

## **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.

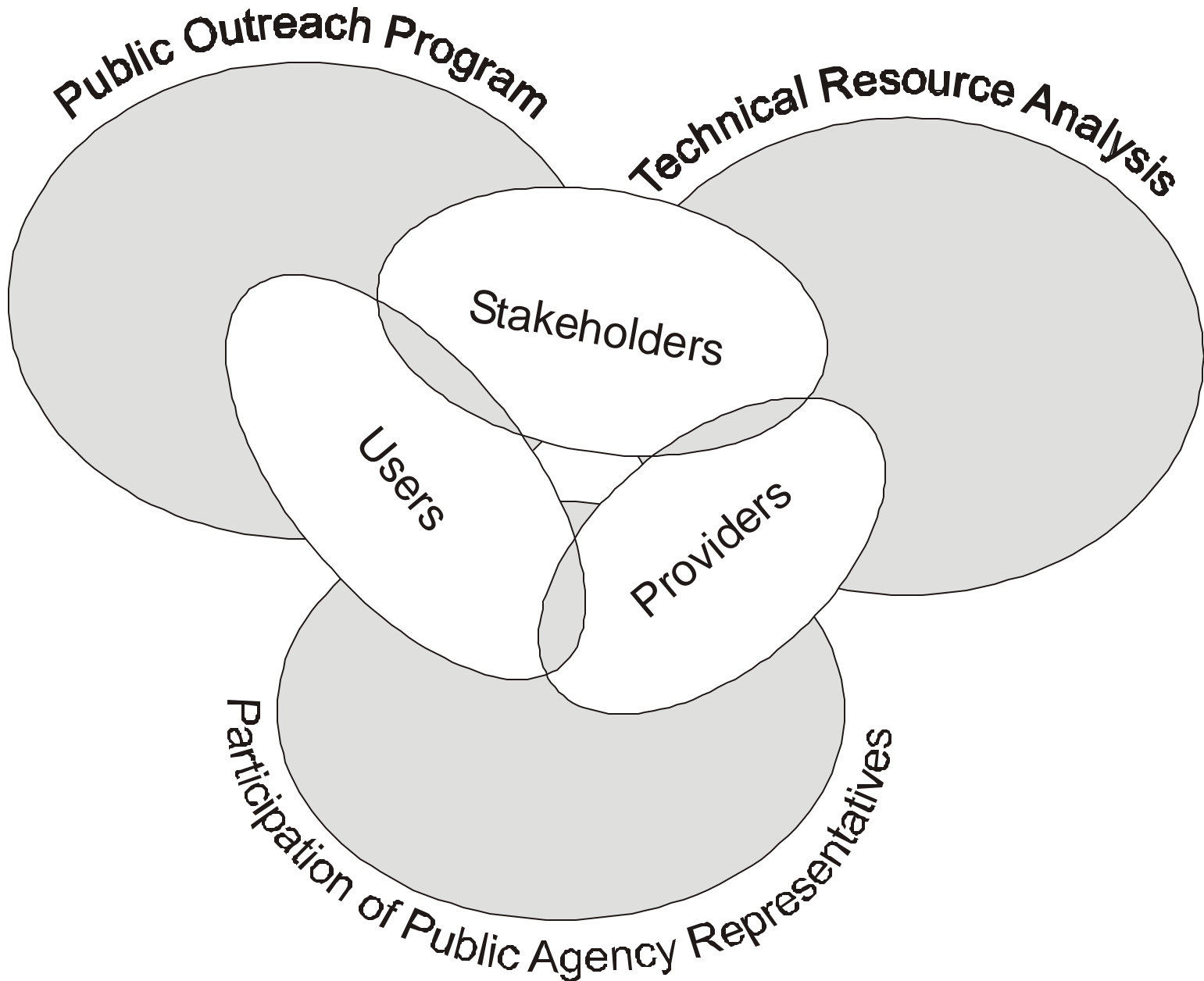
- Stakeholders – those with a vested interest in the transportation system, including airlines and air cargo carriers at airports; shippers and passenger carriers at harbors; and truckers, taxis, and transit providers on the roadway system.
- Users – the general public and other users of the various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

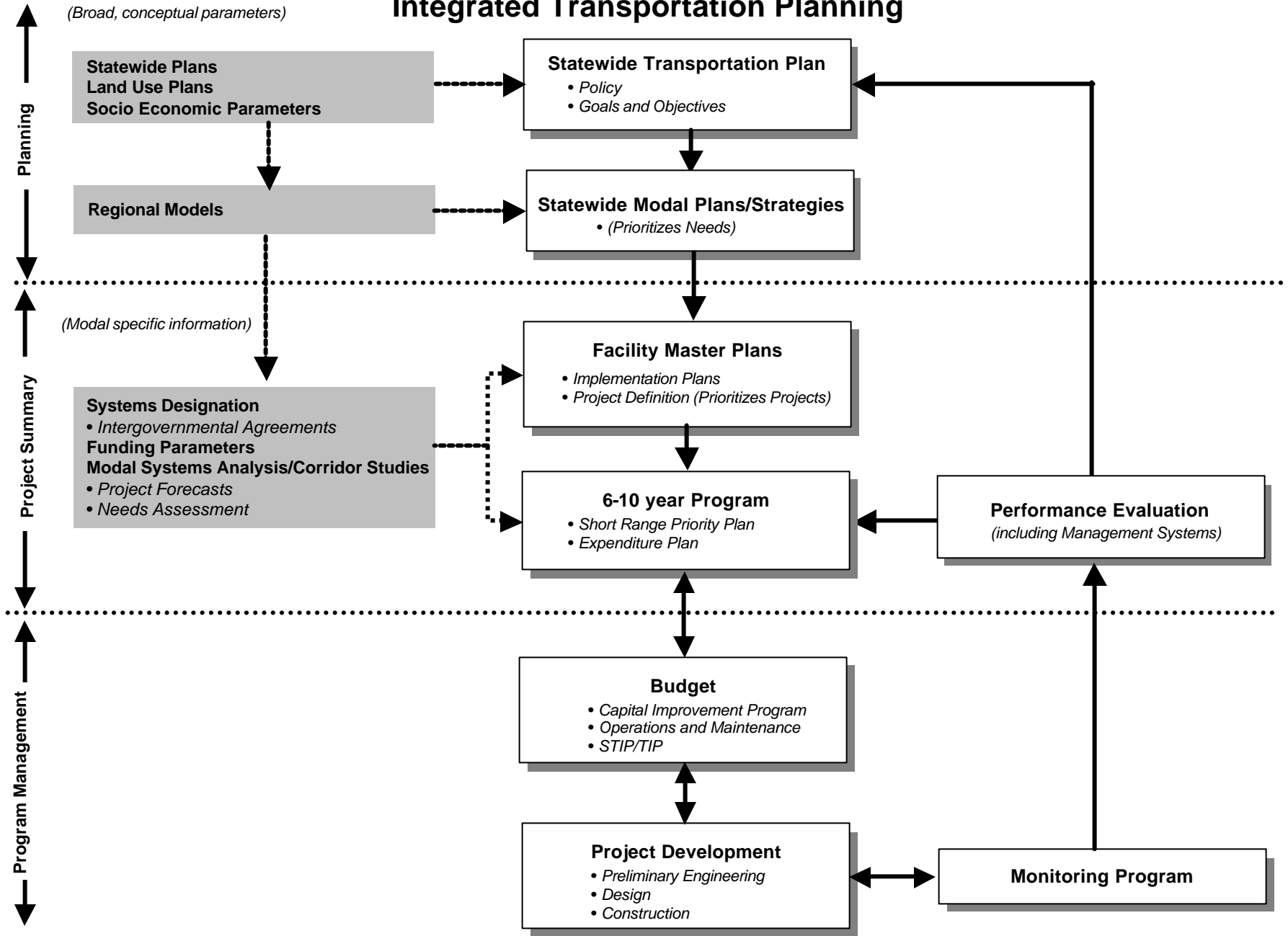
The process consists of a series of interrelated activities. These activities address the preparation of a specific element in the state's overall program of transportation requirements. The process is integrated into a series of activities, including the statewide policy and land use planning activities, 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.

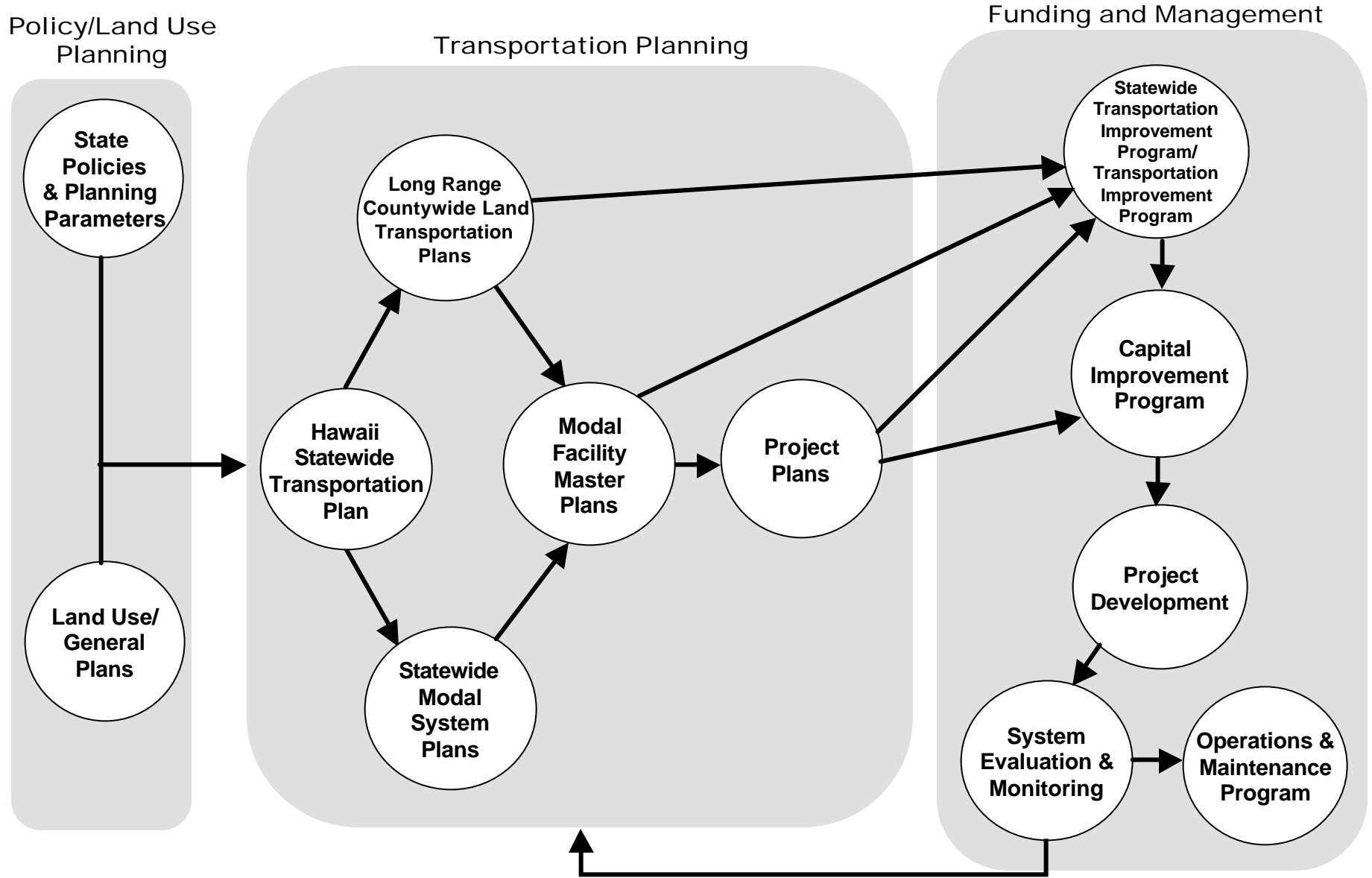
**Organizational Structure of Planning Process.** Figure ES-4 illustrates the organizational structure established to implement the various elements of the Hawaii statewide transportation planning process identified in Figure ES-3 and described above. The structure has three primary components:

- 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

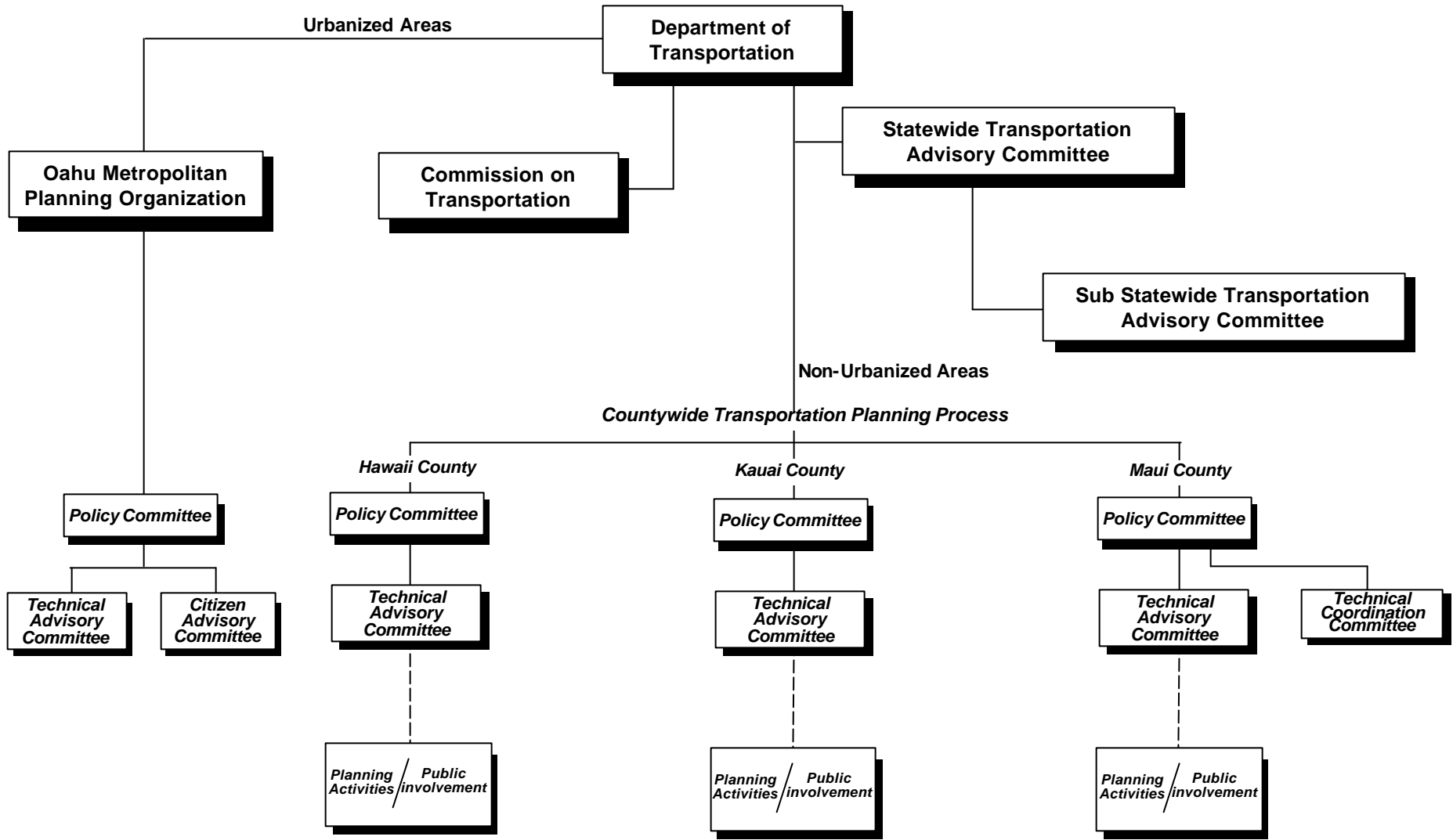
# Figure ES - 2 Integrated Transportation Planning



**Figure ES - 3  
Integrated Transportation Activities**



# 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.