessible for people.
- Better access; Kam hwy is one lane because of construction 8:30 to 3:30 Mon thru Fri.
- Bettering the roads and make more accessible to transportation
- Convenience and accessibility
- Convenient for public transportation.
- Dealing with the buses, they should have more accessible routes or direct routes, less transfer routes.
- Designing safe transportation, accessibility
- Easier access to get where we need to go
- Economy needs improving. Easier access to get in and out from work to home. Kailua Kona traffic lights are taking too long. Planning needs to go faster.
- Emergency access road
- Accessibility, hospital connection,
- Focus more on safety and accessibility-safe for people to ride for bicycles and buses on school areas-make road wider.
- Getting people around, more convenient for people who don't have cars
- Getting people from least cost of way and convenient and protecting the environment
- Getting to places easier, than taking long time. Faster routes, quicker and shorter ways to get to place.
- Greater accessibility & potential growth.

- Greater mobility & accessibility. "forget about three lane highways- -Haleakala highway, for instance."
- Having control of how the way people drive. Having access to our beach areas, not taking away the parking privileges at the beach areas.
- Having enough roads for accessibility and mobility
- I guess safety and mobility.
- I think being able to get anywhere in a timely fashion.
- Important to go places easily but safely.
- Inaccessibility from Waianae side; need by pass road or an alternate route in + out; more traffic signals & traffic safety devices; more lanes or alternate routes in and out to metro
- Increasing mobility, coordinating federal funding
- Insure mobility during rush hour
- It would make it easier for people to get to their jobs, make it easier for the elderly, and students to be mobile and not depend on parents, there are no buses here.
- Make everything accessible easily and quickly like downtown
- Make transportation more accessible, get the service more frequently
- Making it easier to get around
- Making less traffic. Accessibility to freeway in order to have less traffic.
- Making sure mobility is at hand,
- Making sure that there is more than one way in and out on accessibility, and poor planning.
- Making the roads accessible and safe
- Mobility and safety

- Mobility by having public transportation like the bus.
- Mobility will help the quality of life and economy.
- Mobility, getting people from one place to another.
- Mobility.
- Lots of traffic in pearl city.
- Mobility; getting to where I wish to go quickly and easily
- Mobility; going places safely and quickly
- More access to and from major roads
- More accessibility and alternate route along Kona coast
- More accessibility into Anahola
- More accessibility
- More accessibility for the physically challenged,
- More accessibility to main roads
- More accessibility. Like making the road more accessible to the handicap.
- More accessible
- More accessible roads
- More inconvenience
- More mobility; reduce traffic
- More organization and accessibility to people. Not enough routes for public transportation.
- More places accessible for handicaps
- People can go work easily
- Probably the accessibilities, more frequent run, the timing that we have to be in the city is not enough
- Providing access to other areas.
- Providing accessibility to the central Oahu area,
- That anyone can access it no matter where they live
- The most helpful in proving accessibility from Keha to upcountry
- To have mobility, and safe transportation to the other side of Hana.
- To make more accessible roads(roads connect better so more routes available)-2 areas h2 freeway and older Kamehameha Highway are limited-there's only 2 roads that connect, want access
- We need more accessibility here in Maui. There needs to be more than one way to get to places
- Working together, for better mobility.
- Allow jitneys to supplement busses; widen roads and bicycle paths.
- Better and roads and highways 4 lanes highways
- Better bike paths and safer for me and children without getting hit by something.
- Build new roads buses wider roads
- Build better infrastructure roads - Haleakala hwy should be a divided highway. Also and alternate access from upcountry to Kihei.
- Build better roads
- Build more highways
- Build more roads and wider ones
- Build more roads to ease holiday congestion
- Build more roads.
- Build more two-way streets.
- Build roads
- Build wider roads
- Building the infrastructure; more lanes on our highways
- By giving us more roads & better roads.
- By trying to build some more roads.

- Connect existing secondary roads to primary roads
- Construct a new highway another route, eastside
- Construct a survey w/ clear objects and better questions. Almost impossible to disagree--one would almost question t/ sanity of one who disagreed w/ the first battery. Respondent
- Control parking; widen roads, make sure cars + motorcycles don't park on sidewalks.
- East side of island roads need to be widened and more warning signs; mainly for safety
- Easy roads. Or more roads.
- Either widen road to decrease blind spot, no parking on the streets at Kuakini.
- Extra highways and improve roadways. Only one little band that goes all along the island. We need at least an extra lane. If a volcano should erupt, there would be a lot of people
- Extra lanes on primary roads; esq.: Kapaa to Puhi and or alternate routs/bypass/contra flow
- I know there are several plans for the roads, widening the roads is good, the north south thoroughfare for Kihei isn't fair, and I think putting in more stoplights is not a good idea
- If they could widen the roads. Four-lane highway is needed where I am.
- Improve and widen Kemoku rd
- Improve drainage on freeways and quality of surface materials to help in adverse weather condition. Widen roads add turn lanes in heavily traveled areas.
- Improve highway safety widen and straighten highways; build new roads and freeway to Kona
- Improve maintenance of roads and widen roads adjacent to the square to allow safer parking
- Improving and widening roadways for safety
- Increase in the lanes to four lanes because of the growth and population, especially in Honokaa. Need bypass road, especially when there is a big traffic slow-down.
- Keep a regular schedule for the old people and we need another highway because there is too much traffic and always backed up in traffic. If there is an accident we are stuck.
- Locally dot and county need to work on the expansion of lane make better employment hours and alternate routes for emergency and the vehicles.
- Make a better road system, lot of work top pages, just two lanes through most of island
- Make more roads
- Make new highways, and roads, without developing the house value-house have to take down
- Make roads that bypass to other roads instead of town only.
- Making bigger roads, getting my kids to school on time, widening the roads
- More access roads in my community
- More highways
- More highways
- More on and off ramps to highways
- More roads in all islands
- More roads in Maui and to improves roads on or in the county
- More roads quickly traffic jams

- More roads, more lanes, free-flow traffic. More back roads, Pacific Palisades example. Public-access road for everyone to use in case of emergency purposes.
- More roads. Traffic is bad.
- More roads. Better roads.
- More roadways, public transportation, & safety. Widen roads. Monorail or busses. More federal funding. More workers paving t/ road.
- More safe express ways
- More safe roads and highways, freeways
- More turn on and turn off lanes.
- Need more roads and highways, more lights on the highway and streets, more community centers for the youths, more payphone on the streets, more jobs.
- Needs more public roads
- New highways new traffic lights getting rid of rough people in certain areas
- Opening the old roads instead of blocking it.
- Put two lanes in some streets, two going one way and two going the other way.
- Road to Manele bay should be widened
- Road widening, more lanes and more passing lanes
- Roads
- Roads
- Roads can enhance the environment by helping people get around quickly & easily. Can enhance the island if they are done right--scenic routes. (gateway beautification).
- Roads widening. Sidewalk safety and signs. Money into reinforcing rules on muffler use ...exhaust fumes. Signs easier to read. Use symbols.
- Should have more highways, two lanes in both directions all the time, not using cones
- So more roads. And plan better
- The Keha, Kula road would help traffic, where is these roads
- They need to plan for more roads. Because traffic is back up for hours. Find new roads.
- To finish the highways by finishing it.
- To have another road from south side to the airport (another hwy)
- To help our community to make our roads a four way or two way or wider
- To increase major highways & t/ number of lanes. Do a better job of planning for t/ future
- To widen the roads. Easier to go places and less traffic.
- Upgrade the existing road system - we have basically two-lane highway close to saturation point. Need alternate routes and passing lanes if not going to upgrade to better highways
- We only have 2 lane highways, if there was an accident, need to re-route the traffic(there would be no way).
- Widen road - more lanes; explore a monorail from Kona to Hilo with major stops
- Widen road from Wailua to Lihue
- Widen road lanai city to Manele boat harbor
- Widen roads
- Widen roads in residential areas, more crosswalks for kids; design roads for greater visibility to avoid pedestrians.

- Widen roads to speed up traffic, add lanes to ease congestion;
- Widen roads, adding more lanes for less traffic.
- Widen roads, guard rails and foundations of roads in Honouliwai
- Widen roads; more streetlights
- Widen roads; synchronize traffic lights
- Widen the roads
- Widen the roads
- Widen the roads nr home depot and adjust traffic signals to lower congestion
- Widen the roads, and make highways that are very safe.
- Widen the roads, building homes but roads not larger, should 6 lanes 15 min to get to freeway
- Widen, repave and correct run-off for Manele hwy
- Widening roads - just two lanes where we are, and not enough stop sign signs, bike lanes
- Widening roads and stagger the time of days off
- Widening street with compromising environment. More public involvement
- Widening t/ roads. More turn arounds--cuts down on t/ number of traffic lights. "lights that are timed."
- Widening the highway or making it safer by planting signals along the way (Keau)
- Widening the roads, lights, more lanes, correct lighting, easy access to were you want to go. Having better time to open up more lanes for busy time. Bus services on the island, le
- Wider roads
- Wider roads, more lanes, more safety signals
- Wider roads, railings for safety
- Widen the roads.
- "improve our roads. It really has to improve."
- "resurface t/ roads" keep up t/ roads
- Add more lines on the road.
- Better roads
- Better roads
- Better roads street lights more stop signs
- Better roads and more roads and bike paths where we live.
- Better roads. I.e. two lanes that shortly merge into one. Widening bridges & then merging to one lane--makes no sense.
- Better roads: Kapaakea to Kaunakakai
- Better rods more boats
- Better routes and roads
- Better safer roads,
- By making the roads, better coordinated and planned - the on and off ramps need to be worked on better planned.
- Control energy prices; encourage more auto repair facilities; road main
- Emergency access impossible in some area unimproved roads or obstacles; need off road ambulances!
- Finishing bypass roads
- Fix potholes. Visibility at stop signs.
- Fix roads
- Fix the potholes, especially some roads in Kalihi. They should schedule roadwork for the evenings, especially in the summer, when kids are out.
- Fix those potholes.
- Fixing potholes.
- Fixing roads

- Fixing t/ roads. Too many potholes particularly on the main road.
- Fixing the roads
- Fixing the roads. Make more sidewalks
- Getting t/ funding for roads. Greater public involvement. "bring in more 'think take people' to give state more advice.
- Highway guard rails; Manae - east end of Molokai, also walls and telephone poles too close to highway
- Hold meetings on transportation planning; better road maintenance
- I guess having the potholes fixed as soon as possible, get ride of some cars, less cars in Hawaii because we can't keep on building roads.
- I think the roads are bad and confusing especially in downtown.
- Improve harbor & roads.
- Improve harbors, road maintenance;
- Improve road quality to accommodate growth
- Improve roads
- Improve roads relieve traffic congestion
- Improve roads esp.: Kaluakoi, Halawa rd
- Improve roads for safety
- Improve roads. Put railing in places where they are needed, not where they are not needed. (Kalo between the halfway bridge & Kalu junction.) Beautify the countryside. Do a be
- Improve the condition of the roads; coordinate transportation improvements with other communities
- Improve the roads
- Improved roads
- Improvement on existing roads, more accessibility and no more traffic light
- Improving on roads.
- Improving roads and better access to diff parts of the island
- Improving traffic flow. "nicer roads. Pave the roads the roads more often.
- Increase road maintenance and sidewalks are needed
- Just keep up the roads
- Keep road well maintain obey rules
- Kilwaha: working on the road and they do not seem to know how to handle it. The flag people are not trained properly.
- Light rail that is accessible.
- Light rail.
- Lived in Kihei for many years and roads are bad
- Maintaining roads & highways. Bike paths. Expand runway.
- Maintaining the roads and keeping it safe
- Make sure roads are safe with minimal amount of cost to function in order to make taxes lower.
- Make the roads better
- Make the roads safe
- Make the roads safer
- Making better roads for safety
- Making sure that the roads are well maintained - road markings could be better - that they are there and straight and not confusing, extra attention toward road quality in towns -
- Maybe needs improvement on the roads and most people don't have car, so a bus system would help.
- More frequent road maintenance; lot of road work leaves rut
- More road improvements to keep up with growing population
- Need money to fix the roads in Maui.



- Our roads are in deploring conditions and need more bike paths roads.
- Pave my roads
- Pave roads.
- Pave the roads the private roads to help emergence vehicles
- Paving rd on Kamehameha hwy btwn Kaunakakai school and hotel Molokai
- Paving rural areas. It would safe a lot of people in my community and on car repair and it will also help in accessibility and flooding
- Plan now for restructuring roads
- Refinish roads,
- Repair the roads, make the communities nicer and safer. Get rid of the round about it is waste of money.
- Repave the roads in lanai city
- Repaving in Kapaakea area and Moomomi Ave.
- Resurfacing on roads on Molokai
- Resurfacing roads for Molokai
- Road construction in recent past is great
- Road improvement
- Road improvement to lessen the traffic
- Road improvement,-wider, fixing them
- Road improvements, fix up the potholes.
- Road maintenance should be done on off-traffic hours.
- Roads are really bad. Fix the roads.
- Spending more money on roads
- State and county work together to maintain the roads
- Straighten roads to eliminate blind spots and reduce accidents.
- Survey - to all the kinds of transportation, like roads. Make plans for the roads; some roads are not good. Conditions of road not good - too rough
- Take care of the roads
- Ten people in my town, I don't know. We just have bus and airport, not an issue. Only way could improve highways. Fill potholes. Some places need extra lane and few places need
- There's no real public transportation in Maui. Needs public transportation. Terrible highways.
- They should improve the roadway, and we need a lot of patrolling around the areas, for example in Kaimuki.
- This is isolated place - road improvements needed. Lots of tiny roads. Some places not even two lanes. No public transport. I don't need it myself but think it might be desirable
- Upkeep of existing roads.
- Up keeping roads
- Work on the roads .
- Additional routes for traffic in and out of Wahiawa.
- Alternate "road way for farm equip"
- Alternate routes for traffic esp. nr McCully bridge bottleneck
- Alternative to help people with cars and to help the environment
- An alternate or by-pass road for use during traffic jams and accident/natural disaster problems.
- Being able to get to places quicker & more easily. Have fewer cars & more busses. "not to have construction in smaller communities."
- Better quality of road surfaces and more alternate routes between communities

- By-pass in Paia. "be more concerned about protecting t/ environment."
- Bypass road at Waimea town
- Bypass road in Waimea more parking
- Bypass roads driver education
- Create bypass road to lower congestion for town bound traffic; alternate routes
- Develop infrastructure good roads on west side alternate roads
- Getting to work on time.
- If you have to go the airport, the roads are closed if you live in west Maui - some kind of bypass to get the people to move.
- Improve alternate routes to lessen traffic congestion
- Less stress on driving by creating better traffic routes
- Less tourist, less cars on the roads, better planning, bypass roads that go thru towns
- Making a shorter route
- Making sure all gets to their destination safely. More alternate routes.
- More alternate routes
- New routes in Aiea
- Open bypass that was supposed to be opened eight months -- why not open, laughing stock in community, Koloa bypass not open and nobody knows why
- Open up the back roads for emergency, find other roadways.
- Over pass or underpass to move traffic along
- Permanent bypass road for Kapaa; bike paths in Waipoli core and metro Kapaa areas
- Providing alternate routes
- "support our more mature residents get around." "I don't see a large demand for public transit on lanai."
- Actively listen to people in the community when they make suggestions and consider their suggestions from a resident's point of view.
- Agencies working together. Public input.
- Agency public and community work together to develop better solutions and ideas and have balance budget
- Allowing more public dialog into the planning process
- Ask the people in the community what the problems are, economy grows the everything grows
- Asking community what they need
- Based on community environment, improve the bus system.
- Being able to commute better.
- By community working together,
- By listening to the ideas of the communities and acting on their ideas and not just agreeing and actually doing it.
- By public involvement. People would find out which one is priority. Each member of the community has a voice to be heard.
- By working together so that everyone has transportation
- Community input
- Community involvement for neighborhood meetings are important - they know exactly what type of transportation goes on in their neighborhood.
- Community involvement; community master transportation plans

- Community involving
- Conducting meetings in t/ community, & use t/ public input.'
- Conserve a lot of energy by not constructing projects and then tearing it out and redoing it later. Would like more communication with community. Open public forum like town meet
- Everyone working together
- First of all, talk to the community, get the community involved.
- Funding, community involvement as far as planning.
- Get input from grassroots and have the information intergraded into the future plans
- Get the community involve with the problems that we have
- Get the people involved
- Get the public involved, too much "red tape", how the streets are constructed like one way in one way out,
- Getting community input.
- Getting community involve. Find out the needs of the community this is the best way
- Getting input from the public.
- Getting involved in planning. Making sure everything is safe
- Getting the community involved; helping us make use of the system
- Getting the community more involved
- Getting the community to get involve.
- Getting the public involve or input
- Getting the public involved
- Getting the public involved and getting the peoples opinion.
- Going to others and getting their ideas
- Have a big public meeting to get residents input on planning improvements
- Having input from community.
- Help people to understand the island. And drive safe.
- Help the old people get around.
- Hold more public forums & education through t/ media, so that citizens can become more involved in the political process. Allow ample time for t/ citizens to prepare.
- I guess trying to find out the needs of the community is in regards to the entire picture of the whole city or the state.
- Ideas from people, need safety protection
- If they would have more meetings for the communities to be involved for actual planning.
- I'm focusing on sustainability while educating and involving public in planning process.
- Involve the community in planning
- Letting the public decide what t/ priorities in their community. Add mass transit on Kauai. Improve roads--too many potholes. Instructions--or training--for drivers. Drivers do n
- Listen to public concern.
- Listening to the public input
- Make sure the community is aware of things like hearings etc.
- Meet with people in t/ area & inform the public regarding changes, particularly if it deals w/ private property.
- More community input better traffic patterns cheaper fares, interisland fares or subsidies
- More meeting and more auditoriums.

- More public input
- More public input!!
- More public involvement,
- More public involvement, hold more meetings, people can say what they feel.
- More public knowledge
- Need to get public involved, work on the one that needs work. Make sure have proper funding before get started. Make sure they do not destroy anything in the environment.
- People should get involved in planning effort - go to public hearings to see how changes will affect their, but people don't want the time. Can improve the economy because if Tran
- Public hearings in the community.
- Public input
- Public involvement. Public needs to be involved in the planning.
- Public involvement
- Public involvement and good coordination of agencies tied in total community plans to ensure quality of life
- Public involvement and input
- Public involvement, more people to be involved planning transportation.
- Public involvement.
- Public involvement
- Public involvement. Protecting t/ environment.
- Public involvement
- Public meeting . To repair road.
- So people could work together.
- Teamwork, help each other
- The involvement of people
- To involve the public, and in the safety in the environment, decrease traffic on the highway, need busses for public transportation.
- Working together and involving the public
- Anticipating the growth the population.
- Better information on road construction to public. Public needs to be notified in advance.
- Everybody needs to know they give out a little and receive a little, if everybody wants to be stubborn we get nothing good, everybody has to work together. Roads cannot be in bad
- Follow up on plans and let the public review it.
- No comments
- Tell public what's going on
- Aiding senior citizen transportation
- An extra bus for seniors
- Because we live on Kauai, elderly needs more and better transportation that they can rely on. Lot of elderly need it, as well as people in financial bind.
- Better elderly transportation alternatives; increase bus frequency; need shelters and more stops
- Bus for senior citizens
- Considering first elderly, disabled, special students and school children.
- Help elderly get around
- Improve transportation for elderly an non drivers
- It will help the economy of the individual, retired people can move around in Maui.
- More public transportations for seniors
- More transportation for elderly more accessible and safer
- No public transportation so we need some public transportation. Provide transportation for people with special needs. Better roads and bypass roads.

- Not sure, people with disabilities, when they call and not make it in time, driver come and not see them then they would have to call again
- Providing better transportation systems for the needy, and at the same time protect and have it safe for the people.
- Public transportation would help a lot of retired people. This would limit so many cars on the road. They need a better way to get around.
- They should always have buses for the elderly and those who do not have private transportation.
- "protecting environment" do not expand airport maintain all t/ roads.
- Make aware the community of the pros and cons sides of transportation issue. Our environment is the most important resource we have here in Hawaii and if we are not careful on what w
- Better places for old people to wait for buses
- By spending the money on the right things. Taking safety mobility and protect the environment in consideration.
- Environmental concerns and safety are uppermost importance. Stuck in traffic jams a lot. System of auxiliary roads or roads that can carry the greater traffic we have now. Bike
- Everything should evolve around the ecology and the environment.
- I guess making things as simple as possible, keeping safety high as possible too.
- If everybody can be more careful or less speeding in Waianae than we will have a better environment and safer.
- Just to make ecological and hate to see children in pollution
- Keep air clean
- Keep highway clean,
- Preserve environment, reduce the number of cars, and stop making roads, design more questioner that are more intelligent
- Protect environment
- Protect environment and cultural sites
- Protecting the environment
- Protecting the environment
- Protecting the environment by having efficient transportation systems
- Protecting the environment.
- Protecting the environment-strict control of any waste material and pollution- government agency or state agency or expert in environment field to testing water, air to be sure com
- Reduce pollution, and meet the mobility needs of people.
- Supporting the environment
- The environmental and the economy
- All around safety is most important. The fare should be better for handicap people, special privileges for older people and elderly people and children.
- Focus safety issues.
- I like that we have a bus system, it is great when you don't have a car, concerned about safety, people not using street lights (signals) correctly. Traffic is slowing, need more
- I think that safety is most important because there are so many accidents. People need to be more educated on safety.
- Improving the safety of the roads in Kona,
- Increasing safety

- It can help it to be safe especially on the roads. By having more driver-checkpoints, and enforcing traffic safety.
- Keeping it safe. Secondary routes.
- Keeping our roads safe.
- Keeping the roads safe and in good condition and cleaning up the wash.
- Keeping transportation on time and safety
- Making sure safety is foremost
- Making the roads safer,
- Making the roads safer, making it run smoother by expanding/planning the roads.
- Making the transportations safe to get where you want to go in a timely manner.
- Needs to improve more safety
- Plan for safer transportation.
- Planning for safety
- Safe roads and the upkeep of the roads
- Safer bus stops
- Safer environment-remove potholes, kids have to watch at pedestrian crosswalk, more bus routes on Kam IV road and bus should arrive every minute before and after schools #7.
- Safer roads and more signs, better night illumination, roads free of debris and potholes
- Safer roads, and a bus transit system,
- Safety
- Safety safe left turns road upkeep being in tune with changes and increased traffic
- Safety and accessibility.
- Safety and environment.
- Safety and mobility
- Safety and mobility. We want to make sure that traffic moves but also ensure safety.
- Safety and protecting the environment.
- Safety and public involvement
- Safety around schools widening Mamalahoa hwy
- Safety first...more traffic signals, more police on the roads to help lessen accidents.
- Safety for community and environment
- Safety improved
- Safety in highways-LikeLike highway(bump on road)called and they said would not do anything.
- Safety too much accidents
- Safety, protection of the environment, and planning.
- Safety, quality of the environment.
- Safety, mainly
- Safety. More stop lights on crossroads.
- Safety; one way to get in and out of my community; need other routes
- Safety--improvement of roads.
- Safety & protecting the environment. Protect against ponding
- Safety most important.
- Safety
- Safety first
- Speed bumps in Hawaiian homes. Lots of kids speeding. More security or citizens watch.
- Speed bumps, terrible
- Speeds bumps, safer roads, controlled speed limits, paved or asphalt roads in areas that need it.
- Study the community first where needed most
- The safety issue.
- They need really reliable and safe transit it will be good for everyone

- Agencies and business schedule work hours differently. Change the time and it would help traffic.
- Avoid traffic
- By improving traffic situation. Additional mass transit, trains from leeward to downtown; restrictions on personal vehicle use in downtown.
- Clearing up the general congestion everywhere
- Decrease the traffic and the parking problems. The new short track trolleys are in term solution to lower traffic volume.
- Decreased commute time, spent less time on the roads and less construction on the roads.
- Enforcement of speed limits
- Handle school traffic
- Help the back up of traffic, stop the cones so we can have two
- Hopefully stop traffic problems, decrease pollution and get
- Improve the flow of traffic. Something to relieve the bottleneck areas of our roads or highways.
- Improve traffic
- Improve traffic flow through Kapaa during work hours, by-pass and contra flow are working but cones being hit seem to cause problems
- Inadequate infrastructure for the traffic problems
- Keeping the traffic flowing
- Less traffic jams in evenings
- Less traffic, too much cars cause pollution.
- Eliminate the congestion and help it flow a little.
- Looking ahead more since the island has grown more and there's more people and less roads into the community. Plan better around the school. Congestion is really bad.
- Making the highways so that traffic can flow smoothly.
- Minimizing traffic jams here in Hawaii, better traffic management is needed here in Hawaii.
- More people should use the bus and less traffic. Too many cars on the islands. Or limits the amounts of car per family.
- Not much traffic, better transportation and cut down on air pollution
- People need to drive more careful they drive recklessly
- Personally the traffic
- Saving time in transportation.
- See them enforced speed limits.
- Speeding on side roads, traffic islands to slow down traffic, cameras at intersections more effective, speed trap cameras
- The traffic. I don't know
- Traffic
- Traffic is the worst thing right now. Also, construction plan way ahead of time instead of doing it all at the same time in different areas.
- Traffic jam, fix the bridge, jam needs to fixed
- Traffic on Kauai is bad, need better roads - four lanes rather than three contra-flow; only superhighway was at shopping center and immediately caused death of child - need n\better
- Traffic problems to work and evening
- Work on reducing traffic congestion
- Working on t/ traffic problem. Get rid traffic lights. "the more they put in, t/ more hassle it becomes."
- Agencies all need to work together with foresight of future growth

- As long as the agencies work together
- Better planning on construction on all island
- Comprehensive plan that coordinates all dot agencies; air travel Molokai to Maui prevents getting service providers to all 3 islands within Maui county
- Coordinate spending don't have spending deadlines that waste money
- Coordinating the efforts on actives, such as working on the roads as to repairing, and the water supply etc,
- Coordination of various transportation agencies and other agencies
- Efficient coordination to avoid disruption
- Get projects done in a timely manner, within a year not 20 years
- Getting all the agencies to work together, projects take very long because the local utilities companies can coordinate their plans, to improve efficiency.
- Hold to schedules. Don't take as long as it took to put h3. Stick to the decisions that are made.
- If they could somehow limit construction. Constant construction windward side. Difficult to get around. I know some of that is necessary but there must be somehow to make it less I
- Just by making things work together, that what you plan to do is not being re-done. Reduce waste - see many times doing a project where they do a project and then several months
- One agency only having responsibility
- Over all planning between different depts. should be better coordinated
- Pay maintenance work on a timed schedule--too neglected. Spend more money to do better maintenance.
- Statewide agencies cooperation
- Stop planning & start building infrastructure to handle increased traffic flow from condos and subdivisions; limit growth till local infrastructure can handle; spend too much planning
- Stop planning and start working. The question for the dot are too vague and the answers could be used incorrectly, respondent doesn't have clear choices and can't indicate what we
- When get funding use it not two years down the line, keep funds and do it don't hold off on it
- Better planning on transportation
- Better planning for traffic flow bicycle paths alternate transit build concrete not asphalt roads near shore
- Better planning would solve road problems
- Better schedule
- Better systems
- Controlling traffic
- Coordinating the traffic lights here on Oahu, controlling the traffic flow.
- Eliminate bureaucratic squabbles and focus on a goal
- Fact finding before setting policies and plans
- Find a better solution for rush hour traffic, so it doesn't take to long to get to work from Waipahu.
- For all the people doing the planning, have better communication
- Fulfill plans that are already made



- Get facts and plans down. Before starting a new action.
- Good planning
- Good planning will save money
- Good planning.
- Have plans that are implemented. "don't wait until you have many deaths, & then decide to add a traffic light" on cite visitations. "be available @ neighborhood board meetings; don
- I think if it's planned properly, the needs of individuals are better served, especially diverse methods of transportation, lots of cars are on the roads in Kauai, people should ride
- In the coordination of all plans for transportation
- Long range master plan; halt haphazard planning
- Long range planning and letting the public know what is going on.
- Long-term goals rather than short term solutions.
- Long term planning
- More consistent and planning on roads
- More should be planned and spent in the Kapaa area. Widening roads instead of contra-flows
- More well planned safety signals during certain time traffic flows
- Need better planning to ease congestion and create additional alternate routes to control traffic flow better
- Need to plan better
- Plan ahead safety second
- Plan o\in advance rather waiting too late, always behind by ten years, no improvement since 20's, traffic is horrible over here
- Planning needs to be more thought out as to actual results vs. hoped for results.
- Poor planning in roads, empty cars from the roads, too many cars
- Proper planning of the communities.
- Put together a workable plan and execute the plan
- Reduce congestion on the roads.
- Reduce traffic, build necessary roads as population demands. Suggesting rapid transit and alternate roadways.
- Reducing traffic
- Reducing traffic,
- Reduction of traffic-better public transportation (bus, vanpools, carpool together).
- Should observe traffic patterns, establish a hotline for traffic problems
- Signal lights need to be synchronized.
- Signals lights synced,
- Special care, special planning, special forethought for pedestrian, pedestrian safety and mobility, with enforcement of traffic regulations to drivers. Futuristic outlook to see
- Speedup process between planning and starting projects
- Stagger working schedules to reduce congestion; make mass transit comfortable fast and affordable
- Staggering working hours everything in one area making everyone working and going home at about the same time, 8am-4pm
- Stop spending money first get organized

- Synchronizing traffic signals for smoother traffic flow
- There's a lot of construction going on at once, it hinders accessibility - plan things better.
- They should plan more . Put more funding
- To determine where big traffic needs are and do what needs doing
- To relieve traffic. Improving public transportation system. Adding bike & surf racks on busses. Add stops. If you could take a beach bag and surf board on t/ bus it would make a
- To solve the traffic problem.
- To stop the problem that exist in Nakipaa traffic the city
- Transportation planning should be intergraded with growth planning, for safer and expanding roads and highways
- With proper planning, provide a more efficient and more economical transportation.
- Making sure that resources are being met
- Need to decide what's going to happen and what's not going to happen. One committee
- Decreased dependency on automobiles.
- Get less cars of the street
- Having enough infrastructures to support t/ number of vehicles we have. Preference to regulate t/ number of vehicles.
- Limitation of the number of vehicles allowed on the island. Keeping the roads in good condition, the maintenance factor, limiting and keeping the roads in good shape.
- Limited the cars on highway
- Our problem is too many vehicles on our state, too many traffic and too much congestion.
- Reduce amt of cars and traffic - possibly reduce rental cars availability
- Reduce the number of cars on the road. Make it easier to get to t/ main lines. Provide whether proof shelters. Give incentives for riding public transit. Give free passes for
- To minimize cars per household, too many cars on the road Monday through Friday.
- Too many cars--too much traffic. Provide trolley. More frequent service & later hours for t/ bus. Light rail.
- Adequate street lighting especially from airport to Kaunakakai
- Better lighting
- By getting the intersection lights - better planning on traffic control.
- Get the traffic lights synchronized everywhere
- Live in a small community; would like to see more street lights
- More signals
- More traffic control devices like stop lights; widen roads
- More traffic lights especially in the Waikiki Kapahulu area where congestion will be a problem. More pedestrian signs to discourage speeders.
- Need a traffic stop light on the main road where I live, lots of accidents
- Need traffic lights
- Putting a stop Costco, that would keep the road safer in the Kona area
- Take out some stoplights.
- Too many stop lights in a short distance
- Traffic control signals

- Traffic light btwn Rollins Chevron and BOH
- Traffic light in Kaunakakai, Kamahameha hwy and Malamalama St.
- Traffic lights in Kaunakakai
- Traffic signs are needed more in Lahaina, more stop signs are needed too.
- Bike lanes and noise control for traffic
- Bike paths, bigger bridges, need extra lane going down to Kahului from uphill. Need another road from Kula Kai to south Kihei.
- Do not have bicycle paths in the community, safe in the neighborhood, have install stage 3 engines for airplanes, because I live next to the airport, quietness of the airport.
- Make bike and walking/roller blade or skateboard paths
- More bike paths
- Pay at the pump to encourage mass transit usage. When building a highway, they should treat communities the same, should have more bike lanes and charge the out of state senior citizen
- Should have more access on bikeways and maintenance on roads. Keeping the lines painted and pot holes to makes it safe to drive.
- Carpool
- Carpooling
- Reduce driving age for elderly, prevent drag racing on freeway late night. More carpooling, public organization
- With population growing, the traffic flow is greater, and inevitable solution is more roadways. More carpools and buses and public transportation and more hours offered, earlier a
- Cheaper bus fares
- Don't increase bus fares
- Lower the bus fares,
- Standardize road sign heights and repaint road (dbl white lines)markings
- By insuring that all parts of the island have equal priorities. I.e. Hilo should not automatically get the money (funding).
- Help economy
- Keeping cost down.
- Need more money and get more buses Kauai
- Put more money into planning.
- Spend more money to improve the big island bus system.
- Supporting economy
- Supporting the locals.
- They should think more of the people and the economy.
- Would help economy
- Better side walks.
- Need sidewalks. Have to walk on streets when waking my toddler. Not maintained well enough.
- Quality of life, for people who don't have cars can get to work, sidewalks on the roads for tourists on the roads, have bike paths.
- In our area parking is not enough. Making sure people can go to work on time than spending time waiting for transportation. Because in areas where there's a lot of high-rise.
- Increase parking;
- More secure parking and greater parking availability
- Bus routes are fine right now.
- Bus transportation and waiting facilities are currently in good shape.
- Every thing if fine
- Good where she lives

- Hard to say, I live on good roadways - not problem, the problem of some others. Can't think of any.
- I'm fine with the transportation system
- No changes for Molokai
- No complaints comrade leader
- The transportation in our community is okay.
- The transportation is good right now. To have frequent pick-up , it seems to have crowded during rush hours.
- They're doing all right.
- They're doing good.
- Transportation is fine now have h3
- "get rid of t/ head of t/ transportation dept & get someone in there who knows what he's doing!" panel made up of contractor in a field other than transportation & Hawaii's cites
- Any improvement will help
- Bathrooms in public parks are very dirty and need to be fixed. Do we have a public bus? We don't need to spend money for buses or public transportation. We need children's pal
- Be responsible and have common sense
- Be sure that the quality of life is maintained.
- Better quality of life
- Bring down the gas prices. People have hard time with gasoline. Not everyone can take the bus.
- By actually doing it instead of just planning it.
- Coordination so don't waste money in having to come back to do a project do it right
- Deter people breaking the law, not pay attention to what they are doing when driving
- Don't build to much highway
- Ease of travel in peak times different schedules etc
- Eliminate the shipping monopoly
- Fire Marilyn Kali put someone with foresight
- Fire public workers union
- Fire the highway department and get another one.
- Fixed rail system Ewa beach to downtown Honolulu
- Get politics out it
- Getting work done faster. "sometimes I think it takes too long" acting quickly on repairs.
- Harbor quality. Goods imports. Bad weather prevents.
- Have it readily available.
- Have public call to have them picked up.
- Having programs for the elderly and children meanly the elderly
- Hire private sector to do work
- I live in small community. There is one store that runs on a yearly permit. Business can't make plans to invest. Need more businesses like gas stations in rural areas to reduce
- I think its not going to benefit all people
- It improves your life to some degree.
- Laws don't apply here & are not enforced.
- Lengthen runway at airport
- Looking into the future and realizing the decision. For example the cone
- Maintaining qualities of different areas as they are-not increase

traffic areas-not using residential areas as thoroughfares.

- Make government workers work later
- Make it possible for us to make it to point a to point b. Transportation is important.
- Make sure all vehicles are insured. More police presence.
- Making sure infrastructure repairs are properly coordinated to avoid excessive congestion
- More competitive airline access into Molokai
- More effective enforcement of traffic laws; stricter driving tests.
- More wise in studies that we do-monorail in Aiea to university-steel on steel is a mistake, other materials could be used, more conducive to environment-salt in air causes rust; elect
- Most be a move away from standard answers a fresh approach
- Move ahead without getting bogged down in politics
- Move the state capitol to kauai
- Moving everyone around
- No traffic jams, safety, everything is including in the whole survey.
- Not make any more roads
- Not rent as many cars. Put in a monorail.
- Only one road. Accessibility in and out of town.
- Our community needs to be paved
- Our lands and ocean views should not be obstructed example bud, Kohala coast should not be obstructed and be preserved. Buildings should not be taller than two stories.
- Park and ride facilities on the windward side

- Park and ride for fixed rail system to town
- Planning takes time and has to have qualified people to do the job.
- Preserving the quality of life
- Preserving the quality of life.
- Prevent gridlock during disasters
- Provide jobs
- Providing more or different or mans transient
- Put a fee or tax for more than one car owned in a family, too many cars on the road.
- Quality of life
- Quality of life
- Reducing the number of visitor traffic
- Ride to different places to work
- Right now we have little problem transporting a lot of people, lot of people don't know what they are supposed to do. They say "how come I don't see that bus any more?" lot of them
- Roundabout traffic pattern fronting BOH in Kaunakakai. More flights to and from Maui to Molokai
- Stagger highway projects
- Taking advantage the money for our transportation
- The transportation dollars are not being put to good use.
- To get qualified people in office, cooperation of one department with the next department
- Use common sense for where to park or not to park or when and where to turn and not to turn.
- Working
- You keep Kalakaua 4 lanes

**What do you see as the most important way that transportation planning can help all of Hawaii, not just one community?**

- Have monorail system: 1-rail service, 2-more busses.
- A light rail system that travels around the complete island walking only places....and bus transportation created so that one can land on the island and not need to rent a car. Also stricter enforcement of the traffic laws. More people increase
- All transit needed to the public
- Better public or mass transportation.
- Build a subway system
- Build a train station
- Build a train system around the island
- Build mass transit systems for neighbor islands to allow people to get around on neighbor islands
- Build monorail from Waianae to downtown
- By making public transportation to all the people not only Honolulu.
- By working more on alternative modes of transportation, getting or encouraging people to do so, but making it safe also.
- Car pool
- Car pools for every area
- Carpools and alternative fuel vehicles
- Carpools. Park & ride.
- Comprehensive mass transit--efficient.
- Connect all the islands other than airplanes - boats, expand island air, and travel throughout islands freely and easily without the great expense like now.
- Coordinated and economically (for users) inter-island transport system. I.e.: a ferry system
- Coordinated public transit buses to airport
- Coordinated so it help everybody, wish they have a boats between the islands
- Create trolley system to encourage use of public transportation
- Cut down on air pollution, less traffic by better public transit system.
- Dependable public transportation
- Dependable transportation public that is...
- Develop public transportation.
- Different departs stop bickering, need mass transit, ban cars at high school, single pool, use public transport
- Effective hydrophilic system, for Oahu and neighbor islands commutes, buses to transport people from hydro to town,
- Efficient public transportation. Better planning on future means of transportation, plan for more different transportation, bike paths need more space, more lanes for every type of vehicles. More innovative solutions on traffic problems
- Electric trains
- Encourage people to take public transportation and that it is safe to use. Make them more frequent to come.
- Encourage use of public transportation. Use an ad campaign to increase rider ship
- Excellent transportation in Honolulu, satellite bus system - smaller areas to get larger bus, transportation in rural area, too

many cars traffic jam, 15 minutes at one stop light in peak times

- Expand public transportation networks to increase use of same;
- Explore new transportation
- Find some way of getting less cars on the road, more people using public transportation or car pooling
- Find ways to move people economically. Mass transit
- Fixed rail. Controlled growth of metro areas; more ferry service between islands; no rampant freeway growth. Must control environment, as it is why the tourists come. They don't see Hawaii just huge hotels in Waikiki, etc.
- Good transportation and good favors.
- Good transportation systems help benefit visitors and local residents; boost tourism encourage tourists to use them and have the additional taxes they generate pay for it
- Have a more sufficient transit service on the other island like and Maui and improve the bus system on Kauai.
- Have excellent public transportation.
- Have some kind of express-shuttle to help ease traffic. Not to raise bus prices, keep it reasonable.
- Have transportation for those who do not have and for the elderly and not always to rent a car. Making sure that the buses are safe as in getting to the stops etc.
- Having better public transportation
- Help our children, there's no bus system to take children here and there and no bus system to take children to their after school sport activities.
- Honolulu has way too much, Kona hardly has anything. There is no public and frequent public transportation here in Kona.

- How to use alternate transportation vehicles or system rather than automobiles. Electric cars or like "bumper cars". Put consultants and diverse viewpoints on the transportation planning board to make sure that innovative ideas are presented.
- I think they need to do more incentives - get involved with a car pool program for example.
- I think they should look at creative public transportation.
- If the complete state had busing. More public transportation.
- Improve public transportation to decrease automobiles
- Improved public transit systems; broaden networks and increase runs to make more accessible
- Increase in rapid transit, more available roads to move places.
- Increase use of public transit
- Increasing use of mass transit, carpools, fixed rail trains, busses etc. Plan for future expansion \*now\*, don't just study it!
- Infrastructure of other islands that do not have what Oahu has now like bus transit.
- Inter island travel
- Integrating all transportation systems to work in conjunction with each other
- Interfiled ferry;
- It would be nicer to get around with more transportation.
- It would enable us to accessibility to the different islands.
- Less cars, better public trans. Make subway, rail system (overhead),
- Light rail systems for public transportation; expanded bus service on neighbor islands;

small boat harbors need maintenance

- Limit amount of inter-island ship cruises
- Limit new immigration until transportation sys have enough capacity; create more carpool lanes, get employers involved to create carpools and offer employers incentives, offer tax breaks to parents to have their kids use public transportation.
- Light rail.
- Look into getting subways
- Maybe, some kind of mass transit so more people don't have to use more cars in town. Or something similar to subway in the
- Make a train station
- Make it easier to get from one place to another--interisland. (ferry).
- Making more public transportation and easier routes to get around the island
- Mass transit
- Mass transit (build more public transportation systems and expand use to outlying communities) and require carpooling
- Mass transit from Kona to Hilo, or freeway, better bus system that has a more convenient schedule to go to work
- Mass transit get rid of the cars
- Mass transit systems on all islands;
- Mass transit. Bus or type of system.
- Mass transit
- Mass transit or more buses
- Monorail and carpool
- Monorail system from Kapolei to town spur line to Waianae to help eliminate congestion.
- Monorails or subway to decrease traffic on the street.
- More airplanes and ferries

- More economical interisland transportation system
- More public transportation
- More public transit
- More public transit from core metropolitan areas to outlying areas and on neighbor islands
- More public transit in outlying areas publicize bus system and bus stops
- More public transit increased use of busses; alternate routes for drivers
- More public transportation
- More public transportation
- More public transportation being available, more areas running more often, road development protecting nature.
- More public transportation that is more accessible to the public.
- More public transportation to cut back on private vehicles
- More public transportation.
- More public transportation; limit private vehicles
- More public transportations
- More public transportation
- More transportation alternatives
- More transportation and go where u wants to go.
- Need deep draft harbors and more tugs and support craft in support of cruise ships; prepare transportation plans for unusual contingencies.
- Need more use of car pools in morning
- Need shuttle from lanai to Oahu by boat.
- Other alternatives in transport bike paths, ferries and trains.
- Outer island bus or public transportation more needed, right now buses are in large outer



urban areas exam place that takes more than half hour to and from Honolulu and more frequent buses for the state of Hawaii.

- Park and ride facilities for express busses to get around and relieve congestion; cheaper interisland travel (no specific ideas)
- Plan different ways than focusing on roads. Like railroad train.
- Planning for trams trolleys or train systems to help move people around linking all islands
- Probably a transit for all the islands - around the island from one point to the other.
- Public transportation on other islands. Maui has none
- Public bus availability.
- Public transportation
- Public transit for t/ outer islands. Goals listed in survey should be of equal value.
- Public transpiration
- Public transpiration
- Public transportation
- Public transportation
- Public transportation
- Public transportation and mobility
- Public transportation for the entire state
- Public transportation more accessible; esq. System on Oahu
- Public transportation system for all of Hawaii. Not just on
- Put a monorail system in the islands.
- Putting shuttles running to main streets shuttles should be free
- Rapid transit
- Rapid transit system for t/ tourist industry other than rental cars. Solar powered autos or electric autos.
- Rapid transit system.
- Reliable transportation system and convenient

- They can get a better statewide transportation system on neighbor islands.
- They should have a train station
- Tie in all transportation means better mass transit
- Trams or rail. Build a bike trail next to roads & highways.
- Transit system, car-pooling.
- Transportation use bus fine
- Treat each municipality equally. "It should depend on t/ number of people." Transportation should go everywhere.
- We need to rely more on car
- Work on roads. More transportation
- Better bus system, park and ride
- A bus system would be very helpful for people on the islands and especially for the tourists.
- All islands should have more buses like the island of Oahu. More public transportations...keep cost down
- Bus and rapid transit
- Bus system or some needs of system
- Bus system planning routes
- Bus system--handi-van for all t/ islands. Bus routes to t/ airport.
- Bus transportation
- Buses
- Buses for every island, to make fewer cars on the road, more public transportation.
- By considering alternative methods of transportation, bikes and buses.
- Can help about in tourism, especially tourists and hotel workers. Bus service is a good example.
- Continue on focus on the bus to make it better. Keep the roads in

good shapes to make it easier for smooth ride.

- Expanding bus services
- Extended services on the bus systems
- Get better bus transportation
- Getting efficient buses where little buses going to small communities and big buses going to big communities.
- Good bus system on Oahu. Better the accessibility to the beaches
- Have bus services on all islands
- Have special cargo areas in busses servicing shopping malls or grocery shoppers to safely keep grocery bags out of the way.
- Have the bus service run longer in areas that are rural and give more express buses in isolated areas
- Improve all the roads, get Maui a bus system!!
- Improve secondary roads. Improved bus systems in outer areas
- Increase t/ number of busses & 24-hour service.
- Make more buses
- More allow more buses. I think that this island should have more buses
- More bus systems Hilo hardly have any system
- More buses
- More buses and schedule....
- More buses going to destinations then more people would ride on buses-all bus routes especially countryside Waipahu, Makaha and also rural ones.
- More buses in all areas
- More buses less cars on the road
- More buses on the outer islands that don't have that service
- More buses running regularly
- More buses to go through every street.

- More busses.
- More efficient bus systems on all of the islands at least on Maui and on Kauai, bike paths and sidewalks are needed.
- More express busses, or monorail, which would lessen traffic.
- More frequent buses, routes, no roadwork in peak traffic hours, more express buses
- Must have punctuality in transportation to avoid disappointing tourists, military, etc. Improve schedules and increase frequency of busses, etc. Increase efficiency of public transportation.
- Need busses.
- Need more services in areas where there's no service. Are they planning on making the bus run for 24hours because there are people who work have no transportation after the scheduled run
- Need public transit (busses) on all islands
- Needs buses of vans
- Provide more busses
- Vans pickup to take you to work call the night before or a bus system operating early in am and late at night at 6 pm or 7:30 pm, new buses
- Wider bus service
- 24 bus runs on islands
- 24 hour bus service all islands; vtol planes for short commuter hops to town from outlying areas use air transport like blimps for cargo
- Automobile traffic be reduced by increasing frequency of bus schedule
- Better schedules

- Coordinating bus routes.
- Have the bus schedules more sufficient
- More buss routes,
- Provide more convenient routes.
- Accessibility
- Accessibility
- Accessibility
- Accessibility
- Access to all islands other than only air travel
- Accessibility and alternate routes
- Accessibility public transit wider roads on Oahu
- Accessibility; promoting less cars on the road
- Accessibility; getting to where I wish to go to
- Better access roads
- Better access to work areas, commute
- By allowing accessibility for people who cannot get to jobs.
- By becoming more efficient, making it so that it becomes more accessible, more people use it.
- Ease the frustration level on getting point to point.
- Easier access to oceanic access ,but access on the boat and cheaper fares through our airways.
- Easier access to point a to point b
- Focus on mobility, get people where they want to go.
- Freeway accessibility, flow of traffic, which means less traffic.
- Get people to destination. All the right people working together, humble, realistic, educated, every day job is not done, will cost taxpayers more money. People become dangerous when speeding on freeways
- Get to places faster.
- Get to where you're going faster
- Getting people where they need to go
- Getting the mobility and accessibility to all people, even the disabled, especially the neighbor islands.
- Give us all accessibility to get around and not so much commercials and get more education so people to use for the system and convince the public to use the system that is safe.
- Good planning and mobility
- Greater mobility throughout state - wider roads in congested areas and more roads
- Having access to everything but also to include everyone and not exclude groups of people, include the whole populatate.
- Hopefully it will be more accessibility to different places, also be responsible for the environment and other things.
- Improve accessibility of going anywhere.
- Improve mobility
- Increase mobility & accessibility & decrease time in commuting.
- Make roads more accessible to get to
- Making it easier and accessible for all people - for easier transportation
- Mobility
- Mobility
- Mobility
- Mobility for all the islands
- Mobility, getting from one point to another.
- Mobility.
- Mobility. The freedom of moving places safe and easily
- More access between islands

- More accessibility more safety and time management
- More mobility for everyone
- More mobility the bus services, such as a transit system
- Move tourist and local people around the island quicker
- People get around or go to work easily
- Plan for easy access on roads and put on traffic lights on a busy intersection.
- Planning on improving mobility by widening roads.
- Provide more accessibility on the areas where growth is substantial
- Quality of life - allowing people more accessibility
- Safety and mobility
- Safety and mobility
- Safety and mobility.
- Safety and mobility.
- Speed and accessibility should be better.
- To develop the highways for better accessibility.
- To make easily accessibility and reduce congestion
- Working on modality and access
- Additional lanes on t/ Hana highway.
- Bigger highways
- Build more highways
- Build some more highways.
- Build wider roads
- Expand a roadway this is not needed but to come with open mind to make sure that the community, econ, and environment it keeps in tact.
- Expansion of roads existing
- For big island: fix roads. More roads. Develop some areas.
- I am only worried about my area, but god roads would be good for Hawaii so that there can be access for all areas, like to Makaha, for instance.
- Improve the highways by widening them.
- Improve the highways for some islands
- Invest more in roads
- Make it easier for people, expand roadways.
- Make roads safer wider more signs
- Make roads wider and more efficient
- Make the bus systems have their own lanes.
- Make the road large as population is increasing these are needed this is not 60'-70's wider road.
- Make transportation better - improving roads and highways, signs and do on.
- More freeways
- More highways would mean less traffic jams
- More opportunities for students to experience other islands; more "passing lanes" in specific areas to create freer traffic flow
- More roads
- More roadways
- More traffic lanes needed getting crowded
- Needs more roads and lessen the traffic or maybe speed up the mileage
- Not enough roads they dead-end. Side roads must connect better
- Open up that fourth freeway, say in Kapolei. The ford island bridge can be extended.
- Preserve the natural beauty of the islands while widening existing roads to ease congestion
- Raise taxes to help pay for better roads and transportation. But not on food medicine

- Same we need more roads
- Turn on and turn off lanes.
- Two-lane going one-way and two going the other.
- We need highway 4
- Widen highways; stagger commuter times by work schedules and school schedules
- Widen roads and better traffic control, barriers and warning signs.
- Widen roads+ alternate routes (scenic and conventional)
- Widening roads
- Widening roads with more traffic control devices; alternate routes to ease congestion
- Wider freeways
- Wider roads
- Wider roads more lanes in some areas
- Better road surfaces and improved public transportation
- Better roads to kunai
- Better roads, more highways and lanes
- Better roadways
- Better upkeep of roads, death trap Waialua and Wahiawa
- Bus system is good as it can get but do see a possible for the rail system. Using the freeway as the rail systems include this to the existing freeway. Making major locations stops and at these stops people can park and get the smaller commuters/bus.
- Developing light rail
- Do a better job maintaining all of t/ roads.
- Finishing the roads not just doing temporary and starting something that hasn't been started yet.
- Fix potholes when needed. Residential communities need to

speak out more to their local district planners.

- Fix roads
- Fix the roads
- Fixed rail for all islands; stop studies and \*do\* it!
- Fixed rail system for Oahu; limit number of vehicles per household to encourage use of public transportation
- Fixed rail system; eliminate carpool lane
- Fixed rail systems for all islands to ease traffic congestion
- Fixed rail; environment work developing eco friendly transportation systems; encouraging alternate energy transportation.
- Freeways improve them
- Go fixed rail
- Go for construction for all islands to much style on the roads and that is a safety road.
- Good roads and efficient movement of vehicles, wide roads and bridges
- Good roads, good contractors
- I would like to see a rail system of some sort with futuristic thinking.
- Identify what the wants and needs of general public are. Totally inadequate road infrastructure.
- Improve maintenance on roads and road markings
- Improve road maintenance and add more reflectors; widen Manoa road. Improve bus services in all residential areas; broaden routes to allow greater access and shorter commuter walks.
- Improve roads
- Improve the roadways

- Improvement of roads and keeping them maintained
- Improving roads. Adding more routes.
- Improving roads. More safety features.
- Improving some of the roads
- Keep fixing potholes, fixing the bridges, get public transportation
- Keep highways clean. Fix potholes. Put more warning signs on freeway to warn people about hazards
- Keep up with the roads
- Maintain t/ roads we have.
- Maintain the roads
- Maintain existing infrastructure
- Make sure our roadways are maintained. Less accidents and things like that. Need patrolling of the areas like, highway patrol
- Make the roadways better.
- Making sure infrastructure repairs are coordinated to minimize traffic and utility problems
- More meetings and better road maintenance
- Not enough safe guards
- Proper research on better roads, public involvement
- Provide safe access guardrail on narrow roads
- Redo the freeways and the on and off ramps need to be worked on.
- Relocate off ramps \*before\* on ramps on freeways to lower congestion on freeways
- Road construction should be the done the evenings, instead the busy daytimes.
- Road improvements
- Roads
- Roads need additional maintenance and timely repairs.
- So the roads can be maintained and plans and always well planned.
- Statewide usage of road lane reflectors
- Upkeep of roads
- Up keeping the roads and keeping it safer.
- Alleviate provide alternate routes long term planning
- Alternate routes o avoid lengthy tie-ups many communities only have one way in and out. If it's blocked no joy.
- Bridge that could get from one island to the next
- Build another underpass to avoid traffic
- Completely block areas for road repairs to allow crews to work quickly and easily and re route traffic to other byways
- Educating motorists to plan trips to lower congestion (taking alternate routes, carpooling)
- Getting federal grants for planning alternate systems
- Hele-on-bus-system, make more bypasses to improve the saddle roads. Help the local workers get to their destination, in less time.
- Look for alternative for roads to travel
- Making shorter routes
- More alternate methods to move from community to community
- More by-pass roads/ alternate routes
- "listen to t/ people! Not what they want, it's what we want."
- Allowing for more public input.
- By acting on what the people think is important, if they're asking on the public involvement, have the community be heard and not actually doing what the public wants and not have them just for show.

- By addressing the community's transportation's needs.
- By everybody doing his or her part, actually doing research for example, the bus system, just everybody working together.
- By interacting with other communities and with each other.
- By meeting the needs of each individual or the community.
- By working together
- By working with the community
- Communicate with community. Found out which communities need t/ most help for funding.
- Communication with the people involved to exchange ideas.
- Communications, holding nothing back, put out all the fact.
- Community input
- Community involvement.
- Community involvement and more environment protection
- Community involvement is required, coordination between the different departments.
- Comprising with public concerns
- Coordinating and going with the environment or community, meaning more concentration on widening roads where more housing are being built.
- Coordination working together
- Different depts. have to work together community input
- Everyone working together
- Everyone has a different problem with transportation
- Fairness equal to all communities.
- Fulfill the need of the community. Make Hawaii transportation accessible to everybody.
- Gathering public opinion
- Get public input first
- Get public input.
- Get public's opinion. The voices of people should be heard.
- Getting public involvement, town meetings, getting politicians involved
- Getting the community to come together, cutting from one area to help the transportation.
- Have more interaction in the communities, more feedback from the community to meet people's needs.
- Have more public involvement in planning.
- Having meetings and getting everyone involved. Different places needs different kinds of planning.
- I don't know because I don't want to support the construction. Find a way to help the people with the transportation we have now.
- I think each community has different needs. The needs for each communities should be evaluated
- If all t/ islands were to work together could come up with better ideas for t/ smaller islands
- Input on our communities and going out to see what the communities needs not just by hearing of it. And not just focus on the inner cities. The flooding not to bng ago, like me where I live, the roads are not being fixed. The bus stop is half a mil
- Involvement of all people who need to be including public
- Involvement of different communities in planning process
- It will help people not in general. In the planning, the other islands should be in considered. Generally, more accessible to people in needs, for example;

disable and people without license.  
That is way we have illegal drivers

- It would help if we all help plan
- Keeping us linked as a series of communities.
- Listen to public opinion, put public ideas action
- Listening to the public for their needs
- Listening to the public opinion on what can be done about transportation, and not a political view.
- Lots of community involvement general plan
- Making available more opportunities for public involvement
- Meeting the needs of each community, public hearings.
- More communication, more good ideas from the people, select the best ideas from all people
- More people involvement, voice their opinions to find out where the problems are. Public involvement.
- More public input for each area
- More public involvement in the predevelopment stage of planning
- More public knowledge and communication
- Must keep public involved in planning processes
- Need to pay attention to the people more not just in their own county.
- Not sure because every part of t/ state is different. Needs to go on a community bases.
- Open new communities and encourage residents to get jobs in the new area
- Paradise by community growth.
- Planning should involve public input but stop spending money on surveys and spent more money into the planning. The survey is not too good and clear.

- Public hearing or public input
- Public input
- Public involvement
- Public involvement actively solicit ideas and feed back and plan accordingly
- Public involvement and working together.
- Public involvement with everybody's input.
- Public involvement, public input, and need the experts input.
- Public involvement.
- Public involvement put into action
- Really working together helps each other out.
- Should all sit together and discuss the situation, and then go around and see who needs the help.
- Statewide input--it appears that input Oahu.
- Supporting the communities
- Taking into consideration the individual aspects and qualities of each community and applying individual tactic to resolve each community's specific problems.
- Taking more surveys on the matter listening to public opinion
- Talk to all the communities and see what they have to say .
- That we all work together
- They should work together with all communities
- Thinking ahead to meet the needs of different communities. Spend money on goals that is long lasting.
- To get people's input
- Try to educate people and get them more involve in planning.
- Vary by community.
- We need to work together.



- Work together more. Reduce t/ number of cars roads.
- Work together.
- Working
- Working together
- Working together
- Working together to meet every ones needs
- Keep people informed as to what specific are
- Letting the people know what's going on.
- Make public aware of what's going on.
- Make sure all the agencies are on the same page and everyone knows what they're doing
- More direct to the people
- Notify the public and make them aware of what's going on
- Provide public that is tourist geared
- Tell public what's going on
- They should try to inform the public of what is going on. For example; roads work. And roads repair at time would be better.
- Educational opportunities and needs bus system for the elderly.
- Helping the elderly get around
- I would think more transportation for the needy.
- Making sure that senior citizens have good transportation.
- They should look into matters where disabled and seniors have better accessibility to get to public transportation in order to get around, especially in far remote areas.
- Be sensitive to environment providing community with transportation
- By considering as many variables as possible in all decisions while respecting our environment the a'ina

and the needs of residents as well as the tourists.

- Environment
- Environmental concerns in harbors and airports; higher landing fees, taxes to non-environmental friendly business. Road routes being sensitive to cultural and environmental concerns
- Environmentally speaking, we do not need as many cars on the roads--throughout the state. Allow people to carry @ least two bags on the bus. More stops.
- Having coherent plan taking environment fully into consideration. If people hear it a lot, maybe attitudes will change about importance of environmental concerns.
- Helping to make life easier for everybody
- Improve education for transportation operators; improve enforcement of traffic laws with stiffer penalties for dui, child seat laws and buckle up their kids to lower transportation fatalities.
- Improving of life, by better transportation system that environmental coconscious
- Institute policies that require roads to be beautiful & good for the environment. Preserving environment.
- Larger informant of laws, make strict penalties for law breakers who don't wear seatbelts to make roads a little
- Make things easier, simplify everything
- Preserve the environment
- Plan with future growth in mind

- Preserve the environment and save state resources by planning mass transit
- Probably could help the environment if everyone has some kind of public transportation
- Protect the environment
- Protect the environment.
- Protecting environment first...get community to work together
- Protecting the environment
- Protecting the environment
- Protecting the environment and improving the community such as recreational parks and police departments.
- Protecting the environment otherwise Hawaii will not be what it is
- See where needs are worse
- Stricter environmental laws for cars and transportation
- Stronger effort in educating public against dui and buckling up
- The environment
- To have representative from all parts of communities to make decisions to have ballot type procedure, special initiative, special vote involving ocean or land public or private companies for pollution or environment; beautify neighborhood and towns,
- Transportation is pretty good. Most important is to protect the environment.
- A more safely planned roadways
- Concentrate their efforts on safety
- Drivers on freeway are terrible-people should go to school to learn to drive. Motorcycle drivers should stop on highway and obey traffic light and signs.
- Due to problems in California and I. A. - stay ahead of problems before they begin in Hawaii. Litter and road

- safety, air pollution big problems that I would like to see addressed before they become big problem
- Enhance the economy, safety
  - Everyone should be safe.
  - Getting the roads to be safe
  - Have open minds and hearts. Things are being already decided they tend to give the false impression that they are doing and check before they do. Allowing safe routes, rescue equipment it is only one highway everything closes in one direction.
  - I guess it would cut down on traffic, and make it safer for drivers throughout the state. Better state planning.
  - Improve safety on all highways
  - Increase safety awareness
  - I think it would ease the stress by being stuck in traffic. And danger out of driving
  - Just for people to drive safe. To drive the speed limit.
  - Lower speed limit to make driving safer. 45 max
  - Make roads safer and better driver education
  - Make roads safer for drivers and pedestrians
  - Make sure no more drunk drivers on roads, and reckless teenagers
  - Make the system safer
  - Making roads are safety
  - Making things around us safer for us elderly people and handicapped people.
  - More safety
  - More safety in problem areas of traffic via location
  - More safety, more police officers.
  - Overall, quality of life and security and safety of everyone.

- Provide safe service without increasing fares
- Public safety by all means, being safe in the environment, a schedule that can be accessible.
- Quality of roads should be equally safe for all areas in minimum-Hawaii standards of safety are observed and applied on all highways, freeways and roads-should met
- Reminders on TV toward safer driving
- Safe roads
- Safe roads better lights
- Safe transportation, accessibility
- Safer environment and preserve quality of life in Hawaii. Get more input at community level.
- Safer roads
- Safer roads, lower speed limits, roads in cement barrier to prevent from going into ditch or off the road
- Safer roads.
- Safety
- 
- Safety safe highways, turnoff lanes better shoulders
- Safety and cost
- Safety and quality of environment
- Safety community and environmental
- Safety first
- Safety within the traffic systems
- Safety, the way people drive, more tough on safety laws.
- Safety.
- Safety-road improvements, community support overall
- Safety
- Safety first
- Same as for my community
- Same good transportation service that is safe
- Statewide transit police; improve driver ed and safety training
- To keep people safe
- Better quality of life less traffic on the roads
- Controlling traffic congestion - I don't know how.
- Cut down all the road traffic and get people where they need to go.
- Cutting commute times; improve traffic flow to eliminate wasted gas and traffic jams; improve Kona airport+ Kawaihae harbor (longer runways and deepen draft for boats)
- Dealing w/ traffic.
- Decreased commute time , less time on the roads, less stress on the roads, less traffic
- Different ways for traffic control like roundabout
- Each island has it's own set of problems, Oahu has a lot of congestion, on Hawaii, there is no good bus system.
- Eliminate traffic.
- Focus on major congestion areas
- Getting everybody to the traffic. Reducing roads rages.
- Getting more people to ride the bus instead of driving cars . It could cut down on gasoline, traffic etc.,,
- Have speed limits enforced better
- Have them work graveyard shift so not to create traffic.
- Help everyone get to work on time.
- I think the free flow of traffic .
- If they did with the concern with the traffic problem.
- Improving the flow of traffic throughout the islands
- Improving the traffic pattern.
- Kids racing on highways needs to be stopped. Slow drivers down.
- Less traffic and less pollution.

- Less traffic.
- Less traffic. More moving forward and include all islands. Make active plans.
- Lessen speed limit around school areas at 15 mph.
- Maintain current systems at optimal level-freeway from Aiea to Hawaii Kai, however commute to Ewa is terrible; should open up area west Oahu college campus-1/2 students go to Ewa plane and in university have another time to ease flow of traffic.
- Metro traffic; add multi level freeways and bypasses to allow traffic to flow smoother; hire mainland contractors to make sure project done quickly!
- Plan, circulation of traffic is very important.
- Reduce the congestion
- Reduce the pollution and traffic.
- Reduce traffic, have easy flows, and less accidents.
- Reduce traffic, less gas would be wasted.
- Reduce traffic.
- Reducing traffic
- Reduce speed limits in rural areas
- T/ traffic on Oahu is a mess.
- Traffic
- Traffic hours don't fix roads 6 am to 8 am, after schools hours 2pm to 3 pm, after hours 4:30 pm to 6 pm, zippered are not in use and doesn't work and causes traffic, Ferris boat to pearl harbor not be allowed to use-majority will not use later
- West Hawaii and Kailua-Kona has traffic jams and I don't what can be done about it. Narrow roads.
- We've gotta work on lessening the traffic. Mass transit.
- "all t/ agencies need to work together".
- A plan to better coordinate statewide needs met. Seeking further grants that were coordinated for t/ entire state. Get t/ lottery for revenue, w/ proceeds going to dot.
- Agencies coordinate efforts and prevent duplication
- All agencies need to work together
- All agencies should work together
- All agencies work together to make things happen, to fit their own agenda.
- Better coordination between agencies public input
- By making sure all the agencies work together.
- Coordinate the different transportation agencies and develop a statewide master plan for transportation
- Coordination btwn depts. and look at over-all plans
- Coordination of transportation improvement to avoid duplication by different agencies.
- Politicians communicate better with what's going on around them
- Systematic coordinated effort in communicating with all agencies to meet the deadlines, which in turn save money.
- Various agencies need to work together.
- "have to start someplace, prioritize goals, & most important, follow trough." on highways do not put stoplights where rural sections of highways meet urban sections of t/ same highway. Think of t/ airport--give more room to merging.

- All community must get together to plan
- All the departments working together
- All work together in making the things happen,
- Anticipate needs in various communities and be proactive, not reactive
- Be more organized with public transportation,
- Better planning
- Better planning
- Better planning faster results organized and speedy repairs
- Better planning into the future because there will be more people and more cars.
- Better planning needs to be implanted
- Better planning of highways, too congestion
- Better planning of roads and double-checking routes to eliminate wasted effort or repairs.
- Better planning of roads for subdivisions to control traffic flow
- Better planning of traffic flow
- Better transportation development
- By planning ahead so that money spend is used wisely
- Conflict of jurisdiction of city roads and state roads applies to most anywhere in Hawaii, if work together and coordinate better together than would have more convenience places, schedule road maintenance cause congestion and heavy traffic
- Coordinate state and county transportation plans; include maintenance and repairs. Evaluate and place more traffic safety devices and barriers.
- Coordinated planning
- Coordinating planning for individual communities
- Correct the traffic problem organize it better
- Decentralize planning to county level
- Developing better plans for transportation
- Don't commit many errors in the planning process, don't make bad choices, make good economical choices.
- Equal out planning
- Focusing on the priorities of what needs to be done
- Foresight
- Gather transportation ideas from other states; and get out of state experts to help us plan more improvements.
- Get all of t/ transportation departments together to come up w/ a plan to work for all of t/ islands.
- Good plan
- Good planning is all its about and following through.
- Have a master plan, means they have to work together.
- Have a state master plan. "don't neglect Hana, for example" look for t/ greatest need not the area w/ greatest political influence. "notice for public meetings on TV a month in advance." greater accessibility for t/ public & more public education
- Have to be innovative.
- How the routes are planned.
- If they do better planning, the states tends to redo the roads or make a lot of mistakes on the first plan. Do a better plan in the first plan. That way the state will safe money
- In the coordination of all transportation in Hawaii

- Increase transportation planning around community centers. Increase parity between roadways & greenways. Increased mass transit w/ tax increase on fuel & cars. Priorities take care of environment.
- Integrate growth transportation plans in making the transportation systems work
- Just better planning.
- Leave politics out of planning
- Long range goals before deciding on doing things.
- Long range planning--25 to 30 years down t/ road. Make plan so that it can be implemented in stages. Create a greater sense of continuity. Do major work @ night.
- Long term plan vs. Short term plan
- Look at the big picture and plan ahead so it doesn't get obsolete before it is started.
- Make better plans for transportation.
- Make government workers work later; stagger the work hours
- Make more efficient traffic plans.
- Making better planning before building.
- Making sure all planning is coordinated on both county and state level
- Master planning
- More efficient planning of road work
- More planning needs to be done, detail planning.
- More promotion for transportation planning
- Need to do overall planning and know impact on each area, include public impacted in areas where work is planned on highways
- Need to do surveys, find out which road needs work and make sure have proper funding for it.
- Need to plan better
- Outside islands planning
- Overall planning and priorities
- Plan ahead get money and do it
- Plan ahead.
- Plan ahead.
- Plan ahead--for more than 20 years down t/ road, as far as growth is concerned. If we cannot reduce t/ number of cars we will have to widen roads.
- Plan better.
- Plan things (not sure)
- Plan together and work together. Should have overall planning.
- Plan well in advance
- Planning is the key and if everyone works together it would be better. We should have a rapid transit.
- Planning, by making sense that they all work together.
- Proper planning - create a more efficient and economical transportation.
- Proper planning for all of Hawaii in the transportation
- Proper planning help on traffic
- Proper planning is needed here in Hawaii.
- Public planning
- Put overpasses in key intersections to reduce street level congestion
- Reduce waste, plan properly, and make sure money is spent wisely.
- Statewide planning community involved ahead of time.
- Support economy and state planning
- They need to plan with in the time like h1 it took to long now it is old. It won't get done and that is bad.
- To try new ideas to see if they work.
- Transportation planning

- Transportation planning will help final because it will lower transportation cost. Not to worry about transportation and cost.
- Everybody should work together who is involved in transportation probably would get things done better; a lot of repairs which make life inconvenient - any solutions to make traffic better during day?
- Will help economy to have better planned highways. Neighbor islands are becoming more congested and difficult for tourists and everyone to move around on.
- Better coordination between transportation systems
- Better corporation with the legislature.
- County and state work together
- I guess it needs coordination.
- Should combine all roads by one department instead of half by the city and county and the other half by the state.
- Something to do with coordination.
- By streamlining the transportation system, we increase the quality of life for everyone.
- Control growth till infrastructure can handle increased traffic flow.
- Deter people from driving the way they drive not paying attention
- Eliminating over abundance of cars on the road
- Fewer bottlenecks on the freeway
- Less car less solutions-less fuel emissions
- Fewer cars, more buses.
- Fewer vehicles. Mass transit--rail.
- Limit cars,
- Limit the number of cars; must have parking for the car etc.
- Limiting household to certain amount of cars like 2 per households to relieve congestion
- Limiting the amount of vehicles that can be owned: vehicles per household, higher taxing of vehicles for transportation funds. Just too many vehicles for amt of roads in Hawaii.
- Lower the pollution eliminate cars on the roads
- Making transportation easier so that there not that many cars
- Put a fee on families who have more than one car.
- Reduce amt of rental cars
- Reduce the number of cars on the road
- Taking about half the cars off the roads
- Too much cars
- Better synchronization of traffic signals to avoid delays and congestion
- More traffic signals more public involvement.
- Plan. "the utter failure of any kind of planning is so apparent here. Stop light too close together." "tragic lack of planning in south Maui area. Either official are bought off or helplessly incompetent.
- Synchronize traffic lights, study traffic patterns, lights should not be so close to each other (Kalanianelole highway in front of times supermarket). More elevated crossings around schools.
- Traffic lights farther anyway from off-ramp exits
- Make sure that the rural areas have what they need. Add bike racks.

- More bike paths places for walking pedestrian overpasses over highways
- Need sidewalks, bike paths, outlaw California exhaust, police need to enforce the rubbish flying out from pick up truck. Cheaper gas prices.
- We need more bike path roads.
- Give free bus passes for seniors.
- Lower costs of cars and/or bus fare
- Better signs better directions safety concerns enforcement of all traffic rules
- Make more stop signs
- More caution and stop signs
- Affordability of transportation.
- By generating enough funding to meet the need
- By spending money in economically deprived areas
- Consistency, not run out of money
- Devise equal funding. Neighbor islands seem to be second. ("we are being treated as second class citizens.") increased funding for other departments.
- Divide money properly spend more money on Kona side
- Economically.
- Economy
- Economy
- Economy grows and everything else grows
- Equally distributing the funds
- Financially, making more money. Help the cost the system that you have and make money like the bridge at Pearl Harbor.
- Financing
- Funding
- Funding for better transportation
- Get the funding of the roadways and let the public review the plans and get feed back...
- Help the economy
- Helps the economy
- Improve economy and quality of life.
- Improve the economy
- Infrastructure in regards to economic development
- Making sure the funds are spent wisely, spent more in the troublesome areas of Hawaii. Safety should be a top priority. The different departments need to communicate and cooperate.
- Money from traffic violation should go to county .
- More funding
- More funding
- More funding from government.
- More funding to make public transportation more accessible and safer
- More funding.
- More money is spending to be spent to improve the two lanes rather than putting four lanes. Hawaii is growing regardless.
- More money to support all
- Plan to anticipate growth to spur economy
- Provide more funding
- Put more money and spend more time and effort into comprehensive planning.
- Release more funds. Set up a time schedule to maintain highways system.
- Share funding throughout t/ islands.
- Spend too much money on unnecessary things. Planners need to seriously think about what they're getting into.
- Spread out funds evenly
- There's not one specific issue, they need to consider the other islands for funding purposes.



- To try and get a maximum stuff for your bucks - spending it wisely
- Use money as allotted not hold off example schools
- Control interisland airfares
- Easier and cheaper inter island travel
- High cost of transportation inter island, lower the rates of interisland travel
- Interisland travel rates
- Keep interisland airfares low; coordinate bus service w airport services and increase frequency of bus runs. More small boat harbors to ease waiting list for slips.
- Lower airfares
- Lowering the cost of interisland travel making it easy to travel. Ferries between islands.
- Making interisland transportation cheaper use ferries or lowers airfare or subsidize for handicapped or low-income passengers.
- "allow people to spend more time @ home" "survey does not make any sense, & sounds like it was written by a state employee."
- "creativity."
- All of Hawaii would be mass transit is the most important way to plan for better transportation.
- All types of people are considered living anywhere
- Allowing people to get where they're going
- Alternative interisland travel
- Alternative transportation.
- Be sure that utilized our land properly.
- Being consistent in traffic laws and traffic safety. Consistency and safety by adhering to the highest standards.
- Better enforcement of traffic laws
- Better engineering of highways. Longer on and off ramps on freeways.
- Better quality of life
- Better way of gas
- Building a transportation system that will encourage economic growth
- By cutting certain things that's not priority in the community
- By insuring all of the questions asked in this survey are considered.
- By keeping the residents a priority rather than visitors
- By taking survey
- Choosing projects that benefit the most people overall
- Combining the aspect
- Considering population.
- Creating more jobs
- Cut the top level
- Decreased depended on automobile
- Designating priorities based on population
- Difficult to answer. Some communities are larger, others are smaller. Maui has more people to support changes, smaller islands do not have the population.
- Do it the right the first time, because of taxpayers' money. Watch out for the big construction types of trucks.
- Doing major repair work at night.
- Dollar tax on income tax form.
- Don't build just to build
- Don't let our businesses dictate our needs
- Ease the frustration on the people, due to transportation.
- Efficiency of running the state as far as transportation.

- Establish the most effective one for Hawaii
- Find an alternative way than the turnabout, say the laser-ticket.
- Fire the highway department of transportation and get a new one
- Free buses
- Getting most for the money.
- Give bus drivers random drug tests and update their licenses
- Good job so far.
- Have the engineers on Oahu do the construction for the other islands as well.
- I think they should look at the states to see the needs to make improvements
- Improve areas where there is large population
- Improvement
- Increase cost of fuel to pay for environmental repairs; require cars with higher fuel efficiencies; fixed rail trains for all islands
- Increase speed limit get there faster
- Increased driver education; stricter enforcement of traffic laws
- Increasing the economy's infrastructure {harbors, etc.}
- Just get the job done.
- Less politics
- Lower cost of insurance
- More beautification projects. (get rid of graffiti.)
- More efficient systems
- New people in dot fire staff and management of dot and get new people
- Overall not just one area gets it good everywhere has a fair chance and good transportation
- Pay at the pump for everything, like insurance for improved highways, everything from car registration.
- People must drive faster
- Plan on billing ham project to close lanes for industrial use it is bad!
- Plan where there is good flow of traffic , such as the ramps.
- Preserving the quality of life
- Preserving the quality of life
- Prioritize the project according to the greatest need.
- Probably by anticipating the growth of the population.
- Proper scheduling and having designated areas for pick up and drop off
- Provide jobs and get people to their jobs
- Quality of life
- Rental cars in outer islands are difficult without credit cards buses are only way to go and insufficient.
- Should be privatized
- Small state spread over large area, but time to go from Kauai to big island can take five hours and be costly, especially for business - not productive, and local residents should get price break
- So better transportation.
- Spend tax dollars a good as you can on traffic project that is faced
- Spread out the plan of time shuttle and ferry. Tollbooths that would help it would help traffic. Reinforce the video to ticket the public.
- Staggering work time.
- Stop fixing all the roads at one time
- Stop improving roads, too many signs, improving bridges
- Stricter enforcement of drunk driving laws
- Survey public opinion and move on public consensus

- Take everything into consideration.
- The problems with unique islands is access to airports
- The same as the community.
- To be fair.
- To set up an infrastructure to support a master plan. Should dedicate certain areas for our schools, church, etc., within walking distance.
- To take action.
- Too many projects on neighbor islands, stagger projects
- Tourist industry
- Trendsetter do something different spend
- Use alternative fuels instead of gasoline;
- Use common sense on the highway
- Using common sense as ramps of where it is going
- Water mains and the manhole covers shoot up in the air so that is old infrastructure to handle before they brake so that this will not effect transportation system

## Appendix C: Data Tables

**Table C1: Community Planning**

		Island of Residence																	
		O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
		Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
getting places quickly and easily	very important	206444	72.1%	289	482	42.0%	21	1409	54.0%	27	24218	60.9%	92	13614	67.5%	143	37561	70.9%	178
	somewhat important	74291	25.9%	104	321	28.0%	14	1096	42.0%	21	14478	36.4%	55	5522	27.4%	58	13716	25.9%	65
	not very important	3572	1.2%	5	253	22.0%	11	104	4.0%	2	790	2.0%	3	762	3.8%	8	1477	2.8%	7
	not to be considered	714	0.2%	1	69	6.0%	3							190	0.9%	2	211	0.4%	1
	do not know refuse	1429	0.5%	2	23	2.0%	1				263	0.7%	1	95	0.5%	1			
getting anywhere you want to go	very important	215730	75.3%	302	551	48.0%	24	1618	62.0%	31	29483	74.2%	112	13995	69.3%	147	38194	72.1%	181
	somewhat important	64291	22.4%	90	367	32.0%	16	783	30.0%	15	7897	19.9%	30	4760	23.6%	50	13505	25.5%	64
	not very important	5715	2.0%	8	184	16.0%	8	209	8.0%	4	1579	4.0%	6	1428	7.1%	15	1055	2.0%	5
	not to be considered				23	2.0%	1				526	1.3%	2						
	do not know refuse	714	0.2%	1	23	2.0%	1				263	0.7%	1				211	0.4%	1
making sure our transportation system is	very important	260734	91.0%	365	1056	92.0%	46	2349	90.0%	45	35274	88.7%	134	18755	92.9%	197	47479	89.6%	225
	somewhat important	22859	8.0%	32	69	6.0%	3	209	8.0%	4	3422	8.6%	13	1333	6.6%	14	4853	9.2%	23
	not very important	2857	1.0%	4							790	2.0%	3	95	0.5%	1	633	1.2%	3
	not to be considered				23	2.0%	1	52	2.0%	1	263	0.7%	1						
	do not know refuse																		
the quality of life in our communities	very important	213587	74.6%	299	872	76.0%	38	1931	74.0%	37	33431	84.1%	127	16756	83.0%	176	41781	78.9%	198
	somewhat important	67148	23.4%	94	184	16.0%	8	574	22.0%	11	5002	12.6%	19	2570	12.7%	27	10129	19.1%	48
	not very important	3572	1.2%	5	69	6.0%	3	104	4.0%	2	526	1.3%	2	190	0.9%	2	633	1.2%	3
	not to be considered	714	0.2%	1										190	0.9%	2			
	do not know refuse	1429	0.5%	2	23	2.0%	1				790	2.0%	3	476	2.4%	5	422	0.8%	2
controlling air pollution or protecting	very important	210730	73.6%	295	1033	90.0%	45	2192	84.0%	42	33958	85.4%	129	15994	79.2%	168	40515	76.5%	192
	somewhat important	67862	23.7%	95	92	8.0%	4	313	12.0%	6	5002	12.6%	19	3713	18.4%	39	10340	19.5%	49
	not very important	5715	2.0%	8				52	2.0%	1	263	0.7%	1	381	1.9%	4	2110	4.0%	10
	not to be considered	1429	0.5%	2							263	0.7%	1	95	0.5%	1			
	do not know refuse	714	0.2%	1	23	2.0%	1	52	2.0%	1	263	0.7%	1						
supporting the economy	very important	187157	65.3%	262	781	68.0%	34	1879	72.0%	36	26587	66.9%	101	14566	72.2%	153	37983	71.7%	180
	somewhat important	79292	27.7%	111	207	18.0%	9	626	24.0%	12	9477	23.8%	36	4284	21.2%	45	13294	25.1%	63
	not very important	13572	4.7%	19	115	10.0%	5	104	4.0%	2	2632	6.6%	10	571	2.8%	6	1055	2.0%	5
	not to be considered	2143	0.7%	3							790	2.0%	3	381	1.9%	4	422	0.8%	2
	do not know refuse	4286	1.5%	6	46	4.0%	2				263	0.7%	1	381	1.9%	4	211	0.4%	1
plans from different areas and transportation	very important	227874	79.6%	319	620	54.0%	27	1931	74.0%	37	31062	78.1%	118	16470	81.6%	173	44102	83.3%	209
	somewhat important	53575	18.7%	75	321	28.0%	14	679	26.0%	13	7897	19.9%	30	3237	16.0%	34	8230	15.5%	39
	not very important	3572	1.2%	5	138	12.0%	6				263	0.7%	1	381	1.9%	4	633	1.2%	3
	not to be considered				23	2.0%	1							95	0.5%	1			
	do not know refuse	1429	0.5%	2	46	4.0%	2				526	1.3%	2						
plans from different agencies work together	very important	214302	74.8%	300	850	74.0%	37	2140	82.0%	41	30536	76.8%	116	16184	80.2%	170	42414	80.1%	201
	somewhat important	60004	20.9%	84	184	16.0%	8	470	18.0%	9	7107	17.9%	27	3237	16.0%	34	8863	16.7%	42
	not very important	10715	3.7%	15	46	4.0%	2				1053	2.6%	4	286	1.4%	3	1477	2.8%	7
	not to be considered	1429	0.5%	2	23	2.0%	1				526	1.3%	2	286	1.4%	3	211	0.4%	1
	do not know refuse				46	4.0%	2				526	1.3%	2	190	0.9%	2			
enough funding to meet transportation	very important	219302	76.6%	307	758	66.0%	33	2245	86.0%	43	31589	79.5%	120	17137	84.9%	180	44313	83.7%	210
	somewhat important	61433	21.4%	86	321	28.0%	14	313	12.0%	6	6581	16.6%	25	2475	12.3%	26	8019	15.1%	38
	not very important	4286	1.5%	6	23	2.0%	1	52	2.0%	1	790	2.0%	3	381	1.9%	4	211	0.4%	1
	not to be considered	714	0.2%	1	23	2.0%	1				263	0.7%	1	95	0.5%	1			
	do not know refuse	714	0.2%	1	23	2.0%	1				526	1.3%	2	95	0.5%	1	422	0.8%	2
public involvement in the planning process	very important	174299	61.0%	244	781	68.0%	34	1984	76.0%	38	28956	72.8%	110	13804	68.4%	145	35029	66.1%	166
	somewhat important	93578	32.7%	131	253	22.0%	11	522	20.0%	10	8950	22.5%	34	5522	27.4%	58	14982	28.3%	71
	not very important	14287	5.0%	20	69	6.0%	3	104	4.0%	2	1579	4.0%	6	571	2.8%	6	2110	4.0%	10
	not to be considered	1429	0.5%	2										190	0.9%	2	422	0.8%	2
	do not know refuse	2143	0.7%	3	46	4.0%	2				263	0.7%	1	95	0.5%	1	422	0.8%	2

Weighted by Island.

Senior HH are households were at least

**Table C1: Community Planning**

Island of Residence																	
O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
one member is over 65 years old.																	

**Table C1: Community Planning**

		Puna Residents			Households with Seniors			Total		
		yes			Yes			Count	Col %	N
		Count	Col %	N	Count	Col %	N			
getting places quickly and easily	very important	9285	65.7%	44	81454	74.5%	206	283728	70.4%	750
	somewhat important	3798	26.9%	18	26193	24.0%	66	109425	27.1%	317
	not very important	1055	7.5%	5	852	0.8%	10	6957	1.7%	36
	not to be considered				95	0.1%	1	1185	0.3%	7
	do not know refuse				714	0.7%	1	1810	0.4%	5
getting anywhere you want to go	very important	10340	73.1%	49	86087	78.8%	217	299571	74.3%	797
	somewhat important	3587	25.4%	17	19431	17.8%	54	91603	22.7%	265
	not very important	211	1.5%	1	3076	2.8%	12	10170	2.5%	46
	not to be considered							549	0.1%	3
	do not know refuse				714	0.7%	1	1212	0.3%	4
making sure our transportation system is	very important	12661	89.6%	60	101481	92.8%	262	365646	90.7%	1012
	somewhat important	844	6.0%	4	6083	5.6%	18	32745	8.1%	89
	not very important	633	4.5%	3	1692	1.5%	3	4375	1.1%	11
	not to be considered				52	0.0%	1	315	0.1%	2
	do not know refuse						23	0.0%	1	
the quality of life in our communities	very important	10340	73.1%	49	82002	75.0%	218	308359	76.5%	875
	somewhat important	3587	25.4%	17	25306	23.2%	56	85607	21.2%	207
	not very important	211	1.5%	1	1125	1.0%	5	5095	1.3%	17
	not to be considered							905	0.2%	3
	do not know refuse				876	0.8%	5	3139	0.8%	13
controlling air pollution or protecting	very important	10129	71.6%	48	83925	76.8%	224	304423	75.5%	871
	somewhat important	3587	25.4%	17	21029	19.2%	48	87321	21.7%	212
	not very important	422	3.0%	2	3019	2.8%	8	8521	2.1%	24
	not to be considered				358	0.3%	2	1787	0.4%	4
	do not know refuse				978	0.9%	2	1053	0.3%	4
supporting the economy	very important	9918	70.1%	47	83425	76.3%	217	268953	66.7%	766
	somewhat important	3798	26.9%	18	22391	20.5%	58	107179	26.6%	276
	not very important	211	1.5%	1	1758	1.6%	5	18050	4.5%	47
	not to be considered	211	1.5%	1	211	0.2%	1	3736	0.9%	12
	do not know refuse				1524	1.4%	3	5187	1.3%	14
plans from different areas and transportation	very important	10762	76.1%	51	89909	82.3%	231	322060	79.9%	883
	somewhat important	3165	22.4%	15	17567	16.1%	47	73939	18.3%	205
	not very important	211	1.5%	1	833	0.8%	3	4987	1.2%	19
	not to be considered							118	0.0%	2
	do not know refuse				1001	0.9%	3	2001	0.5%	6
plans from different agencies work together	very important	10551	74.6%	50	91571	83.8%	242	306426	76.0%	865
	somewhat important	3165	22.4%	15	15783	14.4%	38	79865	19.8%	204
	not very important	422	3.0%	2	1692	1.5%	3	13577	3.4%	31
	not to be considered							2475	0.6%	9
	do not know refuse				263	0.2%	1	763	0.2%	6
enough funding to meet transportation	very important	11606	82.1%	55	92815	84.9%	242	315343	78.2%	893
	somewhat important	2532	17.9%	12	14064	12.9%	36	79143	19.6%	195
	not very important				978	0.9%	2	5743	1.4%	16
	not to be considered							1096	0.3%	4
	do not know refuse				1452	1.3%	4	1781	0.4%	7
public involvement in the planning process	very important	8863	62.7%	42	74737	68.4%	197	254852	63.3%	737
	somewhat important	4642	32.8%	22	25810	23.6%	65	123807	30.8%	315
	not very important	633	4.5%	3	6952	6.4%	17	18721	4.7%	47
	not to be considered							2041	0.5%	6
	do not know refuse				1810	1.7%	5	2969	0.7%	9

Weighted by Island.

Senior HH are households were at least

**Table C1: Community Planning**

Puna Residents			Households with Seniors			Total		
yes			Yes					
Count	Col %	N	Count	Col %	N	Count	Col %	N

one member is over 65 years old.



**Table C2: Statewide Planning**

		Island of Residence																	
		O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
		Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
getting places quickly and easily	very important	208587	72.8%	292	735	64.0%	32	2036	78.0%	39	28167	70.9%	107	14471	71.7%	152	36295	68.5%	172
	somewhat important	69291	24.2%	97	344	30.0%	15	522	20.0%	10	10793	27.2%	41	5236	25.9%	55	15826	29.9%	75
	not very important	5715	2.0%	8	46	4.0%	2	52	2.0%	1	790	2.0%	3	381	1.9%	4	633	1.2%	3
	not to be considered do not know refuse	714 2143	0.2% 0.7%	1 3	23 23	2.0% 2.0%	1 1							95 95	0.5% 0.5%	1 1	211 211	0.4% 0.4%	1 1
getting anywhere you want to go	very important	216445	75.6%	303	643	56.0%	28	1984	76.0%	38	31062	78.1%	118	14661	72.6%	154	37561	70.9%	178
	somewhat important	65005	22.7%	91	436	38.0%	19	522	20.0%	10	6844	17.2%	26	5141	25.5%	54	14138	26.7%	67
	not very important	4286	1.5%	6	46	4.0%	2	104	4.0%	2	1316	3.3%	5	286	1.4%	3	1055	2.0%	5
	not to be considered do not know refuse	714 714	0.2% 0.2%	1 1	23 23	2.0% 2.0%	1 1				526 526	1.3% 1.3%	2 2	95 95	0.5% 0.5%	1 1	211 211	0.4% 0.4%	1 1
making sure our transportation system is	very important	259305	90.5%	363	1102	96.0%	48	2558	98.0%	49	35537	89.4%	135	18565	92.0%	195	47690	90.0%	226
	somewhat important	25002	8.7%	35				52	2.0%	1	3949	9.9%	15	1428	7.1%	15	4642	8.8%	22
	not very important	2143	0.7%	3	23	2.0%	1				263	0.7%	1	95	0.5%	1	422	0.8%	2
	not to be considered do not know refuse				23 23	2.0% 2.0%	1 1							95 95	0.5% 0.5%	1 1	211 211	0.4% 0.4%	1 1
helping the quality of life in our community	very important	222159	77.6%	311	964	84.0%	42	2088	80.0%	40	33431	84.1%	127	16946	84.0%	178	39460	74.5%	187
	somewhat important	57861	20.2%	81	138	12.0%	6	522	20.0%	10	5002	12.6%	19	2666	13.2%	28	12028	22.7%	57
	not very important	5000	1.7%	7	23	2.0%	1				526	1.3%	2	190	0.9%	2	1266	2.4%	6
	not to be considered do not know refuse	714 714	0.2% 0.2%	1 1	23 23	2.0% 2.0%	1 1				526 263	1.3% 0.7%	2 1	381 381	1.9% 1.9%	4 4	211 211	0.4% 0.4%	1 1
protecting the environment	very important	221445	77.3%	310	1010	88.0%	44	2453	94.0%	47	34221	86.1%	130	16565	82.1%	174	40726	76.9%	193
	somewhat important	58576	20.4%	82	92	8.0%	4	157	6.0%	3	4738	11.9%	18	2951	14.6%	31	10762	20.3%	51
	not very important	3572	1.2%	5	23	2.0%	1				263	0.7%	1	476	2.4%	5	1477	2.8%	7
	not to be considered do not know refuse	1429 1429	0.5% 0.5%	2 2	23 23	2.0% 2.0%	1 1				526 526	1.3% 1.3%	2 2	95 95	0.5% 0.5%	1 1			
supporting the economy	very important	204301	71.3%	286	804	70.0%	35	2140	82.0%	41	26587	66.9%	101	14661	72.6%	154	35451	66.9%	168
	somewhat important	67148	23.4%	94	253	22.0%	11	470	18.0%	9	10530	26.5%	40	4855	24.1%	51	15615	29.5%	74
	not very important	10001	3.5%	14	46	4.0%	2				1843	4.6%	7	381	1.9%	4	1899	3.6%	9
	not to be considered do not know refuse	3572 1429	1.2% 0.5%	5 2	46 46	4.0% 4.0%	2 2				263 526	0.7% 1.3%	1 2	190 95	0.9% 0.5%	2 1			
making sure for different areas and transportation	very important	238589	83.3%	334	987	86.0%	43	2297	88.0%	44	32378	81.5%	123	16565	82.1%	174	42625	80.5%	202
	somewhat important	45003	15.7%	63	115	10.0%	5	313	12.0%	6	6054	15.2%	23	3332	16.5%	35	9285	17.5%	44
	not very important	1429	0.5%	2	23	2.0%	1				1316	3.3%	5	190	0.9%	2	844	1.6%	4
	not to be considered do not know refuse	1429	0.5%	2	23 23	2.0% 2.0%	1 1							95 95	0.5% 0.5%	1 1	211 211	0.4% 0.4%	1 1
plans from different agencies work together	very important	226446	79.1%	317	987	86.0%	43	2245	86.0%	43	31852	80.1%	121	16375	81.1%	172	43047	81.3%	204
	somewhat important	55718	19.5%	78	115	10.0%	5	365	14.0%	7	6581	16.6%	25	3523	17.5%	37	9285	17.5%	44
	not very important	3572	1.2%	5	23	2.0%	1				1053	2.6%	4	190	0.9%	2	211	0.4%	1
	not to be considered do not know refuse	714 714	0.2% 0.2%	1 1	23 23	2.0% 2.0%	1 1				263 263	0.7% 0.7%	1 1	95 95	0.5% 0.5%	1 1	422 422	0.8% 0.8%	2 2
enough funding to meet transportation	very important	225731	78.8%	316	850	74.0%	37	2245	86.0%	43	32378	81.5%	123	17232	85.4%	181	44102	83.3%	209
	somewhat important	57147	20.0%	80	230	20.0%	10	313	12.0%	6	6581	16.6%	25	2666	13.2%	28	8230	15.5%	39
	not very important	2857	1.0%	4	46	4.0%	2	52	2.0%	1	790	2.0%	3	95	0.5%	1	633	1.2%	3
	not to be considered do not know refuse	714 714	0.2% 0.2%	1 1	23 23	2.0% 2.0%	1 1						190 190	0.9% 0.9%	2 2				
public involvement in the planning process	very important	188586	65.8%	264	850	74.0%	37	2036	78.0%	39	27377	68.9%	104	14566	72.2%	153	36295	68.5%	172
	somewhat important	89292	31.2%	125	276	24.0%	12	522	20.0%	10	10530	26.5%	40	5236	25.9%	55	14560	27.5%	69
	not very important	7143	2.5%	10				52	2.0%	1	1579	4.0%	6	286	1.4%	3	1266	2.4%	6
	not to be considered do not know refuse	1429	0.5%	2	23 23	2.0% 2.0%	1 1				263 263	0.7% 0.7%	1 1	95 95	0.5% 0.5%	1 1	211 211	0.4% 0.4%	1 1

Weighted by Island.

Senior HH are households were at least

**Table C2: Statewide Planning**

Island of Residence																	
O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N

one member is over 65 years old.

**Table C2: Statewide Planning**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
getting places quickly and easily	very important	10340	73.1%	49	86650	79.3%	222	290290	72.0%	794
	somewhat important	3798	26.9%	18	20661	18.9%	57	102012	25.3%	293
	not very important				1787	1.6%	4	7616	1.9%	21
	not to be considered							714	0.2%	1
	do not know refuse				211	0.2%	1	2472	0.6%	6
getting anywhere you want to go	very important	10129	71.6%	48	85781	78.5%	216	302355	75.0%	819
	somewhat important	3798	26.9%	18	18984	17.4%	58	92086	22.8%	267
	not very important	211	1.5%	1	3618	3.3%	8	7093	1.8%	23
	not to be considered				714	0.7%	1	1241	0.3%	3
	do not know refuse				211	0.2%	1	329	0.1%	3
making sure our transportation system is	very important	13505	95.5%	64	100232	91.7%	261	364756	90.5%	1016
	somewhat important	422	3.0%	2	8813	8.1%	22	35073	8.7%	88
	not very important	211	1.5%	1	263	0.2%	1	2946	0.7%	8
	not to be considered							211	0.1%	1
	do not know refuse						118	0.0%	2	
helping the quality of life in our community	very important	9707	68.7%	46	86398	79.0%	233	315049	78.2%	885
	somewhat important	4009	28.4%	19	21679	19.8%	47	78216	19.4%	201
	not very important	422	3.0%	2	1136	1.0%	3	7006	1.7%	18
	not to be considered							1241	0.3%	3
	do not know refuse				95	0.1%	1	1592	0.4%	8
protecting the environment	very important	10340	73.1%	49	87844	80.4%	233	316421	78.5%	898
	somewhat important	3165	22.4%	15	19727	18.0%	44	77276	19.2%	189
	not very important	633	4.5%	3	665	0.6%	4	5811	1.4%	19
	not to be considered				1073	1.0%	3	2050	0.5%	5
	do not know refuse						1547	0.4%	4	
supporting the economy	very important	9285	65.7%	44	81234	74.3%	212	283944	70.4%	785
	somewhat important	4853	34.3%	23	23985	21.9%	64	98870	24.5%	279
	not very important				1946	1.8%	5	14169	3.5%	36
	not to be considered				714	0.7%	1	4025	1.0%	8
	do not know refuse				1429	1.3%	2	2096	0.5%	7
making sure for different areas and transportation	very important	11606	82.1%	55	95600	87.5%	245	333442	82.7%	920
	somewhat important	2321	16.4%	11	12783	11.7%	37	64103	15.9%	176
	not very important	211	1.5%	1	714	0.7%	1	3802	0.9%	14
	not to be considered									
	do not know refuse				211	0.2%	1	1758	0.4%	5
plans from different agencies work together	very important	11184	79.1%	53	94857	86.8%	248	320951	79.6%	900
	somewhat important	2743	19.4%	13	14452	13.2%	36	75587	18.8%	196
	not very important	211	1.5%	1				5049	1.3%	13
	not to be considered							1400	0.3%	4
	do not know refuse						118	0.0%	2	
enough funding to meet transportation	very important	11606	82.1%	55	95473	87.3%	248	322538	80.0%	909
	somewhat important	2532	17.9%	12	13128	12.0%	32	75166	18.6%	188
	not very important				708	0.6%	4	4473	1.1%	14
	not to be considered							714	0.2%	1
	do not know refuse						213	0.1%	3	
public involvement in the planning process	very important	9918	70.1%	47	81377	74.4%	208	269708	66.9%	769
	somewhat important	3798	26.9%	18	23674	21.7%	68	120416	29.9%	311
	not very important	422	3.0%	2	3332	3.0%	6	10327	2.6%	26
	not to be considered							633	0.2%	3
	do not know refuse				925	0.8%	2	2021	0.5%	6

Weighted by Island.

Senior HH are households were at least

**Table C2: Statewide Planning**

Puna Residents			Households with Seniors			Total		
yes			Yes					
Count	Col %	N	Count	Col %	N	Count	Col %	N

one member is over 65 years old.

**Table C3: Choices Between Conflicting**

		Island of Residence																	
		O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
		Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
making possible to go places quickly and safe	mobility	28574	10.0%	40	23	2.0%	1	209	8.0%	4	4475	11.3%	17	2285	11.3%	24	5486	10.4%	26
	safety	245733	86.0%	344	1079	94.0%	47	2349	90.0%	45	34747	87.4%	132	16660	82.5%	175	46635	88.0%	221
	neither	2143	0.7%	3				52	2.0%	1				95	0.5%	1	211	0.4%	1
	it depends	9286	3.2%	13	46	4.0%	2				526	1.3%	2	952	4.7%	10	633	1.2%	3
	do not know refuse												190	0.9%	2				
making possible to go places quickly and	mobility	92864	32.4%	130	138	12.0%	6	522	20.0%	10	10003	25.2%	38	5617	27.8%	59	16248	30.7%	77
	protecting the environment	179299	62.6%	251	850	74.0%	37	2088	80.0%	40	26850	67.5%	102	12376	61.3%	130	34818	65.7%	165
	neither	3572	1.2%	5							286	1.4%	3				422	0.8%	2
	it depends	10001	3.5%	14	161	14.0%	7				2632	6.6%	10	1809	9.0%	19	1266	2.4%	6
	do not know refuse	714	0.2%	1						263	0.7%	1	95	0.5%	1	211	0.4%	1	
making possible to go places quickly and there is	mobility	81435	28.4%	114	298	26.0%	13	679	26.0%	13	13952	35.1%	53	5236	25.9%	55	15826	29.9%	75
	financing	191443	66.8%	268	666	58.0%	29	1827	70.0%	35	22639	57.0%	86	12662	62.7%	133	34607	65.3%	164
	neither	2857	1.0%	4				52	2.0%	1	526	1.3%	2	190	0.9%	2	633	1.2%	3
	depends	10715	3.7%	15	161	14.0%	7	52	2.0%	1	2632	6.6%	10	1714	8.5%	18	1266	2.4%	6
	do not know refuse				23	2.0%	1						381	1.9%	4	633	1.2%	3	
making possible to go places quickly and	mobility	108580	37.9%	152	276	24.0%	12	679	26.0%	13	18427	46.4%	70	6664	33.0%	70	20469	38.6%	97
	supporting the economy	155726	54.4%	218	689	60.0%	30	1775	68.0%	34	19480	49.0%	74	11710	58.0%	123	30175	57.0%	143
	neither	3572	1.2%	5	23	2.0%	1	104	4.0%	2	263	0.7%	1	190	0.9%	2	422	0.8%	2
	it depends	17144	6.0%	24	138	12.0%	6	52	2.0%	1	1579	4.0%	6	1047	5.2%	11	1055	2.0%	5
	do not know refuse	1429	0.5%	2	23	2.0%	1						571	2.8%	6	844	1.6%	4	
making transportation safety and protecting the environment	safety	214302	74.8%	300	712	62.0%	31	1723	66.0%	33	25008	62.9%	95	12757	63.5%	134	38827	73.3%	184
	protecting the environment	52861	18.5%	74	253	22.0%	11	626	24.0%	12	11582	29.1%	44	4855	24.2%	51	11395	21.5%	54
	neither	2857	1.0%	4	23	2.0%	1	104	4.0%	2	263	0.7%	1	571	2.8%	6	633	1.2%	3
	it depends	15001	5.2%	21	138	12.0%	6	157	6.0%	3	2369	6.0%	9	1809	9.0%	19	1899	3.6%	9
	do not know refuse	1429	0.5%	2	23	2.0%	1			526	1.3%	2	95	0.5%	1	211	0.4%	1	
protecting the environment and supporting the economy	protecting the environment	150011	52.5%	210	666	58.0%	29	1670	64.0%	32	25797	64.9%	98	10472	51.9%	110	26588	50.2%	126
	supporting the economy	111437	39.0%	156	276	24.0%	12	731	28.0%	14	11056	27.8%	42	7711	38.2%	81	23001	43.4%	109
	neither	2143	0.7%	3	23	2.0%	1	157	6.0%	3	263	0.7%	1	190	0.9%	2	844	1.6%	4
	it depends	18573	6.5%	26	161	14.0%	7	52	2.0%	1	1579	4.0%	6	1428	7.1%	15	2532	4.8%	12
	do not know refuse	3572	1.2%	5	23	2.0%	1			1053	2.6%	4	381	1.9%	4				
preserving quality of life and supporting the economy	preserving the quality of life	183585	64.1%	257	758	66.0%	33	1931	74.0%	37	28693	72.2%	109	13328	66.4%	140	33130	62.5%	157
	supporting the economy	82149	28.7%	115	253	22.0%	11	574	22.0%	11	8424	21.2%	32	5427	27.0%	57	16881	31.9%	80
	neither	1429	0.5%	2				52	2.0%	1	263	0.7%	1	95	0.5%	1	422	0.8%	2
	it depends	15715	5.5%	22	115	10.0%	5	52	2.0%	1	2106	5.3%	8	1142	5.7%	12	1899	3.6%	9
	do not know refuse	3572	1.2%	5	23	2.0%	1			263	0.7%	1	95	0.5%	1	633	1.2%	3	
statewide planning and public involvement	statewide planning	145725	50.9%	204	505	44.0%	22	574	22.0%	11	16584	41.7%	63	6569	32.5%	69	22157	41.8%	105
	public involvement	117152	40.9%	164	551	48.0%	24	1723	66.0%	33	20796	52.3%	79	11044	54.7%	116	28698	54.2%	136
	neither	2857	1.0%	4				157	6.0%	3	263	0.7%	1	190	0.9%	2	633	1.2%	3
	it depends	17144	6.0%	24	92	8.0%	4	157	6.0%	3	1579	4.0%	6	1999	9.9%	21	844	1.6%	4
	do not know refuse	3572	1.2%	5						526	1.3%	2	381	1.9%	4	633	1.2%	3	
supporting the economy and public involvement	supporting the economy	152154	53.1%	213	574	50.0%	25	992	38.0%	19	18690	0.47	71	9235	0.458	97	27854	0.526	132
	public involvement	115723	40.4%	162	459	40.0%	20	1462	56.0%	28	19216	0.483	73	9139	0.453	96	22368	0.422	106
	neither	3572	1.2%	5				52	2.0%	1				286	0.014	3	422	0.008	2
	it depends	13572	4.7%	19	115	10.0%	5	104	4.0%	2	1316	0.033	5	1238	0.061	13	1688	0.032	8
	do not know refuse	1429	0.5%	2						526	0.013	2	286	0.014	3	633	0.012	3	

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C3: Choices Between Conflicting**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
making possible to go places quickly and safe	mobility	1266	9.0%	6	7870	7.2%	24	41052	10.2%	112
	safety	12872	91.0%	61	98820	90.4%	252	347203	86.3%	964
	neither				810	0.7%	2	2501	0.6%	6
	it depends				1809	1.7%	6	11444	2.8%	30
	do not know refuse							190	0.0%	2
making possible to go places quickly and	mobility	4853	34.3%	23	38034	34.8%	91	125392	31.1%	320
	protecting the environment	8652	61.2%	41	65314	59.8%	172	256281	63.6%	725
	neither	211	1.5%	1	1735	1.6%	4	4279	1.1%	10
	it depends	422	3.0%	2	3657	3.3%	14	15869	3.9%	56
	do not know refuse				569	0.5%	3	1284	0.3%	4
making possible to go places quickly and there is	mobility	2954	20.9%	14	21644	19.8%	55	117426	29.1%	323
	financing	10551	74.6%	50	82869	75.8%	208	263843	65.5%	715
	neither	211	1.5%	1	1903	1.7%	5	4259	1.1%	12
	depends	422	3.0%	2	2469	2.3%	12	16540	4.1%	57
	do not know refuse				424	0.4%	4	1037	0.3%	8
making possible to go places quickly and	mobility	4220	29.9%	20	36696	33.6%	83	155093	38.5%	414
	supporting the economy	9496	67.2%	45	66096	60.5%	179	219554	54.5%	622
	neither				767	0.7%	2	4575	1.1%	13
	it depends	422	3.0%	2	5043	4.6%	15	21016	5.2%	53
	do not know refuse				708	0.6%	5	2867	0.7%	13
making transportation safety and protecting the environment	safety	10129	71.6%	48	86991	79.7%	216	293328	72.8%	777
	protecting the environment	3798	26.9%	18	14731	13.5%	44	81573	20.2%	246
	neither				2093	1.9%	7	4452	1.1%	17
	it depends	211	1.5%	1	5188	4.8%	15	21373	5.3%	67
	do not know refuse				211	0.2%	1	2284	0.6%	7
protecting the environment and supporting the economy	protecting the environment	6541	46.3%	31	51056	46.7%	127	215205	53.5%	605
	supporting the economy	6119	43.3%	29	52473	48.0%	138	154211	38.3%	414
	neither	633	4.5%	3	1073	1.0%	4	3620	0.9%	14
	it depends	844	6.0%	4	2897	2.6%	10	24325	6.0%	67
	do not know refuse				1810	1.7%	5	5028	1.2%	14
preserving quality of life and supporting the economy	preserving the quality of life	7597	53.7%	36	68008	62.3%	179	261425	64.9%	733
	supporting the economy	5697	40.3%	27	35446	32.5%	82	113707	28.2%	306
	neither				1073	1.0%	4	2261	0.6%	7
	it depends	844	6.0%	4	4095	3.7%	14	21030	5.2%	57
	do not know refuse				592	0.5%	4	4586	1.1%	11
statewide planning and public involvement	statewide planning	4642	32.8%	22	51911	47.5%	127	192114	47.7%	474
	public involvement	9074	64.2%	43	47534	43.5%	129	179963	44.6%	552
	neither	211	1.5%	1	358	0.3%	3	4101	1.0%	13
	it depends	211	1.5%	1	6318	5.8%	17	21815	5.4%	62
	do not know refuse				3187	2.9%	8	5112	1.3%	14
supporting the economy and public involvement	supporting the economy	7175	0.507	34	53372	48.8%	143	209499	52.0%	557
	public involvement	6330	0.448	30	47612	43.6%	115	168367	41.8%	485
	neither				2406	2.2%	5	4332	1.1%	11
	it depends	633	0.045	3	4832	4.4%	15	18034	4.5%	52
	do not know refuse				1087	1.0%	6	2874	0.7%	10

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C4: Spending Priorities**

		Island of Residence																	
		O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
		Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
getting places quickly and easily	yes spend	219302	76.6%	307	781	68.0%	34	1879	72.0%	36	32378	81.5%	123	15708	77.8%	165	40304	76.1%	191
	no do not spend	62148	21.7%	87	276	24.0%	12	679	26.0%	13	6844	17.2%	26	3713	18.4%	39	12239	23.1%	58
	do not know refuse	5000	1.7%	7	92	8.0%	4	52	2.0%	1	526	1.3%	2	762	3.8%	8	422	0.8%	2
getting anywhere you want to go	yes spend	213587	74.6%	299	643	56.0%	28	1879	72.0%	36	30009	75.5%	114	14471	71.7%	152	40304	76.1%	191
	no do not spend	66434	23.2%	93	413	36.0%	18	574	22.0%	11	8687	21.9%	33	4760	23.6%	50	11395	21.5%	54
	do not know refuse	6429	2.2%	9	92	8.0%	4	157	6.0%	3	1053	2.6%	4	952	4.7%	10	1266	2.4%	6
making sure the transportation is safe	yes spend	266449	93.0%	373	1079	94.0%	47	2453	94.0%	47	37117	93.4%	141	19041	94.3%	200	50011	94.4%	237
	no do not spend	16430	5.7%	23	46	4.0%	2	157	6.0%	3	2369	6.0%	9	1047	5.2%	11	2532	4.8%	12
	do not know refuse	3572	1.2%	5	23	2.0%	1				263	0.7%	1	95	0.5%	1	422	0.8%	2
helping the quality of life	yes spend	252162	88.0%	353	1010	88.0%	44	2192	84.0%	42	37380	94.0%	142	17613	87.3%	185	46635	88.0%	221
	no do not spend	29288	10.2%	41	92	8.0%	4	365	14.0%	7	2369	6.0%	9	2285	11.3%	24	5697	10.8%	27
	do not know refuse	5000	1.7%	7	46	4.0%	2	52	2.0%	1				286	1.4%	3	633	1.2%	3
protecting the environment	yes spend	242161	84.5%	339	941	82.0%	41	2401	92.0%	46	35274	88.7%	134	16565	82.1%	174	43680	82.5%	207
	no do not spend	40003	14.0%	56	161	14.0%	7	209	8.0%	4	4475	11.3%	17	3142	15.6%	33	8230	15.5%	39
	do not know refuse	4286	1.5%	6	46	4.0%	2							476	2.4%	5	1055	2.0%	5
supporting the economy	yes spend	229303	80.0%	321	918	80.0%	40	2140	83.7%	41	31062	78.1%	118	15804	78.3%	166	41570	78.5%	197
	no do not spend	50004	17.5%	70	138	12.0%	6	365	14.3%	7	7897	19.9%	30	3713	18.4%	39	10340	19.5%	49
	do not know refuse	7143	2.5%	10	92	8.0%	4	52	2.0%	1	790	2.0%	3	666	3.3%	7	1055	2.0%	5
make sure plans for different trans system work	yes spend	250733	87.5%	351	941	82.0%	41	2140	83.7%	41	35537	89.4%	135	17137	84.9%	180	45157	85.3%	214
	no do not spend	32145	11.2%	45	161	14.0%	7	365	14.3%	7	3949	9.9%	15	2094	10.4%	22	6541	12.4%	31
	do not know refuse	3572	1.2%	5	46	4.0%	2	52	2.0%	1	263	0.7%	1	952	4.7%	10	1266	2.4%	6
different agencies all work together	yes spend	229303	80.0%	321	895	78.0%	39	2036	78.0%	39	32905	82.8%	125	16280	80.7%	171	40726	76.9%	193
	no do not spend	53575	18.7%	75	184	16.0%	8	522	20.0%	10	6581	16.6%	25	3332	16.5%	35	10551	19.9%	50
	do not know refuse	3572	1.2%	5	69	6.0%	3	52	2.0%	1	263	0.7%	1	571	2.8%	6	1688	3.2%	8
make a sure there is enough funding	yes spend	244304	85.3%	342	1033	90.0%	45	2245	87.8%	43	35800	90.1%	136	16851	83.5%	177	46212	87.3%	219
	no do not spend	36431	12.7%	51	69	6.0%	3	261	10.2%	5	3422	8.6%	13	2570	12.7%	27	6330	12.0%	30
	do not know refuse	5715	2.0%	8	46	4.0%	2	52	2.0%	1	526	1.3%	2	762	3.8%	8	422	0.8%	2
public involvement and planning process	yes spend	182156	63.6%	255	781	68.0%	34	1931	74.0%	37	28956	72.8%	110	15423	76.4%	162	33763	63.7%	160
	no do not spend	95007	33.2%	133	298	26.0%	13	574	22.0%	11	10266	25.8%	39	4475	22.2%	47	17725	33.5%	84
	do not know refuse	9286	3.2%	13	69	6.0%	3	104	4.0%	2	526	1.3%	2	286	1.4%	3	1477	2.8%	7

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C4: Spending Priorities**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
getting places quickly and easily	yes spend	10973	77.6%	52	88872	81.3%	229	310353	77.0%	856
	no do not spend	3165	22.4%	15	17672	16.2%	49	85898	21.3%	235
	do not know refuse				2765	2.5%	6	6855	1.7%	24
getting anywhere you want to go	yes spend	11395	80.6%	54	84055	76.9%	218	300894	74.6%	820
	no do not spend	2532	17.9%	12	21374	19.6%	56	92263	22.9%	259
	do not know refuse	211	1.5%	1	3880	3.5%	10	9949	2.5%	36
making sure the transportation is safe	yes spend	12872	91.0%	61	103249	94.5%	266	376149	93.3%	1045
	no do not spend	1266	9.0%	6	4325	4.0%	14	22581	5.6%	60
	do not know refuse				1735	1.6%	4	4375	1.1%	10
helping the quality of life	yes spend	13083	92.5%	62	100322	91.8%	258	356991	88.6%	987
	no do not spend	1055	7.5%	5	7251	6.6%	22	40097	9.9%	112
	do not know refuse				1735	1.6%	4	6017	1.5%	16
protecting the environment	yes spend	12028	85.1%	57	88157	80.6%	230	341023	84.6%	941
	no do not spend	1688	11.9%	8	19322	17.7%	49	56219	13.9%	156
	do not know refuse	422	3.0%	2	1830	1.7%	5	5863	1.5%	18
supporting the economy	yes spend	12450	88.1%	59	93004	85.1%	242	320797	79.6%	883
	no do not spend	1688	11.9%	8	14758	13.5%	38	72457	18.0%	201
	do not know refuse				1547	1.4%	4	9799	2.4%	30
make sure plans for different trans system work	yes spend	12450	88.1%	59	98590	90.2%	255	351646	87.2%	962
	no do not spend	1477	10.4%	7	8611	7.9%	20	45256	11.2%	127
	do not know refuse	211	1.5%	1	2107	1.9%	9	6151	1.5%	25
different agencies all work together	yes spend	10551	74.6%	50	91714	83.9%	240	322145	79.9%	888
	no do not spend	3165	22.4%	15	16268	14.9%	39	74745	18.5%	203
	do not know refuse	422	3.0%	2	1327	1.2%	5	6215	1.5%	24
make a sure there is enough funding	yes spend	12661	89.6%	60	93237	85.3%	249	346446	86.0%	962
	no do not spend	1477	10.4%	7	13119	12.0%	30	49084	12.2%	129
	do not know refuse				2953	2.7%	5	7523	1.9%	23
public involvement and planning process	yes spend	9496	67.2%	45	73365	67.1%	197	263010	65.2%	758
	no do not spend	4220	29.9%	20	29354	26.9%	74	128346	31.8%	327
	do not know refuse	422	3.0%	2	6590	6.0%	13	11749	2.9%	30

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.



**Table C5: Demographics**

		Island of Residence																	
		O'ahu			Lana'i			Moloka'i			Maui			Kaua'i			Hawai'i		
		Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N	Count	Col %	N
means of transportation used for work	airplane							52	2.0%	1	263	0.7%	1			211	0.4%	1	
	bike	4286	1.5%	6							263	0.7%	1	190	0.9%	2	422	0.8%	2
	bus	37146	13.0%	52							1053	2.6%	4	95	0.5%	1	633	1.2%	3
	car	225017	78.6%	315	918	80.0%	40	2036	78.0%	39	34484	86.8%	131	18469	91.5%	194	49800	94.0%	236
	walk, other on food	5715	2.0%	8	184	16.0%	8	157	6.0%	3	1579	4.0%	6	381	1.9%	4	211	0.4%	1
	other public transportation	2857	1.0%	4							790	2.0%	3	190	0.9%	2	422	0.8%	2
	none do not travel	10715	3.7%	15	46	4.0%	2	365	14.0%	7	1316	3.3%	5	857	4.2%	9	633	1.2%	3
do not know refuse	714	0.2%	1													633	1.2%	3	
anyone in the household	yes	25716	9.0%	36	23	2.0%	1				526	1.3%	2	571	2.8%	6	633	1.2%	3
	no	260019	90.8%	364	1125	98.0%	49	2610	100.0%	50	39223	98.7%	149	19517	96.7%	205	52332	98.8%	248
active military	do not know refuse	714	0.2%	1									95	0.5%	1				
what is your ethnic background	Caucasion	67862	23.7%	95	390	34.0%	17	626	24.0%	12	18427	46.4%	70	7331	36.3%	77	20047	37.8%	95
	Chinese	15001	5.2%	21				104	4.0%	2	263	0.7%	1	190	0.9%	2	633	1.2%	3
	Filipino	28574	10.0%	40	230	20.0%	10	261	10.0%	5	4475	11.3%	17	2475	12.3%	26	4009	7.6%	19
	Hawaiian, part Hawaiian	36431	12.7%	51	230	20.0%	10	1357	52.0%	26	4212	10.6%	16	3903	19.3%	41	10129	19.1%	48
	Japanese	69291	24.2%	97	92	8.0%	4	157	6.0%	3	4475	11.3%	17	3142	15.6%	33	9285	17.5%	44
	mixed, not Hawaiian	28574	10.0%	40	92	8.0%	4	52	2.0%	1	2632	6.6%	10	762	3.8%	8	4009	7.6%	19
	other	34288	12.0%	48	115	10.0%	5	52	2.0%	1	4738	11.9%	18	2285	11.3%	24	4009	7.6%	19
	do not know refuse	6429	2.2%	9							526	1.3%	2	95	0.5%	1	844	1.6%	4
what is your age	18 to 24	30717	10.7%	43	207	18.0%	9	104	4.0%	2	2106	5.3%	8	1523	7.5%	16	6541	12.4%	31
	25 to 34	50718	17.7%	71	253	22.0%	11	418	16.0%	8	7371	18.5%	28	3903	19.3%	41	5908	11.2%	28
	35 to 44	60004	20.9%	84	138	12.0%	6	679	26.0%	13	12109	30.5%	46	3713	18.4%	39	11184	21.1%	53
	45 to 54	62148	21.7%	87	276	24.0%	12	731	28.0%	14	7897	19.9%	30	5427	26.9%	57	14138	26.7%	67
	55 to 64	45003	15.7%	63	69	6.0%	3	418	16.0%	8	6581	16.6%	25	3046	15.1%	32	8863	16.7%	42
	65 or more	37146	13.0%	52	207	18.0%	9	261	10.0%	5	3422	8.6%	13	2570	12.7%	27	6119	11.6%	29
	do not know refuse	714	0.2%	1							263	0.7%	1				211	0.4%	1
what is the total 2000 income	less than \$25,000	30717	10.7%	43	115	10.0%	5	992	38.0%	19	4738	11.9%	18	2570	12.7%	27	10973	20.7%	52
	\$25,000 to \$50,000	78577	27.4%	110	344	30.0%	15	940	36.0%	18	12899	32.5%	49	6855	34.0%	72	13716	25.9%	65
	\$50,000 to \$75,000	55718	19.5%	78	276	24.0%	12	261	10.0%	5	9477	23.8%	36	3808	18.9%	40	9918	18.7%	47
	more than \$75,000	65005	22.7%	91	230	20.0%	10	209	8.0%	4	7897	19.9%	30	3332	16.5%	35	8652	16.3%	41
	do not know refused	56433	19.7%	79	184	16.0%	8	209	8.0%	4	4738	11.9%	18	3618	17.9%	38	9707	18.3%	46
Gender	male	137867	48.1%	193	574	50.0%	25	1044	40.0%	20	17374	43.7%	66	7711	38.2%	81	19202	36.3%	91
	female	148583	51.9%	208	574	50.0%	25	1566	60.0%	30	22375	56.3%	85	12472	61.8%	131	33763	63.7%	160

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C5: Demographics**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
means of transportation used for work	airplane	211	1.5%	1	52	0.0%	1	526	0.1%	3
	bike	211	1.5%	1	714	0.7%	1	5162	1.3%	11
	bus				15623	14.3%	24	38927	9.7%	60
	car	13083	92.5%	62	79583	72.8%	222	330724	82.0%	955
	walk, other on foot				2096	1.9%	7	8226	2.0%	30
	other public transportation	211	1.5%	1	1189	1.1%	3	4260	1.1%	11
	none do not travel	422	3.0%	2	9127	8.3%	24	13932	3.5%	41
	do not know refuse				925	0.8%	2	1347	0.3%	4
anyone in the household	yes	633	4.5%	3	3522	3.2%	8	27470	6.8%	48
	no	13505	95.5%	64	105787	96.8%	276	374826	93.0%	1065
	do not know refuse							810	0.2%	2
what is your ethnic background	Caucasion	5486	38.8%	26	23736	21.7%	68	114683	28.4%	366
	Chinese	211	1.5%	1	2962	2.7%	6	16192	4.0%	29
	Filipino	1688	11.9%	8	17757	16.2%	50	40024	9.9%	117
	Hawaiian, part Hawaiian	2321	16.4%	11	17087	15.6%	47	56262	14.0%	192
	Japanese	1899	13.4%	9	28844	26.4%	65	86441	21.4%	198
	mixed, not Hawaiian	1477	10.4%	7	5205	4.8%	12	36121	9.0%	82
	other	1055	7.5%	5	11100	10.2%	31	45488	11.3%	115
	do not know refuse				2617	2.4%	5	7895	2.0%	16
what is your age	18 to 24	1688	11.9%	8	7782	7.1%	18	41198	10.2%	109
	25 to 34	1899	13.4%	9	10308	9.4%	30	68571	17.0%	187
	35 to 44	2321	16.4%	11	14549	13.3%	32	87827	21.8%	241
	45 to 54	4431	31.3%	21	9359	8.6%	31	90616	22.5%	267
	55 to 64	1477	10.4%	7	18060	16.5%	39	63980	15.9%	173
	65 or more	2110	14.9%	10	48777	44.6%	132	49725	12.3%	135
	do not know refuse	211	1.5%	1	474	0.4%	2	1189	0.3%	3
	what is the total 2000 income	less than \$25,000	4642	32.8%	22	13497	12.3%	48	50105	12.4%
\$25,000 to \$50,000		4220	29.9%	20	23794	21.8%	70	113331	28.1%	329
\$50,000 to \$75,000		2110	14.9%	10	16217	14.8%	39	79457	19.7%	218
more than \$75,000		844	6.0%	4	22333	20.4%	50	85324	21.2%	211
do not know refused		2321	16.4%	11	33469	30.6%	77	74888	18.6%	193
Gender	male	4853	34.3%	23	46778	42.8%	116	183773	45.6%	476
	female	9285	65.7%	44	62531	57.2%	168	219332	54.4%	639

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C6: Transportation Planning Can Help Your Community**

	O'ahu			Lana'i			Moloka'i		
	Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help your community?	31431	11.00%	44	161	14.30%	7	574	22.00%	11
public transportation, mass transit, rapid transit									
accessibility, easier access, mobility	35003	12.20%	49	46	4.10%	2			
safety	27859	9.70%	39	46	4.10%	2	104	4.00%	2
more roads, more lanes, wider roads, more highways	18573	6.50%	26	161	14.30%	7	104	4.00%	2
road improvements, fix roads, guard rails	20716	7.20%	29	344	30.60%	15	679	26.00%	13
buses - increase schedules, more buses	21430	7.50%	30	92	8.20%	4	261	10.00%	5
better planning, planning ahead, coordinate traffic flow	25002	8.70%	35	23	2.00%	1	52	2.00%	1
community input, listen to community, citizens more involved	16430	5.70%	23	69	6.10%	3	261	10.00%	5
reduce traffic, reduce speeding, decrease commute time	22859	8.00%	32						
buses - modify schedules, more frequent	12144	4.20%	17						
bypass, alternate routes	10001	3.50%	14				52	2.00%	1
protect environment, concern for environment	10001	3.50%	14	69	6.10%	3	52	2.00%	1
traffic lights, street lights	7858	2.70%	11	23	2.00%	1	209	8.00%	4
coordinating efforts of agencies, work together, minimize de	7858	2.70%	11	23	2.00%	1	209	8.00%	4
bike lanes, bike paths, skateboards, rollerblades	6429	2.20%	9	46	4.10%	2			
everything is OK, satisfied	7858	2.70%	11				52	2.00%	1
limit cars	5715	2.00%	8						
special transportation - seniors, handicap, underprivileged	3572	1.20%	5	23	2.00%	1			
keep public informed	4286	1.50%	6						
economy, funding	2857	1.00%	4	23	2.00%	1			
bus fares	2857	1.00%	4						
parking	2143	0.70%	3						
signs - visibility, more signs	1429	0.50%	2	23	2.00%	1	104	4.00%	2
sidewalks	714	0.20%	1	23	2.00%	1	52	2.00%	1
resolve jurisdiction, coordinate state and county efforts	714	0.20%	1						
car pool	714	0.20%	1	23	2.00%	1			
shoulder lane									
other	28574	10.00%	40	138	12.20%	6	313	12.00%	6
don't know, no comment	37146	13.00%	52	230	20.40%	10	261	10.00%	5

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C6: Transportation Planning Can Help Your Community**

	Maui			Kaua'i			Hawai'i		
	Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help your community?	6844	17.20%	26	1714	8.50%	18	7808	14.70%	37
public transportation, mass transit, rapid transit									
accessibility, easier access, mobility	5265	13.20%	20	1142	5.70%	12	4431	8.40%	21
safety	3422	8.60%	13	1999	9.90%	21	4853	9.20%	23
more roads, more lanes, wider roads, more highways	5528	13.90%	21	3046	15.10%	32	8652	16.30%	41
road improvements, fix roads, guard rails	3949	9.90%	15	2285	11.30%	24	6964	13.10%	33
buses - increase schedules, more buses	2369	6.00%	9	2285	11.30%	24	7386	13.90%	35
better planning, planning ahead, coordinate traffic flow	1843	4.60%	7	2190	10.80%	23	2954	5.60%	14
community input, listen to community, citizens more involved	5002	12.60%	19	1999	9.90%	21	4009	7.60%	19
reduce traffic, reduce speeding, decrease commute time	1843	4.60%	7	1142	5.70%	12	1688	3.20%	8
buses - modify schedules, more frequent	526	1.30%	2	1142	5.70%	12	2532	4.80%	12
bypass, alternate routes	1843	4.60%	7	762	3.80%	8	3165	6.00%	15
protect environment, concern for environment	2369	6.00%	9	571	2.80%	6	1266	2.40%	6
traffic lights, street lights	1843	4.60%	7	571	2.80%	6	1899	3.60%	9
coordinating efforts of agencies, work together, minimize de	790	2.00%	3	190	0.90%	2	1055	2.00%	5
bike lanes, bike paths, skateboards, rollerblades	790	2.00%	3	286	1.40%	3	633	1.20%	3
everything is OK, satisfied							211	0.40%	1
limit cars	1053	2.60%	4	666	3.30%	7			
special transportation - seniors, handicap, underprivileged	526	1.30%	2	666	3.30%	7	1477	2.80%	7
keep public informed	790	2.00%	3	286	1.40%	3	422	0.80%	2
economy, funding	526	1.30%	2	666	3.30%	7	1477	2.80%	7
bus fares							211	0.40%	1
parking							211	0.40%	1
signs - visibility, more signs									
sidewalks				190	0.90%	2	211	0.40%	1
resolve jurisdiction, coordinate state and county efforts	263	0.70%	1						
car pool				190	0.90%	2			
shoulder lane							211	0.004	1
other	5791	14.60%	22	1142	5.70%	12	3587	6.80%	17
don't know, no comment	2632	6.60%	10	1999	9.90%	21	4220	8.00%	20

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C6: Transportation Planning Can Help Your Community**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help your community?	public transportation, mass transit, rapid transit	1899	13.40%	9	10520	9.60%	31	48531	12.00%	143
	accessibility, easier access, mobility	1266	9.00%	6	9390	8.60%	21	45887	11.40%	104
	safety	1266	9.00%	6	9317	8.50%	24	38284	9.50%	100
	more roads, more lanes, wider roads, more highways	2321	16.40%	11	9212	8.40%	31	36064	8.90%	129
	road improvements, fix roads, guard rails	2532	17.90%	12	7117	6.50%	32	34936	8.70%	129
	buses - increase schedules, more buses	3376	23.90%	16	11918	10.90%	33	33823	8.40%	107
	better planning, planning ahead, coordinate traffic flow	422	3.00%	2	7946	7.30%	16	32064	8.00%	81
	community input, listen to community, citizens more involved	844	6.00%	4	7773	7.10%	23	27770	6.90%	90
	reduce traffic, reduce speeding, decrease commute time	422	3.00%	2	6781	6.20%	15	27532	6.80%	59
	buses - modify schedules, more frequent	211	1.50%	1	4898	4.50%	10	16345	4.10%	43
	bypass, alternate routes	211	1.50%	1	3536	3.20%	11	15822	3.90%	45
	protect environment, concern for environment				1096	1.00%	4	14328	3.60%	39
	traffic lights, street lights	633	4.50%	3	2620	2.40%	10	12403	3.10%	38
	coordinating efforts of agencies, work together, minimize de	211	1.50%	1	2218	2.00%	5	10125	2.50%	26
	bike lanes, bike paths, skateboards, rollerblades				1189	1.10%	3	8183	2.00%	20
	everything is OK, satisfied	211	1.50%	1	2195	2.00%	4	8121	2.00%	13
	limit cars				2238	2.00%	4	7434	1.80%	19
	special transportation - seniors, handicap, underprivileged	211	1.50%	1	3470	3.20%	8	6265	1.60%	22
	keep public informed	211	1.50%	1	833	0.80%	4	5783	1.40%	14
	economy, funding	422	3.00%	2	688	0.60%	5	5550	1.40%	21
	bus fares							3068	0.80%	5
	parking							2354	0.60%	4
	signs - visibility, more signs				52	0.00%	1	1556	0.40%	5
	sidewalks				925	0.80%	2	1191	0.30%	6
	resolve jurisdiction, coordinate state and county efforts							978	0.20%	2
	car pool							928	0.20%	4
shoulder lane							211	0.001	1	
other	1055	7.50%	5	10884	10.00%	27	39545	9.80%	103	
don't know, no comment	844	6.00%	4	17647	16.10%	42	46488	11.50%	118	

Weighted by Island.

Senior HH are households were at least  
one member is over 65 years old.

**Table C7: Transportation Planning Can Help All of Hawaii**

	O'ahu			Lana'i			Moloka'i		
	Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help all of Hawaii.	43575	15.20%	61	253	22.00%	11	365	14.00%	7
public transportation, mass transit, rapid transit									
better planning, planning ahead, coordinate traffic flow	27859	9.70%	39	115	10.00%	5	157	6.00%	3
safety	27859	9.70%	39	138	12.00%	6	157	6.00%	3
reduce traffic, reduce speeding, decrease commute time	28574	10.00%	40	92	8.00%	4	104	4.00%	2
community input, listen to community, citizens more involved	20001	7.00%	28	23	2.00%	1	209	8.00%	4
accessibility, easier access, mobility	23573	8.20%	33				261	10.00%	5
road improvements, fix roads, guard rails	22859	8.00%	32	23	2.00%	1			
buses - increase schedules, more buses	17858	6.20%	25	23	2.00%	1	52	2.00%	1
more roads, more lanes, wider roads, more highways	15715	5.50%	22	46	4.00%	2	52	2.00%	1
limit cars	11429	4.00%	16	46	4.00%	2	52	2.00%	1
economy, funding	6429	2.20%	9	23	2.00%	1	157	6.00%	3
protect environment, concern for environment	7858	2.70%	11	46	4.00%	2	261	10.00%	5
buses - modify schedules, more frequent	7143	2.50%	10						
keep public informed	6429	2.20%	9	23	2.00%	1			
bypass, alternate routes	3572	1.20%	5	23	2.00%	1			
coordinating efforts of agencies, work together, minimize delay	3572	1.20%	5	46	4.00%	2	104	4.00%	2
resolve jurisdiction, coordinate state and county efforts	3572	1.20%	5						
cheaper interisland airfares	1429	0.50%	2	23	2.00%	1	52	2.00%	1
traffic lights, street lights	2143	0.70%	3				52	2.00%	1
special transportation - seniors, handicap, underprivileged	1429	0.50%	2				52	2.00%	1
signs - visibility, more signs	1429	0.50%	2						
bus fares	1429	0.50%	2						
bike lanes, bike paths, skateboards, rollerblades	714	0.20%	1	23	2.00%	1			
sidewalks									
other	30002	10.50%	42	138	12.00%	6	157	6.00%	3
don't know, no comment	54290	0.19	76	344	0.3	15	835	0.32	16

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C7: Transportation Planning Can Help All of Hawaii**

	Maui			Kaua'i			Hawai'i		
	Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help all of Hawaii.									
public transportation, mass transit, rapid transit	5002	12.60%	19	2190	10.80%	23	7808	14.70%	37
better planning, planning ahead, coordinate traffic flow	5002	12.60%	19	1999	9.90%	21	3376	6.40%	16
safety	1843	4.60%	7	1523	7.50%	16	2954	5.60%	14
reduce traffic, reduce speeding, decrease commute time	3159	7.90%	12	381	1.90%	4	2110	4.00%	10
community input, listen to community, citizens more involved	5528	13.90%	21	1618	8.00%	17	6541	12.40%	31
accessibility, easier access, mobility	2632	6.60%	10	381	1.90%	4	4009	7.60%	19
road improvements, fix roads, guard rails	1579	4.00%	6	1238	6.10%	13	4431	8.40%	21
buses - increase schedules, more buses	2632	6.60%	10	857	4.20%	9	4431	8.40%	21
more roads, more lanes, wider roads, more highways	1053	2.60%	4	857	4.20%	9	4853	9.20%	23
limit cars	1579	4.00%	6	381	1.90%	4	633	1.20%	3
economy, funding	2632	6.60%	10	1047	5.20%	11	3587	6.80%	17
protect environment, concern for environment	1579	4.00%	6	762	3.80%	8	1688	3.20%	8
buses - modify schedules, more frequent	526	1.30%	2	190	0.90%	2	1266	2.40%	6
keep public informed	263	0.70%	1	381	1.90%	4	633	1.20%	3
bypass, alternate routes	263	0.70%	1	190	0.90%	2	1899	3.60%	9
coordinating efforts of agencies, work together, minimize delay	790	2.00%	3	190	0.90%	2	844	1.60%	4
resolve jurisdiction, coordinate state and county efforts	263	0.70%	1	95	0.50%	1	211	0.40%	1
cheaper interisland airfares	263	0.70%	1	190	0.90%	2	844	1.60%	4
traffic lights, street lights	263	0.70%	1	95	0.50%	1	211	0.40%	1
special transportation - seniors, handicap, underprivileged	526	1.30%	2	286	1.40%	3	422	0.80%	2
signs - visibility, more signs							844	1.60%	4
bus fares							211	0.40%	1
bike lanes, bike paths, skateboards, rollerblades	263	0.70%	1	381	1.90%	4	211	0.40%	1
sidewalks	263	0.70%	1	95	0.50%	1			
other	4738	11.90%	18	2285	11.30%	24	4431	8.40%	21
don't know, no comment	4475	0.113	17	6093	0.302	64	9285	0.175	44

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.

**Table C7: Transportation Planning Can Help All of Hawaii**

		Puna Residents			Households with Seniors			Total		
		yes			Yes					
		Count	Col %	N	Count	Col %	N	Count	Col %	N
Transportation planning can help all of Hawaii.	public transportation, mass transit, rapid transit	1688	11.90%	8	13895	12.70%	120	59191	14.70%	158
	better planning, planning ahead, coordinate traffic flow				11133	10.20%	79	38508	9.60%	103
	safety	1266	9.00%	6	8716	8.00%	65	34474	8.60%	85
	reduce traffic, reduce speeding, decrease commute time	1055	7.50%	5	6287	5.80%	58	34420	8.60%	72
	community input, listen to community, citizens more involved	2110	14.90%	10	11454	10.50%	70	33921	8.40%	102
	accessibility, easier access, mobility	1055	7.50%	5	4994	4.60%	59	30857	7.70%	71
	road improvements, fix roads, guard rails	1688	11.90%	8	9010	8.20%	54	30130	7.50%	73
	buses - increase schedules, more buses	2321	16.40%	11	6364	5.80%	50	25854	6.40%	67
	more roads, more lanes, wider roads, more highways	1477	10.40%	7	7434	6.80%	44	22577	5.60%	61
	limit cars	211	1.50%	1	5330	4.90%	22	14121	3.50%	32
	economy, funding	1055	7.50%	5	3423	3.10%	37	13875	3.40%	51
	protect environment, concern for environment	633	4.50%	3	1474	1.30%	34	12194	3.00%	40
	buses - modify schedules, more frequent	633	4.50%	3	2660	2.40%	14	9126	2.30%	20
	keep public informed				3121	2.90%	13	7729	1.90%	18
	bypass, alternate routes				2238	2.00%	14	5947	1.50%	18
	coordinating efforts of agencies, work together, minimize delay				1001	0.90%	15	5546	1.40%	18
	resolve jurisdiction, coordinate state and county efforts				263	0.20%	7	4141	1.00%	8
	cheaper interisland airfares	422	3.00%	2	234	0.20%	9	2802	0.70%	11
	traffic lights, street lights				714	0.70%	6	2765	0.70%	7
	special transportation - seniors, handicap, underprivileged				905	0.80%	7	2715	0.70%	10
	signs - visibility, more signs	211	1.50%	1	422	0.40%	4	2273	0.60%	6
	bus fares				925	0.80%	1	1640	0.40%	3
	bike lanes, bike paths, skateboards, rollerblades	211	1.50%	1	905	0.80%	5	1592	0.40%	8
sidewalks				2		2	358	0.10%	2	
other	1477	10.40%	7	7142	6.50%	95	41751	10.40%	114	
don't know, no comment	2110	0.149	10	22621	0.207	163	75322	0.187	232	

Weighted by Island.

Senior HH are households were at least one member is over 65 years old.



# Appendix D: Survey Instrument

# TRANSPORTATION POLICY SURVEY - 5/25/01 V2

ID # \_\_\_\_\_ (1-5)

Q.1 Hello, I'm \_\_\_\_\_ from SMS Research, a Hawaii research company. We're conducting research on planning issues to help the State Department of Transportation. This is a brief survey to help make sure that community input goes into developing transportation policy. We want to know what you think is important as we try to improve our transportation system.

Are you a resident of Hawaii and 18 years or older?

[IF NOT 18 YEARS OR OLDER, ASK:] May I speak to someone who is?

[REINTRODUCE YOURSELF IF NECESSARY]

(6)

1 ENTER (1) TO CONTINUE

Q.2 I'm going to read you a list of planning issues. When you think about how to improve transportation for **your community**, please tell me if each of the following are very important, somewhat important, not very important, or not to be considered in planning.

(7)

1 ENTER (1) TO CONTINUE

[ASK QUESTIONS 3 TO 12 IN RANDOM ORDER]

Q.3 Mobility (getting places quickly and easily)

[YOUR COMMUNITY]

(8)

1 very important

2 somewhat important

3 not very important

4 not to be considered

5 DON'T KNOW/REFUSED

Q.4 Accessibility (getting anywhere you want to go)

[YOUR COMMUNITY]

(9)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.5 Safety and security (making sure our transportation system is designed to keep users safe)

[YOUR COMMUNITY]

(10)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.6 Helping the quality of life in our communities

[YOUR COMMUNITY]

(11)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.7 Protecting the environment (for example, controlling air pollution or protecting endangered species)

[YOUR COMMUNITY]

(12)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.8 Supporting the economy

[YOUR COMMUNITY]

(13)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.9 Making sure plans for different areas and transportation systems work together

[YOUR COMMUNITY]

(14)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.10 Making sure plans from different agencies all work together

[YOUR COMMUNITY]

(15)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.11 Making sure there's enough funding to meet transportation needs

[YOUR COMMUNITY]

(16)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered

5 DON'T KNOW/REFUSED

Q.12 Public involvement in the planning process

[YOUR COMMUNITY]

(17)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.13 The State Department of Transportation, DOT, has to plan improvements for all of Hawaii, not just one community. When we think about statewide improvements, we're dealing with roads and highways and public transportation systems and bike paths and harbors and airports. When it comes to the **whole** transportation system, do you think the following issues are very important, somewhat important, not very important, or not to be considered in planning

(18)

- 1 ENTER (1) TO CONTINUE

[ASK QUESTIONS 14 TO 23 IN RANDOM ORDER]

Q.14 Mobility (getting places quickly and easily)

[WHOLE TRANSPORTATION SYSTEM]

(19)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.15 Accessibility (getting anywhere you want to go)

[WHOLE TRANSPORTATION SYSTEM]

(20)

- 1 very important
- 2 somewhat important

- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.16 Safety and security (making sure our transportation system is designed to keep users safe)

[WHOLE TRANSPORTATION SYSTEM]

(21)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.17 Helping the quality of life in our communities

[WHOLE TRANSPORTATION SYSTEM]

(22)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.18 Protecting the environment (for example, controlling air pollution or protecting endangered species)

[WHOLE TRANSPORTATION SYSTEM]

(23)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.19 Supporting the economy

[WHOLE TRANSPORTATION SYSTEM]

(24)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.20 Making sure plans for different areas and transportation systems work together

[WHOLE TRANSPORTATION SYSTEM]

(25)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.21 Making sure plans from different agencies all work together

[WHOLE TRANSPORTATION SYSTEM]

(26)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.22 Making sure there's enough funding to meet transportation needs

[WHOLE TRANSPORTATION SYSTEM]

(27)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.23 Public involvement in the planning process

[WHOLE TRANSPORTATION SYSTEM]

(28)

- 1 very important
- 2 somewhat important
- 3 not very important
- 4 not to be considered
- 5 DON'T KNOW/REFUSED

Q.24 Sometimes our goals are in conflict, so we try to meet one goal, and that just makes it harder to meet another one. We have to decide which is more important. In some cases, one goal is always more important. In other cases, we have to decide which one gets more attention.

(29)

- 1 ENTER (1) TO CONTINUE

[ASK QUESTIONS 25 TO 33 IN RANDOM ORDER]

Q.25 [If the two transportation planning goals were] **mobility** (making it possible for people to go places quickly) and **safety** (making transportation safe for its users), when planning for our transportation systems throughout Hawaii, which one is most important?

(30)

- 1 mobility
- 2 safety
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.26 [If the two transportation planning goals were] **mobility** and **protecting the environment**, when planning for our transportation systems throughout Hawaii, which one is most important?

(31)

- 1 mobility
- 2 protecting the environment
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED



Q.27 [If the two transportation planning goals were] **mobility** and **financing** (making sure there's enough money to fund our transportation needs), when planning for our transportation systems throughout Hawaii, which one is most important?

(32)

- 1 mobility
- 2 financing
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.28 [If the two transportation planning goals were] **mobility** and **supporting the economy**, when planning for our transportation systems throughout Hawaii, which one is most important?

(33)

- 1 mobility
- 2 supporting the economy
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.29 [If the two transportation planning goals were] **safety** and **protecting the environment**, when planning for our transportation systems throughout Hawaii, which one is most important?

(34)

- 1 safety
- 2 protecting the environment
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.30 [If the two transportation planning goals were] **protecting the environment** and **supporting the economy**, when planning for our transportation systems throughout Hawaii, which one is most important?

(35)

- 1 protecting the environment
- 2 supporting the economy
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.31 [If the two transportation planning goals were] **preserving quality of life in communities** and **supporting the economy**, when planning for our transportation systems throughout Hawaii, which one is most important?

(36)

- 1 preserving quality of life in the communities
- 2 supporting the economy
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.32 [If the two transportation planning goals were] **statewide planning** and **public involvement**, when planning for our transportation systems throughout Hawaii, which one is most important?

(37)

- 1 statewide planning
- 2 public involvement
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.33 [If the two transportation planning goals were] **supporting the economy** and **public involvement**, when planning for our transportation systems throughout Hawaii, which one is most important?

(38)

- 1 supporting the economy
- 2 public involvement
- 3 neither
- 4 it depends
- 5 DON'T KNOW/REFUSED

Q.34 When the Department of Transportation decides on its budget, it has to decide where to put extra effort. Using the same terms we've been thinking about, where do you think the Department and other transportation agencies should spend money for extra effort? Should they spend or not spend on. . .

(39)

- 1 ENTER (1) TO CONTINUE

[ASK QUESTIONS 35 TO 44 IN RANDOM ORDER]

Q.35 Mobility (getting places quickly and easily)

(40)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.36 Accessibility (getting anywhere you want to go)

(41)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.37 Safety and security (making sure our transportation system is designed to keep users safe)

(42)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.38 Helping the quality of life in our communities

(43)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.39 Protecting the environment (for example, controlling air pollution or protecting endangered species)

(44)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.40 Supporting the economy

(45)

- <sub>1</sub> yes, spend
- <sub>2</sub> no, don't spend
- <sub>3</sub> DON'T KNOW/REFUSED

Q.41 Making sure plans for different areas and transportation systems work together

(46)

- 1 yes, spend
- 2 no, don't spend
- 3 DON'T KNOW/REFUSED

Q.42 Making sure plans from different agencies all work together

(47)

- 1 yes, spend
- 2 no, don't spend
- 3 DON'T KNOW/REFUSED

Q.43 Making sure there's enough funding to meet transportation needs

(48)

- 1 yes, spend
- 2 no, don't spend
- 3 DON'T KNOW/REFUSED

Q.44 Public involvement in the planning process

(49)

- 1 yes, spend
- 2 no, don't spend
- 3 DON'T KNOW/REFUSED

Q.45 What do you see as the **most** important way that transportation planning can help **your community?**

\_\_\_\_\_ (50-299)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[IF THE ANSWER TO QUESTION 1 IS 1, THEN SKIP TO QUESTION 9999]

Q.46 [USE COLUMNS FOR CODING]

(300-305)  
<sub>01</sub> USE COLUMNS FOR CODING

Q.47 What do you see as the **most** important way that transportation planning can help **all of Hawaii, not just one community?**

\_\_\_\_\_ (306-555)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[IF THE ANSWER TO QUESTION 1 IS 1, THEN SKIP TO QUESTION 9999]

Q.48 [USE COLUMNS FOR CODING]

(556-561)  
<sub>01</sub> USE COLUMNS FOR CODING

Q.49 Now, I have a few questions for statistical purposes.

(562)  
<sub>1</sub> ENTER (1) TO CONTINUE

Q.50 First, how many people, including yourself, live in your household?

(563)

- 1 one
- 2 two
- 3 three
- 4 four
- 5 five
- 6 six or more
- 7 DON'T KNOW/REFUSED

[IF THE ANSWER TO QUESTION 50 IS 1, THEN SKIP TO QUESTION 9999]

Q.51 Of these, how many are children, 17 years old or younger?

(564)

- 1 one
- 2 two
- 3 three
- 4 four
- 5 five
- 6 six or more
- 7 NONE
- 8 DON'T KNOW/REFUSED

Q.52 How many are seniors, 65 years old or older?

(565)

- 1 one
- 2 two
- 3 three
- 4 four
- 5 five
- 6 six or more
- 7 NONE
- 8 DON'T KNOW/REFUSED

Q.53 What is the zip code of the area you live in?

[REFUSED=99999]

zip code of area you live in .. \_\_\_\_\_ (566-570)

Q.54 And what is the zip code of the area where you work or go to school?

[IF THE PERSON BOTH WORKS & GOES TO SCHOOL, SELECT WHICHEVER HE/SHE SPEND MORE TIME.]

[IF NO WORK OR SCHOOL, ENTER 00000]

[REFUSED, ENTER 99999]

zip code of work or school .. \_\_\_\_\_ (571-575)

Q.55 What means of transportation do you usually use to go to school or work?

(576-577)

- <sub>01</sub> airplane
- <sub>02</sub> bike
- <sub>03</sub> boat
- <sub>04</sub> bus
- <sub>05</sub> car
- <sub>06</sub> walk, other on foot
- <sub>07</sub> OTHER PUBLIC TRANSPORTATION
- <sub>08</sub> NONE, DON'T TRAVEL
- <sub>09</sub> DON'T KNOW/REFUSED

Q.56 Is anyone in your household on active military duty?

(578)

- <sub>1</sub> yes
- <sub>2</sub> no
- <sub>3</sub> DON'T KNOW/REFUSED

Q.57 What is your ethnic background? [DO NOT READ LIST]

(579-580)

- <sub>01</sub> Caucasian
- <sub>02</sub> Chinese
- <sub>03</sub> Filipino
- <sub>04</sub> Hawaiian, part-Hawaiian
- <sub>05</sub> Japanese
- <sub>06</sub> mixed, not Hawaiian
- <sub>07</sub> OTHER
- <sub>08</sub> DON'T KNOW/REFUSED

Q.58 What is your age? Is it . . .

(581)

- <sub>1</sub> 18 to 24,
- <sub>2</sub> 25 to 34,
- <sub>3</sub> 35 to 44,
- <sub>4</sub> 45 to 54,
- <sub>5</sub> 55 to 64
- <sub>6</sub> 65 or above
- <sub>7</sub> DON'T KNOW/REFUSED

Q.59 What was the total year 2000 income, before taxes, for all members of your household? Was it . . .

[IF RESPONSE FALLS ON A BOUNDARY, SELECT THE HIGHER CATEGORY]

(582)

- <sub>1</sub> less than \$25,000
- <sub>2</sub> \$25,000 to \$50,000
- <sub>3</sub> \$50,000 to \$75,000
- <sub>4</sub> \$75,000 and over
- <sub>5</sub> DON'T KNOW/REFUSED

Q.60 Those are all the questions I have. May I please just have your first name, in case my supervisor needs to call back to verify that I did this survey?

\_\_\_\_\_ (583-632)

Q.61 [DO NOT ASK: RECORD GENDER]

(633)

- <sub>1</sub> male
- <sub>2</sub> female

Q.62 Thank you for participating in our survey.

(634)

- <sub>1</sub> ENTER (1) TO COMPLETE SURVEY



## **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

Prepared by:

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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*			
<b>State Total</b>	<b>1,108,229</b>	<b>100%</b>	<b>27,195</b>	<b>2%</b>	<b>138,731</b>	<b>13%</b>	<b>546,467</b>	<b>49%</b>	<b>5,099</b>	<b>0%</b>	<b>390,737</b>	<b>35%</b>	<b>81,051</b>	<b>7%</b>	<b>88,408</b>	<b>8%</b>
<b>Honolulu County</b>																
<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%
<b>Total:</b>	<b>836,231</b>	<b>75%</b>	<b>25,875</b>	<b>3%</b>	<b>91,967</b>	<b>11%</b>	<b>434,492</b>	<b>52%</b>	<b>3,532</b>	<b>4%</b>	<b>280,365</b>	<b>34%</b>	<b>56,884</b>	<b>7%</b>	<b>60,093</b>	<b>7%</b>
<b>Hawaii County</b>																
<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%	6,554	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%
<b>Total:</b>	<b>120,317</b>	<b>11%</b>	<b>615</b>	<b>1%</b>	<b>23,120</b>	<b>19%</b>	<b>45,579</b>	<b>38%</b>	<b>868</b>	<b>1%</b>	<b>50,135</b>	<b>42%</b>	<b>10,861</b>	<b>9%</b>	<b>16,776</b>	<b>14%</b>
<b>Maui County</b>																
<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%
<b>Total:</b>	<b>100,504</b>	<b>9%</b>	<b>494</b>	<b>0%</b>	<b>15,908</b>	<b>16%</b>	<b>42,039</b>	<b>42%</b>	<b>521</b>	<b>1%</b>	<b>41,542</b>	<b>41%</b>	<b>7,781</b>	<b>8%</b>	<b>7,899</b>	<b>8%</b>
<b>Kauai County</b>																
<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%
Kaumakani-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%
<b>Total:</b>	<b>51,177</b>	<b>5%</b>	<b>211</b>	<b>0%</b>	<b>7,736</b>	<b>15%</b>	<b>24,357</b>	<b>48%</b>	<b>178</b>	<b>0%</b>	<b>18,695</b>	<b>37%</b>	<b>5,525</b>	<b>11%</b>	<b>3,640</b>	<b>7%</b>

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

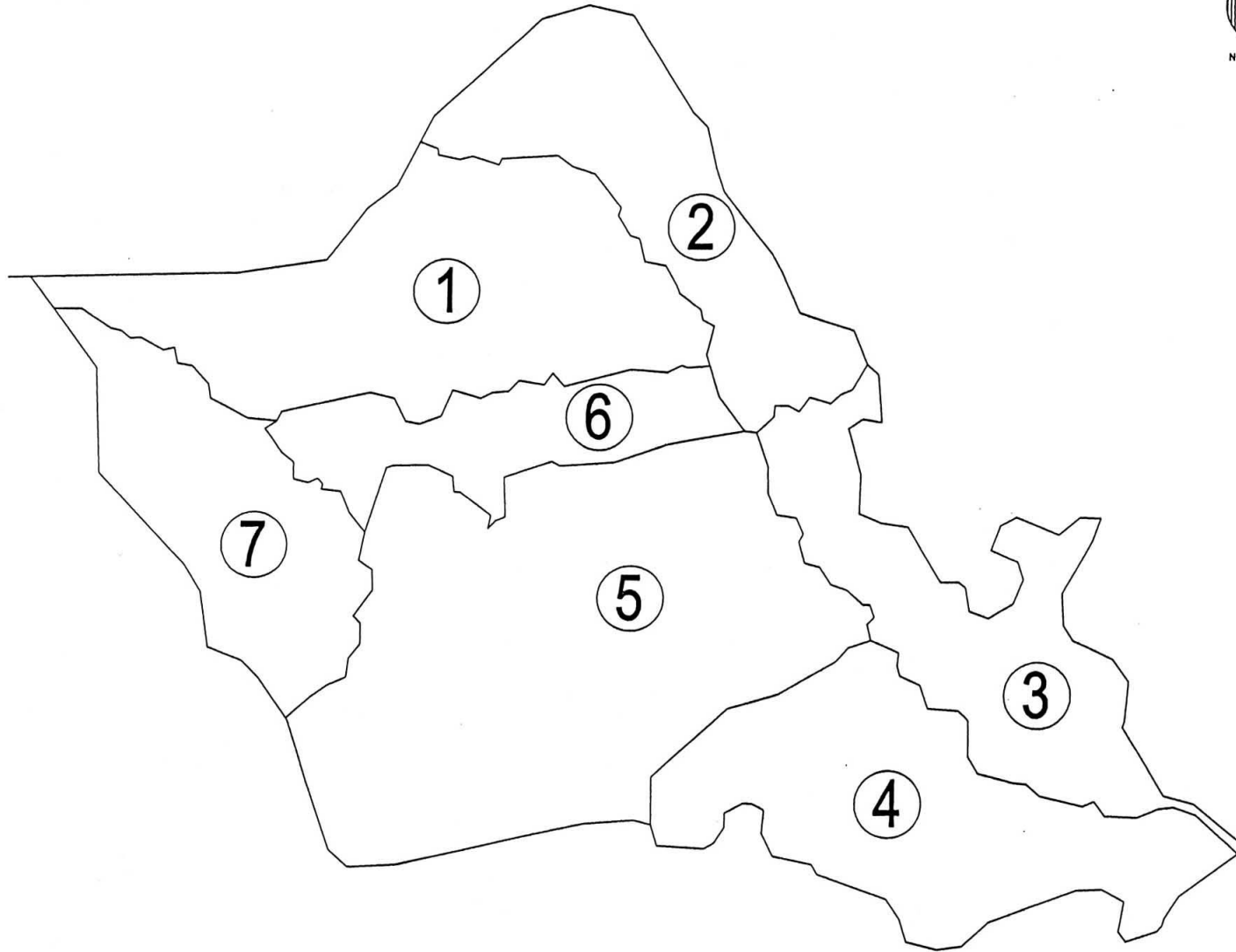
Source: U.S. Bureau of the Census <http://www.census.gov>



NOT TO SCALE

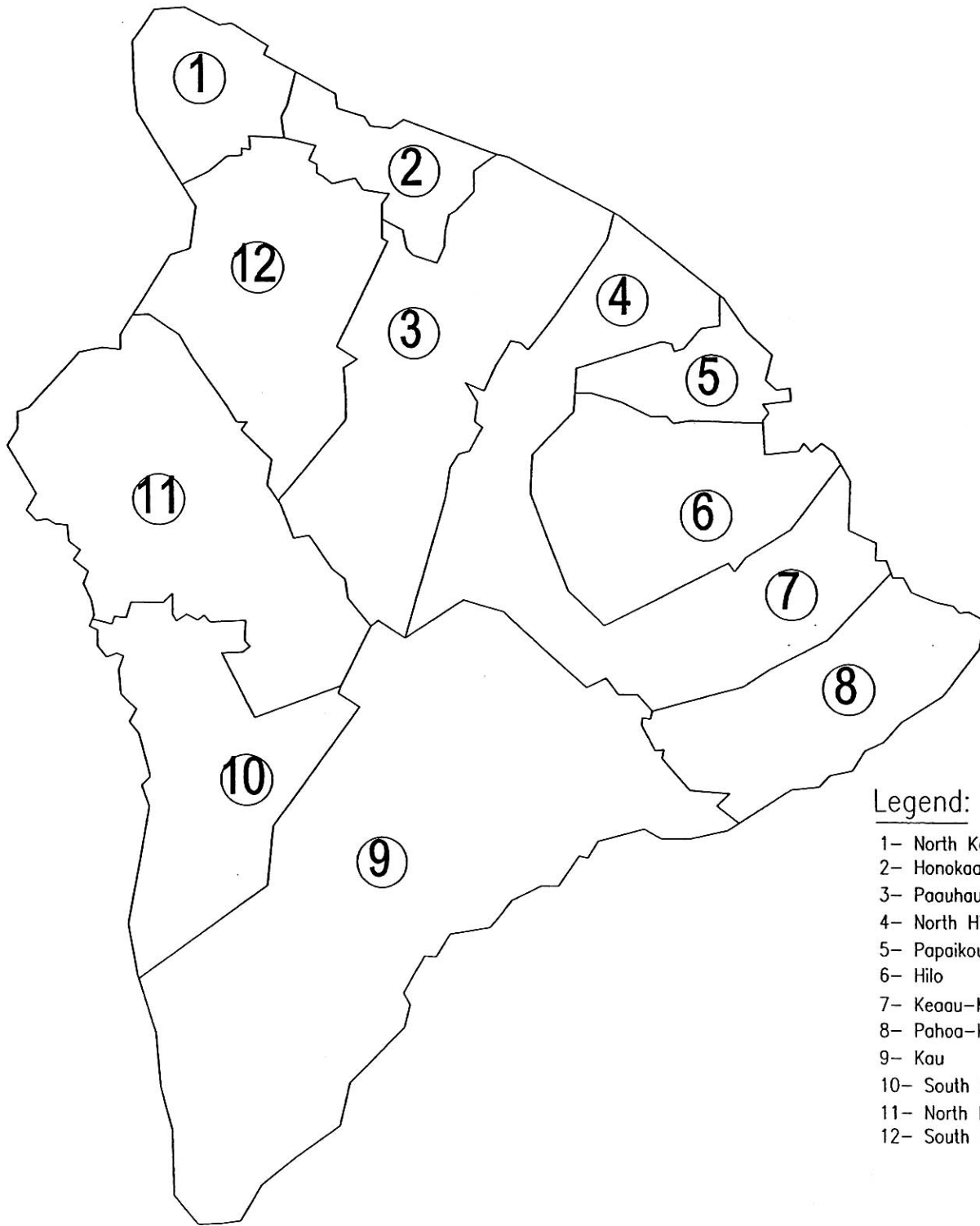
Legend:

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



**KAKU** ASSOCIATES

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



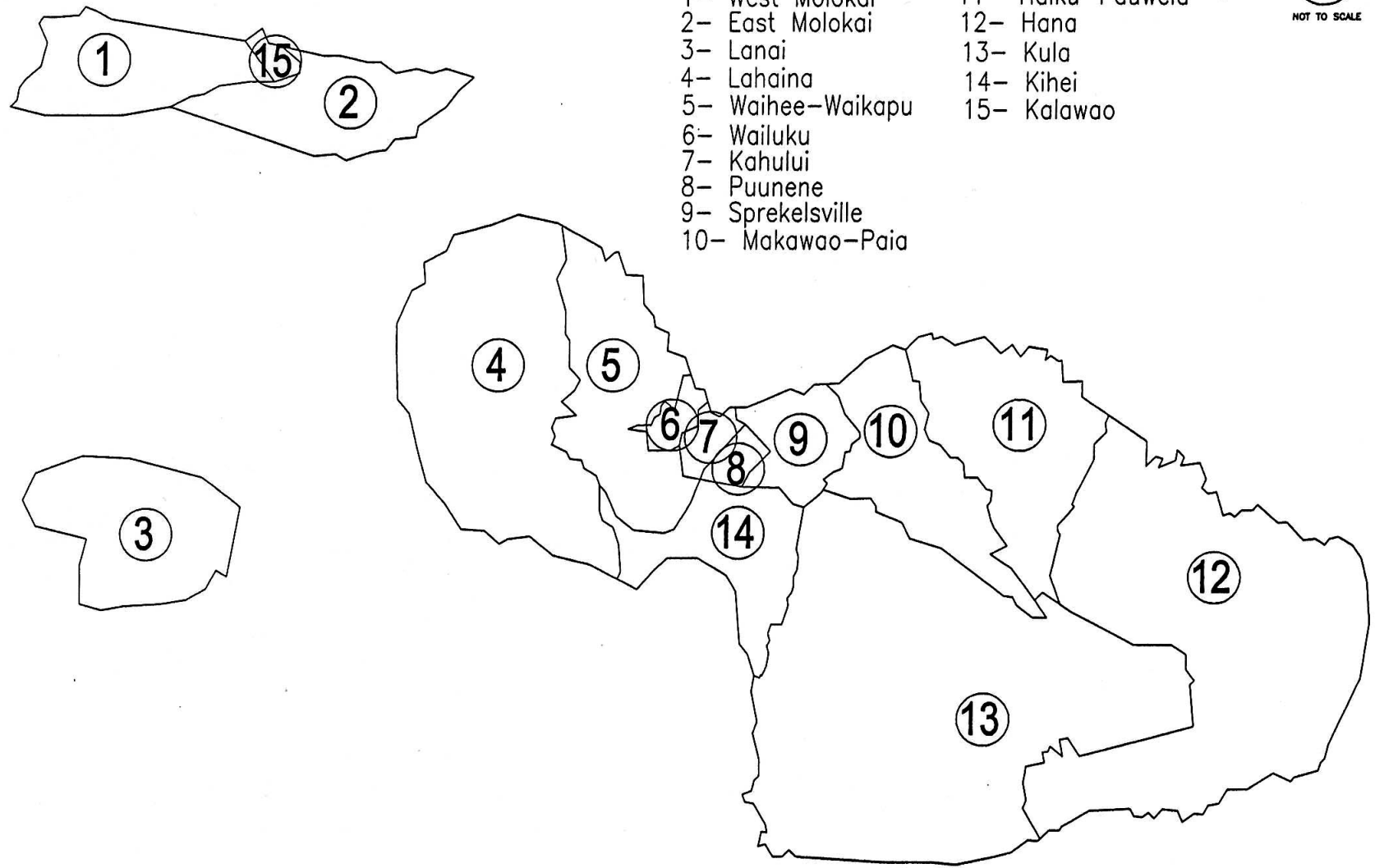
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**KAKU ASSOCIATES**

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  |                   |

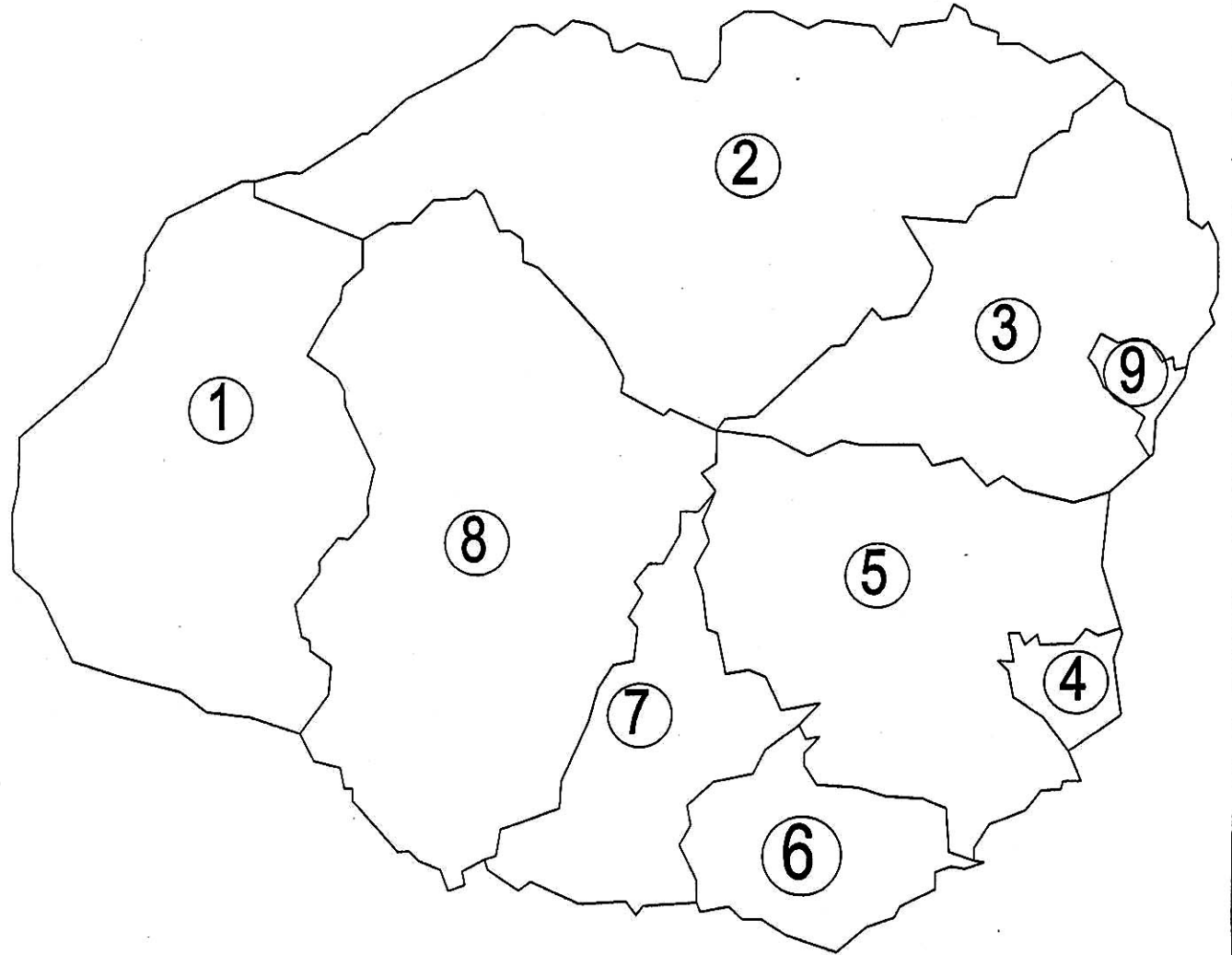
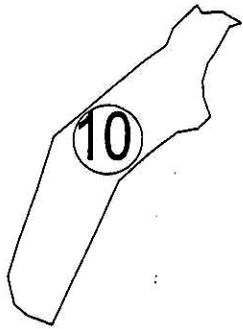


**KAKU ASSOCIATES**

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](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/saipa/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

*Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, February 11, 1994.

*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.

*Compliance Procedure for Environmental Justice in the Transportation Planning Process*, Southern California Association of Governments, October 2000.

*Data Sources, Analytical Techniques, Benefits and Burdens Assessment, Alternative Dispute Resolution*, Southern California Association of Governments, undated, accessed at <http://www.fhwa.dot.gov/environment/ejustice/case/scag.pdf>.

Official Poverty Guidelines, Department of Health and Human Services, accessed at website <http://aspe.os.dhhs.gov/poverty/poverty.htm>.

U.S. Department of Transportation Environmental Justice website, accessed at <http://www.fhwa.dot.gov/environment/ej2.htm>.

U.S. Department of Transportation Environmental Guidebook, Volume 2, Chapter 16 "Title VI & Environmental Justice" accessed at <http://www.fhwa.dot.gov/environment/guidebook/contents.htm>.

**APPENDIX M**  
**Financial Component**

## **APPENDIX M**

### **FINANCIAL COMPONENT**

The amount and type of funding that will be available to support the transportation policies, program, and projects will affect the quality of the transportation plan that can be developed for Hawaii. Agencies responsible for transportation programs and services are facing the common problem of balancing ever-increasing needs with limited resources, and the state's fiscal health and priorities will determine how well these needs will be met by the HSTP.

Implementation of transportation facilities and programs is dependent on many factors, including the ability to satisfy travel demand, physical and operational feasibility, public acceptance, and the availability of funding. A good transportation system requires programs and strong public policies that promote and provide adequate funding to allow for the maintenance of existing facilities and expansion of the transportation system to satisfy growth and development. Funds to support the transportation system in Hawaii are provided by a variety of sources including federal and state transportation funds as well as local financing. The federal government maintains dedicated trust funds, supported by user-fees. These trust funds have been operated in a manner that makes the federal support of the transportation almost entirely supported by user-fees. In the State of Hawaii, funding for the various elements of the transportation system is allocated by mode with each administered by Special funds. The functional divisions of the State Department of Transportation are responsible for the administration of the financial programs for their respective modes. Public transportation is the responsibility of the respective counties, as are county roads; the Department does, however, assist with the administration of federal funds and allocation to counties.

## **FINANCING THE AIR TRANSPORTATION SYSTEM**

As provided in Section 261-5(a), Hawaii Revised Statutes, the Department of Transportation is required to generate revenues sufficient to meet all of the expenditures of the statewide system of airports. State airports are thus developed, operated, and maintained on a self-sustaining basis. The three sources of revenue available to the airports division of the DOT are the Airport Special Fund, grants from the federal government through the Federal Aviation Administration, and state revenue bonds. Of these, only the Airport Special fund can be used for operation and maintenance on an on-going basis. All three can be used for capital improvements. Federal grants can sometimes be used for major non-recurring operations and maintenance expenditures.

### **Airport Special Fund**

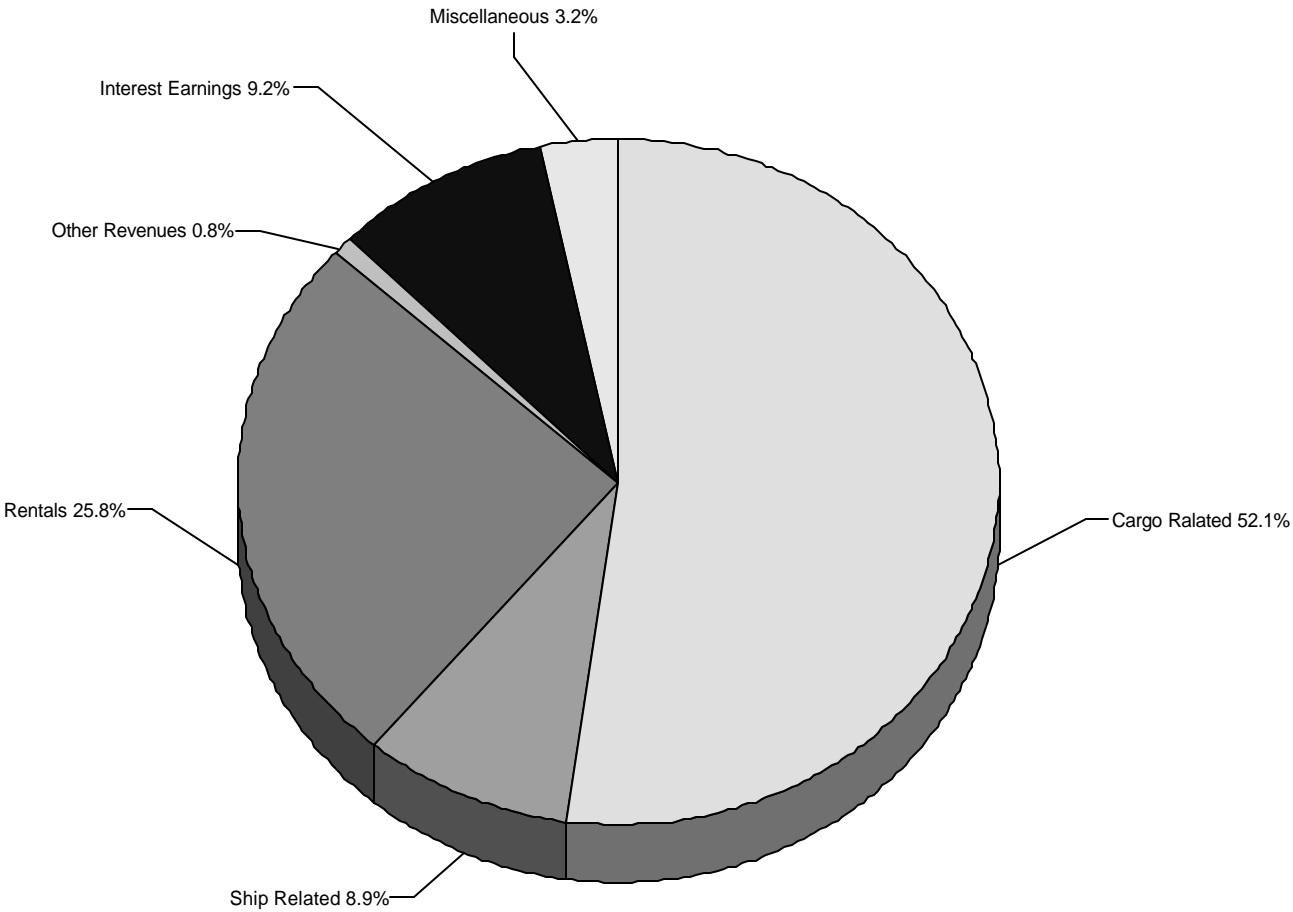
The primary source of revenue for the Airport Special Fund is from user-related fees; no State general fund monies are used to support the development and operation of the Airport System. Revenues are derived from concession fees, aviation fuel taxes, building space and land rentals, investment income, airport use charges and landing fees, and other sources. Table M-1 summarizes revenue and expenditure levels under each of the major categories for fiscal year (FY) 2000 and FY 2001 and projected figures for FY 2002 to FY 2007. Figures M-1 and M-2 illustrate the various components of the total revenue and expenditures, respectively, for FY 2002.

**Concession Fees.** Concession fees are the rentals or fees imposed by the DOT on concessions operated by private interests at the airports. The rental or fee paid to the Airports Division usually consists of a minimum monthly guarantee or a percentage of the gross receipts, whichever is greater. Concession revenues are the largest source of revenues for the Airport System, comprising approximately 55 percent of the total revenues in FY 2000. Most of the concession revenues are produced at Honolulu International Airport.

**TABLE M-1  
MULTI-YEAR FINANCIAL SUMMARY  
AIRPORTS DIVISION - AIRPORTS SPECIAL FUND  
(Thousands of Dollars)**

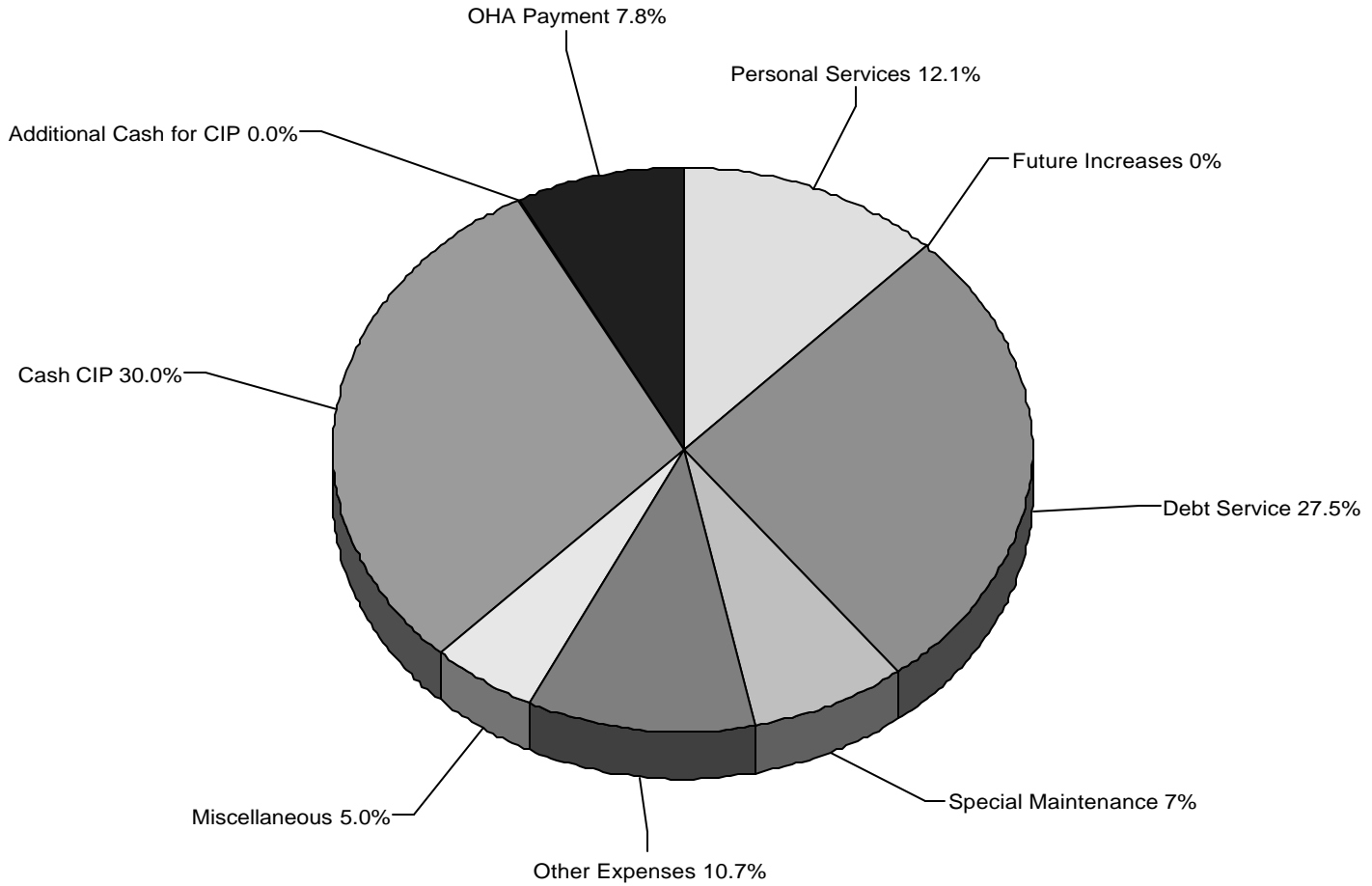
	Fiscal Year							
	2000 (Actual)	2001 (Actual)	2002 (Est.)	2003 (Est.)	2004 (Est.)	2005 (Est.)	2006 (Est.)	2007 (Est.)
<b>Operating Expenditures</b>								
Personal Services	47,397	45,200	52,936	53,477	54,814	56,184	57,589	59,029
Debt Service - GO Bonds	437	424	405	285	13	12	12	11
Debt service - Revenue bonds	126,166	290,457	76,907	67,621	67,591	81,448	85,296	85,265
Special maintenance	4,661	5,628	1,829	10,282	10,539	10,803	11,073	11,349
Other expenses	64,359	61,197	98,062	94,087	96,790	100,145	103,026	105,714
5% Surcharge - Cntrol. Svs.	12,324	2,267	5,714	9,868	10,044	9,360	9,217	9,337
Department Pro-Rata Share-TRN99	3,685	3,607	4,652	4,653	4,768	4,888	5,010	5,136
Major maintenance, renewal, & replacment	2,262	3,104	0	4,000	4,100	4,203	4,308	4,415
Total Operating and MMRRRA	261,291	411,884	240,505	244,273	248,659	267,043	275,531	280,256
Special CIP Expended	16,357	29,232	68,430	70,034	54,845	41,817	12,144	5,929
Total - EXPENDITURES	277,648	441,116	308,935	314,307	303,504	308,860	287,675	286,185
<b>Revenues</b>								
Aviation Fuel tax	3,361	3,870	3,429	3,463	3,497	3,532	3,568	3,603
Airport Use Charge/Landing Fees	31,810	37,330	4,102	36,581	39,139	40,790	43,198	44,303
Airports System Suport Charge	807	871	192	1,022	1,032	1,042	1,052	1,063
Concession fees	181,002	176,861	85,997	128,086	128,686	129,373	130,067	130,768
Rentals	62,250	63,010	63,501	64,136	64,778	65,426	66,080	66,741
Interest earning-operating	19,689	20,132	11,334	10,823	11,700	11,700	11,700	11,700
Interest-CIP	29,607	27,293	20,828	19,044	17,789	14,851	11,937	11,689
Miscellaneous	3,738	6,173	1,805	1,821	1,840	1,933	2,028	2,130
Total REVENUES	332,264	335,540	191,188	264,976	268,461	268,647	269,630	271,997
<b>Excess of Revenues oveer Expenditures</b>	54,616	-105,576	-117,747	-49,331	-35,043	-40,213	-18,045	-14,188
Add New CIP	0	0	0	-30,000	-30,000	-30,000	-30,000	-30,000
PFC/Bond Funding Of	0	0	0	0	30,000	30,000	30,000	30,000
Other Adjustment	97,208	-93,401	-22,797	0	0	-13,250	-17,839	-19,950
<b>CHANGE in Fund Balance</b>	151,824	-198,977	-140,544	-79,331	-35,043	-53,463	-35,884	-34,138
Prior Year Fund Balance	442,077	595,473	396,477	255,933	176,602	141,559	88,096	52,212
Reim Prior Year	1,572	-19	0	0	0	0	0	0
<b>AIRPORT FUND BLANCE</b>	595,473	396,477	255,933	176,602	141,559	88,096	52,212	18,074

**FIGURE M - 1**  
**AIRPORTS SPECIAL FUND FY 2002 REVENUES**





**FIGURE M - 2  
AIRPORTS SPECIAL FUND FY 2002 EXPENDITURES**



**Aviation Fuel Tax.** The aviation fuel tax is imposed by the Legislature of Hawaii under Section 243-4(a)(2), Hawaii Revised Statutes, on all types of aviation fuel. The tax has been one cent per gallon since May 1, 1962.

**Aeronautical Rentals.** Aeronautical rentals consist of rentals, primarily to airlines, for the exclusive use of space in the terminal buildings and for areas at an airport. Such rentals, which are subject to periodic renegotiation, are generally based on the current fair market rental value of the space rented. The planned expansion of the terminals at various airports in the Airport System will provide additional rental space, with a resulting increase in aeronautical rentals.

**Investment Income.** Investment income is derived from the investment of bond proceeds and of moneys credited to various accounts in the Airport Revenue Fund.

**Airport Use Charges and Landing Fees.** The Airport Use Charge is imposed on aircraft revenue landings at all State airports by airlines that have entered into an Airport-Airline Lease Agreement with the DOT. Such agreements exist with 27 major airline carriers. The lease agreements provide the lessees with the nonexclusive right to use the State's airport system facilities, equipment, improvements and services, in addition to occupying certain premises and facilities. Other users pay a landing fee set according to the Airport Use Charge rate and based upon the aircraft's weight. After the U.S. Secretary of Transportation implements appropriate rules, the DOT will be able to collect a passenger facility charge for eligible airport projects.

### **Federal Grants-in-Aid**

The Federal Aviation Administration provides funding for commercial and general aviation airports in Hawaii from the Airports & Airways Trust Fund, which receives its revenue from aviation excise taxes on airline tickets, cargo, and general aviation fuel. Funding is made available through authorizing legislation, the most recent of which is the Aviation Investment and Reform Act for the 21st Century (AIR-21). AIR-21, which was enacted in April of 2000, provides for assistance for primary commercial airports based on the number of passengers boarding. AIR-21 also provides entitlement funding to general

aviation airports based on the needs identified in the National Plan of Integrated Airport Systems (NPIAS). For purposes of forecasting expected revenue under the federal aviation programs, it is assumed that the level of funding will be similar to current levels for the 25-year period of the HSTP.

Capital improvements for airports have historically been financed in three ways: Federal grants-in-aid, long term bond financing, and revenue fund cash outlays. Under the Airport Development Aid Program, the State may receive Federal grants for eligible capital improvement projects on a cost-sharing basis. The Federal participation rate is 75 percent for eligible projects at Honolulu International and Kahului Airports and 90 percent participation for the remaining airports in the system.

Airports with 10,000 or more annual enplaned passengers are eligible for passenger entitlement funds. In addition, airports with an annual cargo aggregate certificated landed weight in excess of 100 million pounds are eligible for cargo entitlement funds. Projects recommended as a result of FAA Part 150 studies are eligible for 80 percent Federal funding.

Federal grants-in-aid to the State of Hawaii have been about \$18 million. In general, projects which include land acquisition, site work, airfield paving and grading, lighting and electrical work, terminal building holding rooms, utilities, roads, removal of obstructions to air navigation, fencing, and aircraft rescue and fire fighting equipment are eligible for federal aid.

### **Airport System Revenue Bonds**

The issuance of airport revenue bonds is authorized by the Legislature for the payment or reimbursement of the cost of acquiring, purchasing, or constructing properties to constitute part of the Airport System or reconstructing, improving, bettering, or extending the Airport System. A large portion of the state's financing of capital improvement projects is from airport revenue bonds.

In 1969, the Director of Transportation issued the “Certificate of the Director of Transportation Providing for the Issuance of State of Hawaii Airports System Revenue Bonds” under which \$40 million revenue bonds were initially authorized for issuance. Subsequent issues of revenue bonds were covered by first through twenty-sixth supplemental certificates to the original 1969 Certificate.

These revenue bonds are payable solely from and collateralized solely by the revenues generated by the Airports Division including all aviation fuel taxes levied. The Certificate requires that the Airport Division impose, prescribe and collect revenues that will yield net revenues and taxes at least equal to 1.35 times the total interest, principal and sinking fund requirements for the ensuing 12 months. The Airports Division is also required to maintain adequate insurance on its properties.

For the purposes of calculating the required amounts to be credited to the interest, serial bond principal, sinking fund, debt service reserve, and major maintenance, renewal and replacement accounts (collectively referred to as revenue bond debt service reserve accounts), the Certificate stipulates that all investments be valued at the lower of their face amount or fair value. At June 30, 2000, amounts credited to the revenue bond debt service reserve accounts were in accordance with applicable provisions of the Certificate.

## **FINANCING THE WATER TRANSPORTATION SYSTEM**

Financing for the water-related transportation facilities comes from two primary sources. The Harbors Special Fund is used to finance the operations and maintenance as well as the capital improvement program for the harbor system. The state also uses revenue bonds to fund its capital improvement program.

### **Harbors Special Fund**

Both the capital improvement program and operating & maintenance expenditures for the Hawaii Commercial Harbor System are financed through the Harbor Special Fund. Authorized CIP projects are financed either directly from the Special Fund in cash or via

Harbor Revenue Bonds where the Special Fund pays the annual debt service. Revenues to the Harbors Special Fund are generated by the collection of fees from wharfage, dockage, port entry, rentals, and other charges on a statewide basis. Table M-2 summarizes the revenue and expenditure levels under each of the major categories for FY 2000 and FY 2001 and projected figures for FY 2002 to 2007. Figures M3 and M4 illustrate the various components of total revenues and expenditures, respectively, for FY 2002, for the Harbors Division.

**Cargo Related Fees.** Cargo related revenues include wharfage fees and other cargo handling assessments. Cargo related fees are expected to account for about 42% of the projected Harbor Special Fund revenues.

**Rental Fees.** Rental fees include charges for private storage and processing facilities at the commercial harbors. Approximately 26% of the Harbors Special Fund revenue is realized through rental fees.

**Ship Related Fees.** Ship related fees include port entry and dockage charges assessed to calling vessels. These fees are expected to account for an estimated 9% of the projected Fund revenues.

### **Harbors Revenue Bonds**

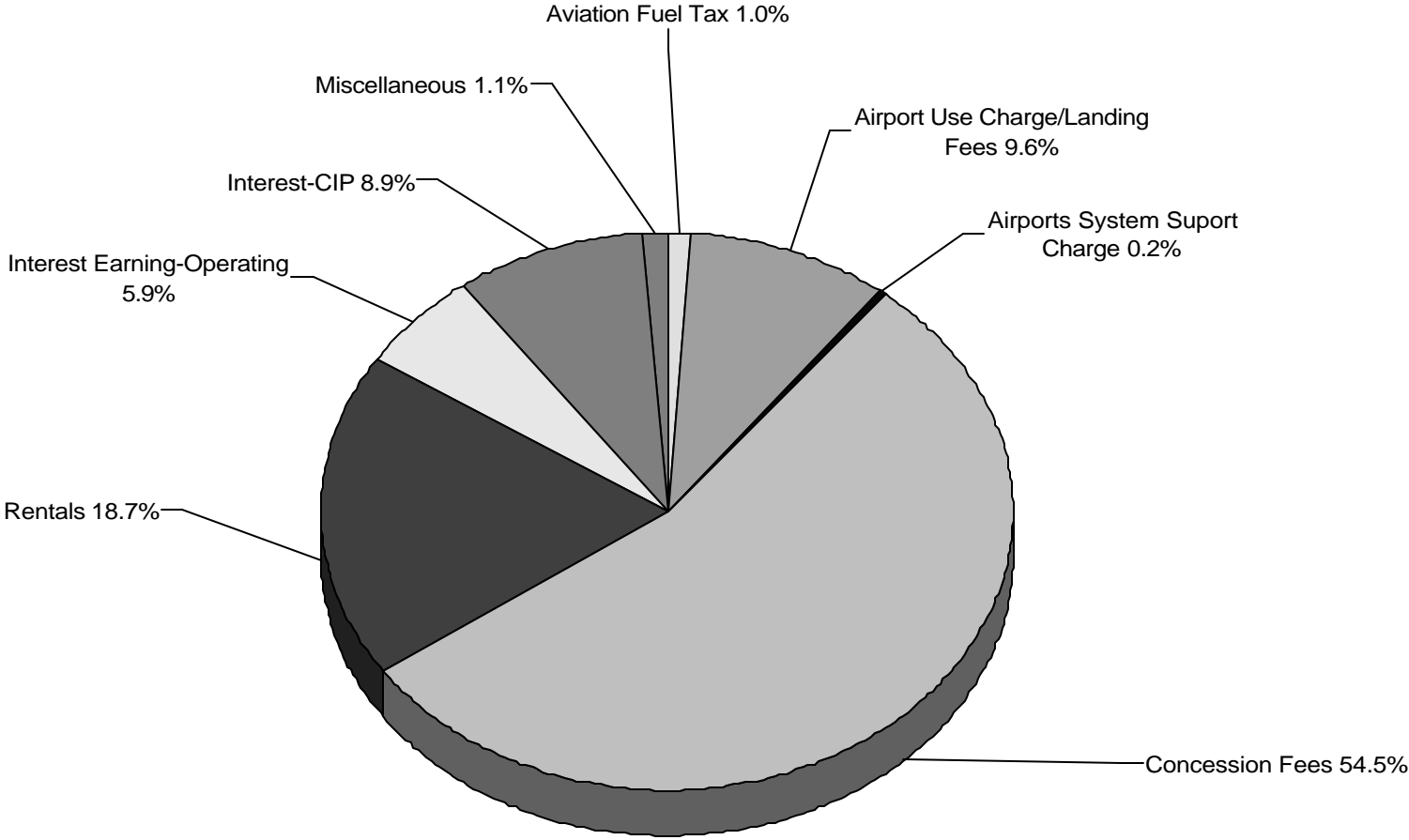
Pursuant to the authorization from the State Legislature, the Director issued the 1967 "Certificate of the Director of Transportation Providing for the Issuance of State of Hawaii Harbor Capital Improvement Revenue Bonds," with subsequent Certificates in 1990 and 1997, which provide for the issuance of bonds at any time and from time to time upon compliance with certain conditions of the respective conditions of the respective Certificates. The harbor revenue bonds are collateralized by a charge and lien on the gross revenues of the program and upon all improvements and funds and securities created in whole or in part from the revenues or from the proceeds of the bonds.

The Certificate requires that the Harbors Division impose, prescribe and collect revenues that will yield net revenues and taxes at least equal to 1.35 times the total interest,

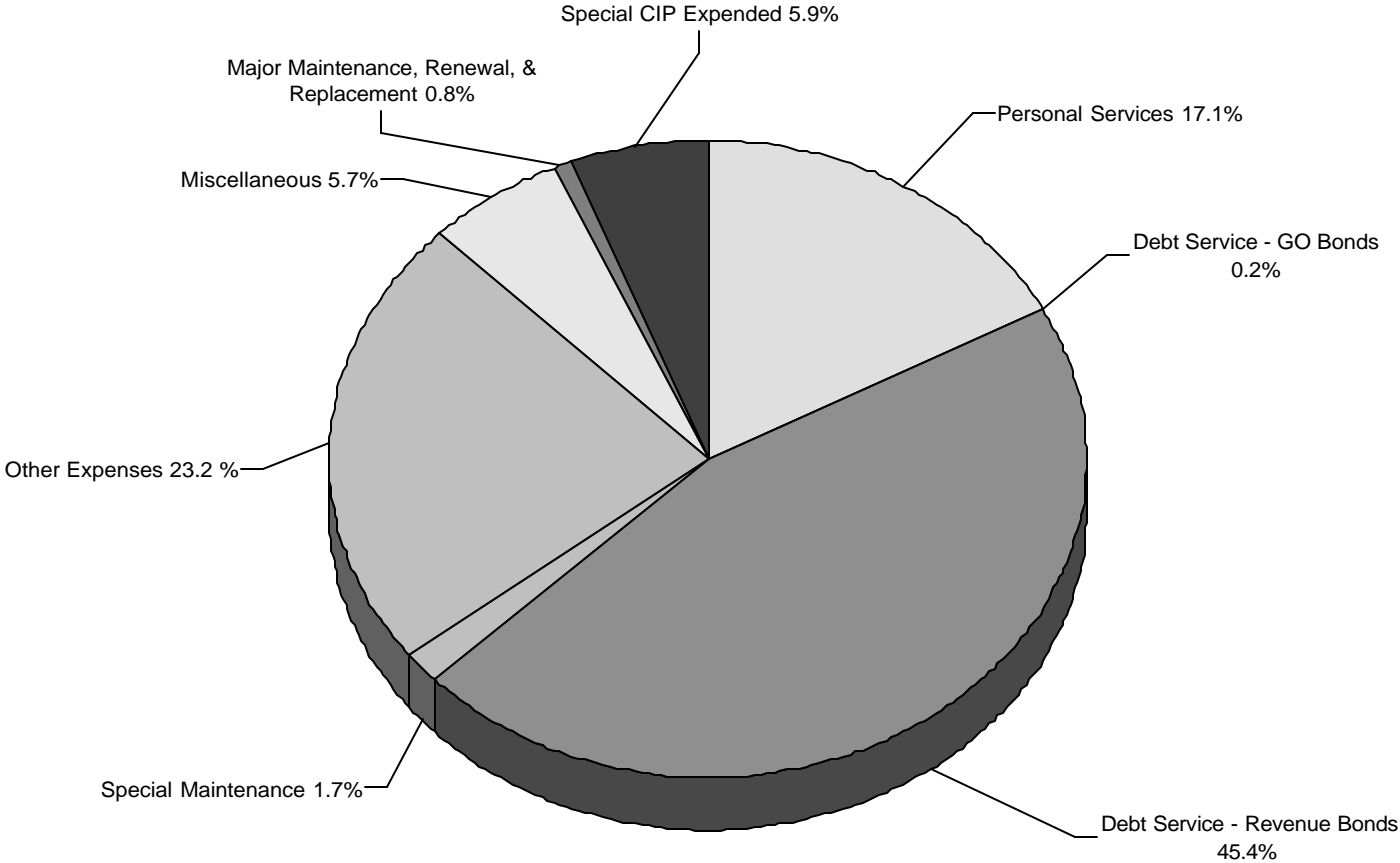
**TABLE M-2**  
**MULTI-YEAR FINANCIAL SUMMARY**  
**HARBORS DIVISION - HARBORS SPECIAL FUND**  
**(Thousands of Dollars)**

	Fiscal Year							
	2000 (Actual)	2001 (Actual)	2002 (Est.)	2003 (Est.)	2004 (Est.)	2005 (Est.)	2006 (Est.)	2007 (Est.)
Operating Expenditures								
Personal Services	8,769	8,072	10,568	10,868	10,955	11,229	11,510	12,085
Future Increases	0	0	0	0	274	281	575	604
Debt Service	19,936	21,220	23,855	25,044	23,893	25,020	25,393	27,394
Special maintenance	5,091	3,707	6,891	6,901	8,279	7,313	8,351	8,281
Other expenses	7,737	6,464	8,349	7,818	8,199	7,953	8,596	8,364
5% Surcharge-Cntrl. Svs.	2,458	2,388	2,547	2,499	2,198	2,198	2,325	2,395
Departmental Pro-rata share-TRN 99	1,147	959	969	978	988	998	1,008	1,048
Cash CIP	21,811	13,512	28,005	15,750	10,375	4,650	3,225	18,400
Additional cash for CIP	0	0	0	0	0	0	0	0
OHA Payment	5,653	5,459	6,555	6,755	6,088	6,226	6,559	6,742
Total EXPENDITURES	72,602	61,781	87,739	76,613	71,249	65,868	67,542	85,313
Revenues								
Cargo related	35,912	37,759	35,884	36,034	36,979	37,950	40,709	43,678
Ship related	6,112	6,431	6,107	6,127	6,299	6,474	6,907	7,370
Rentals	17,811	19,277	19,404	18,543	19,285	19,579	19,877	18,356
Other revenues	567	702	544	554	564	574	584	594
Interest earnings	6,326	8,615	4,198	2,691	3,180	2,832	2,222	3,684
Miscellaneous	2,203	1,512	1,517	1,534	1,552	1,569	1,588	1,607
Total REVENUES	68,931	74,296	67,654	65,483	67,859	68,978	71,887	75,289
Excess of Revenues over Expenditures	-3,671	12,515	-20,085	-11,130	-3,390	3,110	4,345	-10,024
Other Changes in Fund Balances								
Bond Reserve/Reversions/Adjust. Pric	104	735	0	0	0	0	0	0
Balance from Pior Year	50,679	47,109	60,359	40,274	29,144	25,754	28,864	33,209
Balance Carried over to Next Year	47,112	60,359	40,274	29,144	25,754	28,864	33,209	23,185
(Less) Contingency Reserve	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
END OF YEAR BALANCE	44,707	28,734	-3,596	-9,163	-9,871	-4,070	-562	-19,472

**FIGURE M - 3  
HARBORS SPECIAL FUND FY 2002 REVENUES**



**FIGURE M - 4  
HARBORS SPECIAL FUND FY 2002 EXPENDITURES**





principal and sinking fund requirements for the ensuing 12 months. The Harbors Division is also required to maintain adequate insurance on its properties.

## **FINANCING THE LAND TRANSPORTATION SYSTEM**

The administration of an acceptable highway program requires a sound financial base to permit long-term planning for construction, reconstruction and maintenance to meet transportation needs with social, economic, and environmental concerns, and to match federal apportionments.

Expenditures for surface transportation in Hawaii include both capital and operating expenditures. Funding sources for the program include federal grants, state funds appropriated by the Legislature, local county funds appropriated by the City/County councils of each county, and transit operating revenues.

### **Federal Revenue Sources – Highways**

The federal Highway Trust Fund (HTF) is supported by user-fees on motor fuel, tires, and heavy trucks. Hawaii's Highway Account in the HTF is currently \$19 billion. Hawaii has historically received more from the HTF than it has made in payments.

The Transportation Equity Act for the 21st Century (TEA-21) substantially changed the manner in which federal HTF resources are allocated from a needs-based allocation to an allocation that reflects the individual contributions of each state to the Trust fund. For Hawaii, the minimum apportionment is expected to provide an average of \$120 million annually during the period covered by TEA-21. This represents an increase in funding of almost \$10 million annually from the levels of the prior transportation authorization act, the Intermodal Surface Transportation Efficiency Act (ISTEA). For fiscal years 2002 and 2003, the final years of TEA-21, Hawaii's apportionment is expected to be \$122 million annually. As a means of controlling the federal deficit, the amount that Hawaii is allowed to expend annually, obligational authority, has historically been approximately 100 percent of the apportionments. Since it is expected the federal budget will be balanced, for

purposes of forecasting available funds it is assumed that future obligational authority will equal the apportionments.

The Congressional Budget Office (CBO) and Office of Management and Budget (OMB) both generate 10-year forecasts for HTF revenues. The CBO growth estimate (2-3 percent), after adjusting for inflation, is slightly higher than the OMB estimate (1.9 percent). For purposes of the HSTP an average of the two or about 2.1 percent per year is assumed. This growth rate is less than typical estimates of growth in the economy because HTF revenues are based on excise taxes that are not automatically adjusted to account for future inflation.

Under TEA-21 the federal HTF funding is provided primarily in the following four program areas:

1. The Interstate Maintenance and National Highway System programs, which provide funding for roadways that serve interstate travel represents on average 6 percent of the HTF funding.
2. The Bridge program, which provides assistance to rehabilitate and replace bridges on public roadways, represents 15 percent of the funding.
3. The Surface Transportation Program, which provides the flexible funding that may be used on any federal aid eligible project, represents on average 23 percent of the HTF funding.
4. The congestion Mitigation and Air Quality Improvement (CMAQ) program provides funding to areas that are designated by the United States Environmental Protection Agency (USEPA) as non-attainment or maintenance for ozone or carbon monoxide. This program represents about 6 percent of Hawaii's funding.
5. ISTEA's equity-based funding categories—Interstate Reimbursement, Hold Harmless, 90 Percent of Payment, Donor State Bonus and Minimum Allocation—have been collapsed into one new category called Minimum Guarantee which is about 10 percent of the funding.
6. The remaining 40 percent is provided for air quality, planning, research and other programs. The actual amounts received by program is not of a concern in forecasting future funding since considerable transfers of funding between programs is allowed.

## **Federal Revenue Sources – Transit**

The Federal Transit Administration (FTA) provides assistance funding through various discretionary and formula grant programs. These major programs are as follows:

1. The Urbanized Area Formula Grants program (49 USC Section 5307) provides transit capital and planning assistance to urbanized areas with populations of more than 50,000;
2. Transit Capital Investment Grants and Loans (49 USC Section 5309) provides transit capital assistance for new fixed guideway systems and extensions to existing fixed guideway systems (New Starts), fixed guideway modernization, and bus and bus-related facilities. Funding for New Starts and bus and bus-related facilities (Bus Capital) are discretionary programs while the Fixed Guideway Modernization Program (FGM) uses a formula apportionment;
3. Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities (49 USC Section 5310) provides funding, through the States, to private and non-profit organizations that provide specialized transportation services to elderly persons and to persons with disabilities; and
4. Formula Grants for Other Than Urbanized Areas (49 USC Section 5311) provides transit capital and operating assistance, through the states, to nonurbanized areas with populations less than 50,000.

Funds from the Federal Highway Administration (FHWA) could also be used for mass transit purposes. The Federal Highway and Transit Laws authorize certain funds to be “flexible”. For example, FHWA Surface Transportation Program funds can be transferred from FHWA to FTA for use in transit projects, while FTA Urbanized Area Formula funds may also be available for highway projects.

The FTA grant programs listed above have been authorized under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorized during Fiscal Year (FY) 1999 through FY 2003, eighty percent (80%) of the funding for Sections 5307, 5309, 5310, and 5311 programs will be from the Mass Transit Account of the Highway Trust Fund (HTF), and the remaining 20 percent will be from the General fund.

The actual funding amounts are determined annually through appropriations to the U.S. Department of Transportation. The amounts apportioned for formula grant programs in FY 2002 were as follows:

- \$22.803 million (Section 5307),
- \$ 1.094 million (Section 5309 FGM),
- \$ 0.421 million (Section 5310), and
- \$ 0.340 million (Section 5311).

Additionally in FY 2002, \$11.88 million in Section 5309 New Starts and \$8.663 million in Section 5309 Bus Capital funds were allocated to the City and County of Honolulu for various projects.

In 1998, the FTA posted guaranteed amounts for FY 2003 and, currently, the agency has estimated apportionment amounts based on its proposed FY 2003 budget.

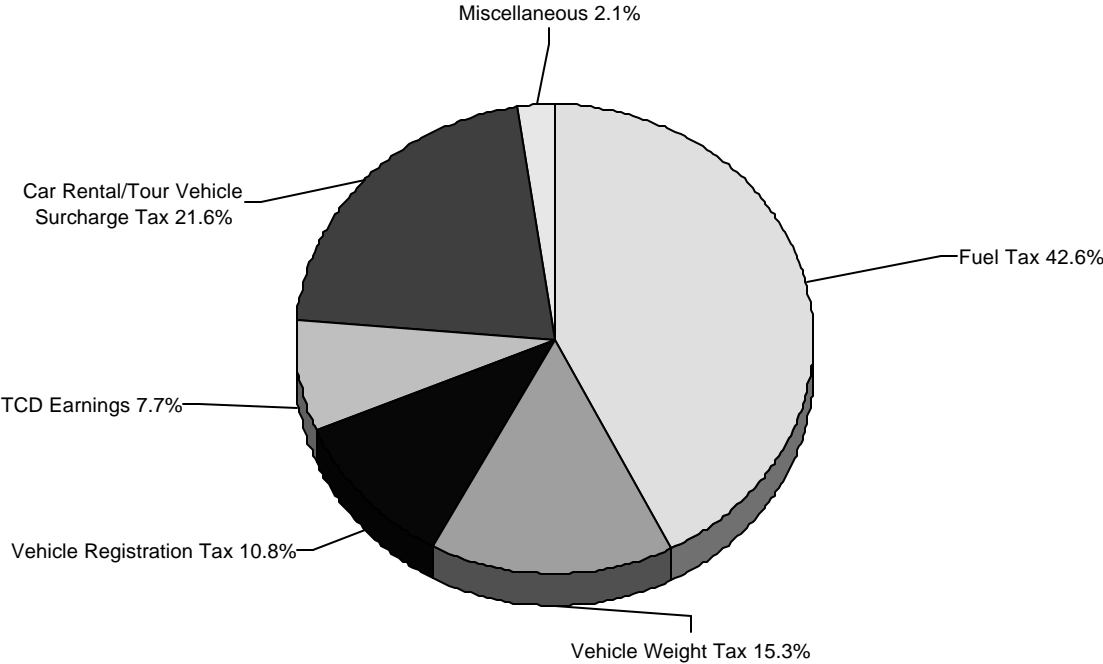
### **Hawaii Revenue Sources for Highways**

State funding for highways accounts for more than 60 percent of all public support for highways, amounting to more than \$160 million. State sources of funding for highways are derived from the state Highway Special Fund. The primary sources of revenue for the Highway Special fund are indirect users fees in the form of fuel taxes, weight taxes and vehicle registration fees. The State Highway Fund is required by law to generate revenues necessary to carry out the operations, maintenance, and the capital improvement programs for the Department of Transportation highway programs. Table M-3 summarizes the revenue and expenditure levels under each of the major categories for FY 2000 and FY 2001 and projected figures for FY 2002 to 2007. Figures M-5 and M-6 illustrate the various components of the total revenue and expenditures, respectively, for FY 2002.

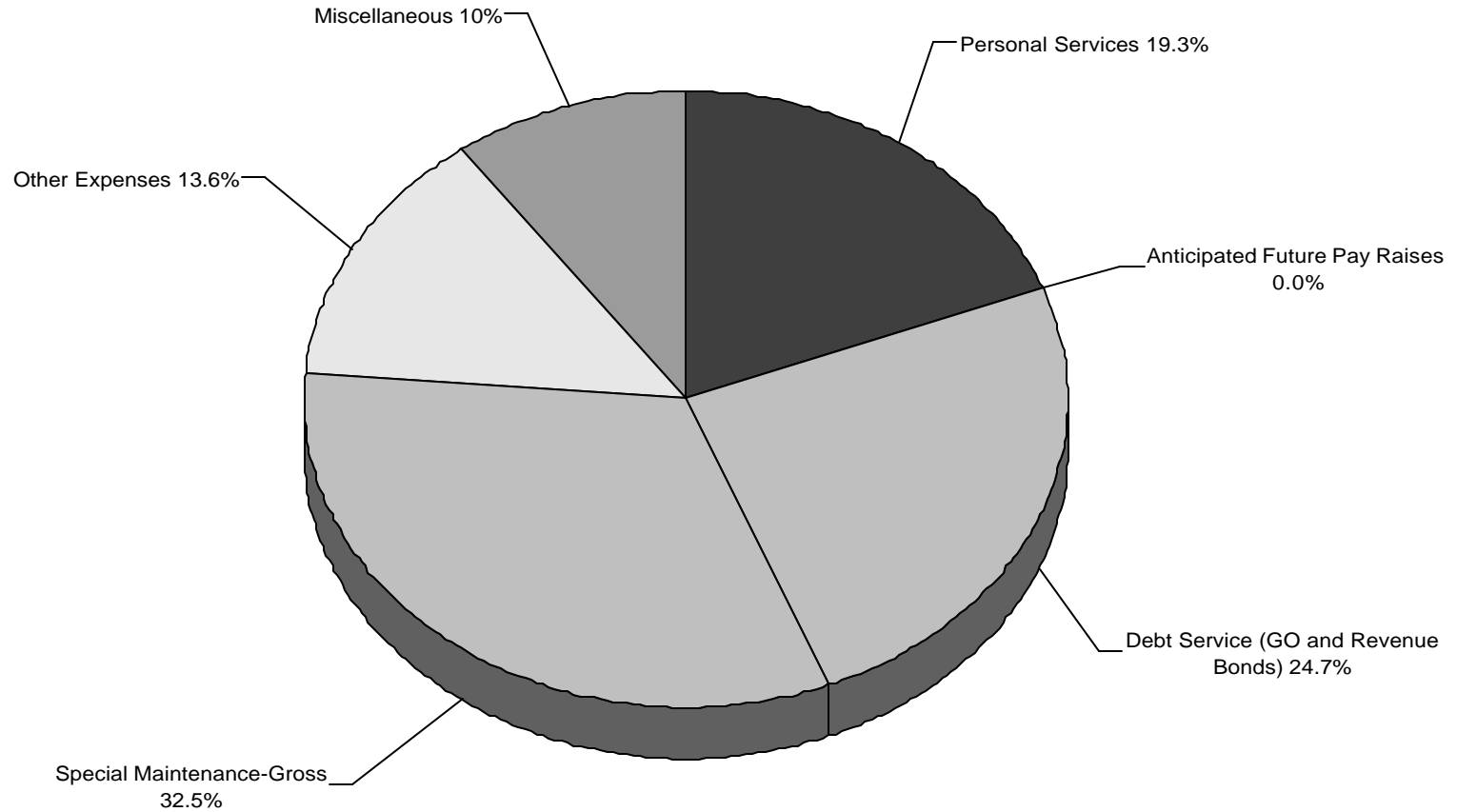
**TABLE M-3  
MULTI-YEAR FINANCIAL SUMMARY  
HIGHWAYS DIVISION - HIGHWAYS SPECIAL FUND  
(Thousands of Dollars)**

	Fiscal Year							
	2000 (Actual)	2001 (Actual)	2002 (Est.)	2003 (Est.)	2004 (Est.)	2005 (Est.)	2006 (Est.)	2007 (Est.)
Operating Expenditures								
Personal Services	29,856	28,592	24,463	24,563	24,514	24,514	24,514	24,514
Anticipated future pay raises	0	0	1,574	1,026	613	613	613	613
Debt service (GO and Revenue Bonds)	38,112	44,173	46,664	51,891	52,355	54,521	57,296	56,566
Special maintenance-Gross	50,262	57,063	50,049	50,001	49,991	49,959	49,973	49,898
Other expenses	20,935	26,955	37,293	37,774	30,842	30,884	30,924	30,938
5% Surcharge-Cntrl. Svs	4,900	6,133	5,756	5,809	5,969	5,903	5,814	5,942
MVSO-TRN597-Gross	5,679	5,438	6,546	6,531	6,535	6,535	6,535	6,535
Departmental pro-rata share-TRN99	4,742	4,072	5,898	5,911	5,911	5,911	5,911	5,911
Sub-total	154,486	172,426	178,243	183,506	176,730	178,840	181,580	180,917
Less Federal Funds (cash basis)	-20,615	-32,562	-3,289	-9,929	-959	-959	-959	-959
Cash CIP	0	0	0	0	0	0	0	0
TOTAL EXPENDITURES	133,871	139,864	174,954	173,577	175,771	177,881	180,621	179,958
Revenues								
General Excise Tax	0	0	0	0	0	0	0	0
Fuel tax	68,088	71,930	68,399	70,706	73,610	74,291	74,973	74,973
Vehicle weight tax	24,406	25,337	24,323	23,351	26,862	27,537	28,132	28,929
Vehicle registration tax	17,216	17,609	16,905	16,229	18,126	18,347	18,568	18,789
TCD earnings	12,314	14,961	14,900	13,900	12,900	11,900	10,900	10,900
Car rental/tour vehicle surcharge tax	34,586	38,633	32,180	36,319	38,445	38,968	39,492	40,017
Miscellaneous	3,395	2,833	2,624	2,537	2,671	2,672	2,835	2,835
Total REVENUES	160,005	171,303	159,331	163,042	172,614	173,715	174,900	176,443
Excess Revenues over Expenditures	26,134	31,439	-15,623	-10,535	-3,157	-4,166	-5,721	-3,515
OTHER CHANGES IN FUND BALANCE								
Fund Balance Prior year	53,587	68,721	86,591	66,035	53,300	50,144	45,978	40,257
Adj. Prior Year/Transfer	-11,000	-13,569	-4,933	-2,200	0	0	0	0
Fund Balance at end of the Year	68,721	86,591	66,035	53,300	50,144	45,978	40,257	36,742

**FIGURE M - 5  
HIGHWAYS SPECIAL FUND FY 2002 REVENUES**



**FIGURE M - 6  
HIGHWAYS SPECIAL FUND FY 2002 EXPENDITURES**



**State Liquid Fuel Tax.** The fuel tax has traditionally been the single largest source of revenue for the Highways Special fund. For fiscal year 2000, the fuel tax of \$0.16 per gallon is expected to account for an estimated 43% of the total fund income.

**State Motor Vehicle Weight Tax.** The \$20.00 per vehicle registration fee will contribute approximately 15% of the projected Special fund revenue for FY 2000-2001.

**Car Rental Vehicle Surcharge.** A surcharge tax on rental and tour vehicles become effective on January 1, 1992, as follows:

- The surcharge tax on motor vehicles will be \$3.00 per day or portion of a day that a motor vehicle is rented or leased.
- The surcharge tax on tour vehicles will be \$65.00 month for vehicles with a passenger capacity of eighteen passengers or more and \$15.00 per month for vehicles with a capacity of eight to seventeen passengers, for each vehicle used or partially used during the month.

It is estimated that the surcharge tax will account for approximately 22% of the total Special Fund Revenue for FY 2000-01.

**Overweight Vehicle Surcharge.** The graduated weight tax on commercial and non-commercial vehicles will account for approximately 3% of the project total revenue in the Special Fund in FY 2000-01.



**Local Transportation Funding – Highway.** The fourth major funding support for Hawaii's transportation system comes from Hawaii's five counties. Local County revenues for transportation purposes are derived from three primary sources: the State Highway Fund, the State General Fund, and appropriations to each respective City/County by the HDOT. The County Highway Fund includes four major revenues sources:

- County fuel tax
- Motor vehicle weight tax
- Public utility franchise tax
- Portion of the charges for services category

The General Fund includes a variety of revenue sources, with the largest being property taxes.

### **Local Transportation Funding – Transit**

Local sources are expected to contribute up to 25 percent of public support for public transportation systems in Hawaii. Local County revenues for these purposes are derived from the General Fund, appropriations by each respective City/County Council, and transit operating revenues. Transit operating revenues are almost entirely from bus fare box receipts. For the City and County of Honolulu, major operating revenues include fare box revenues and subsidies from the county's General and Highway Funds. Capital revenue is usually from general obligation bonds. For capital assistance, the City and County of Honolulu contributes 20 percent (20%) of net project costs.