

Hawaii Statewide Transportation Plan



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Hawaii's Multi-Modal and Inter-Modal Network



Volume 3: Forecast Reports and Public Involvement Summary



2011

**HAWAII STATEWIDE TRANSPORTATION PLAN:
HAWAII'S MULTI-MODAL AND INTER-MODAL NETWORK**

**VOLUME 3: REPORTS AND PUBLIC INVOLVEMENT SUMMARIES
2011**

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**Hawaii Statewide Transportation Plan
Task 7.2
2035 Population and Socio-Economic Forecasts**

Prepared by SMS Research and Marketing Services
with SSFM International
for the Hawaii Department of Transportation
Statewide Transportation Planning Office

In Preparation of the
Hawaii Statewide Transportation Plan Update

November 2010

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2035 Population and Socio-Economic Forecasts

A. Overview

Effective and efficient transportation planning requires both a long-term outlook and an integrated approach between modes of transportation. At any given time, there are multiple planning efforts taking place throughout the State. Highway, harbor, and airport expansions take many years to plan and seek approvals, funding, and implementation. Therefore, these plans need to be based on a forecast year in which the changes are expected to be completed. This may be ten to twenty years in the future. Transportation plans frequently complement other Statewide planning efforts such as those for housing or economic development. Therefore the projections used for transportation plans should be similar to those used by other State and County entities in their planning efforts. For these reasons it is essential that transportation planners rely on long-term forecasts that are commonly accepted at the State and County level. In Hawaii planners rely primarily on the forecasts developed by the State of Hawaii Department of Business, Economic Development and Tourism (DBEDT).

A major challenge in using forecasts is that forecasts are updated periodically to reflect factors such as changing economic conditions or new information becoming available such as the U.S. Census. For these reasons it is important during a planning cycle to consistently use one dataset, recognizing that in future planning cycles the information may change. The population and jobs forecast data currently in use are based on a set of data provided by DBEDT to Hawaii Department of Transportation (HDOT) in December, 2008. This data has been used for the Oahu highways modeling and was approved by HDOT for statewide highway planning efforts for this planning cycle. The datasets currently include population forecasts for each county by age and sex, and job forecast by type of business for each county.

Another 2035 forecast set was released in July 2009 by DBEDT. The *2035 Series of the DBEDT Population and Economic Projections for the State of Hawaii* and its four counties will be used by many agencies.¹ This data set can be accessed on the DBEDT website: <<http://hawaii.gov/dbedt/info/economic>>. Section D of this report includes more information on the July 2009 dataset.

Sometime in 2012, the initial counts of the 2010 US Census will begin to be released. While DBEDT is considered the primary source of population information, every ten years when the Census data is released, the base years of the DBEDT forecasts are adjusted to be consistent with those of the Census if necessary. This synching of the data allows for federal planning models to be similar to state models. It is likely that the transportation planning cycle to begin in five years will use these Census-based counts as the base to project future growth in Hawaii.

Forecasts evolve; therefore, it is important to clearly state the source and date of forecasts when used in modeling and planning. For example the July 2009 DBEDT forecast reflects the impact of the economic downturn of 2007 and 2008 throughout the state and some

¹ Department of Business, Economic Development and Tourism, Research and Economic Analysis Division. *Population and Economic Projections for the State of Hawai'i to 2035, DBEDT 2035 Series*. July 2009.

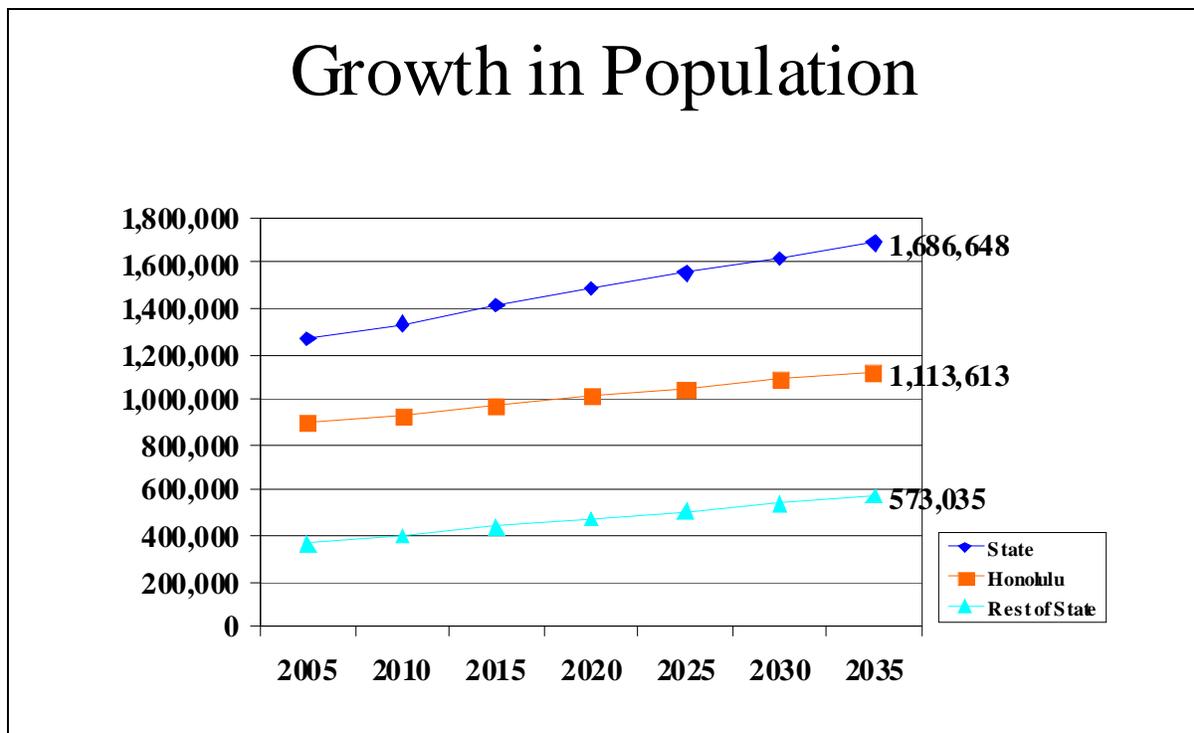
adjustments may be necessary when using both the December 2008 and the July 2009 data for modeling purposes. Adjustments will also be necessary to synch up plans developed in 2010 with those developed after the Census data is released.

This paper describes some of the forecast information available, current 2035 forecasts, and how planners may use them.

B. Demographic Trends (December 2008 Series Data)

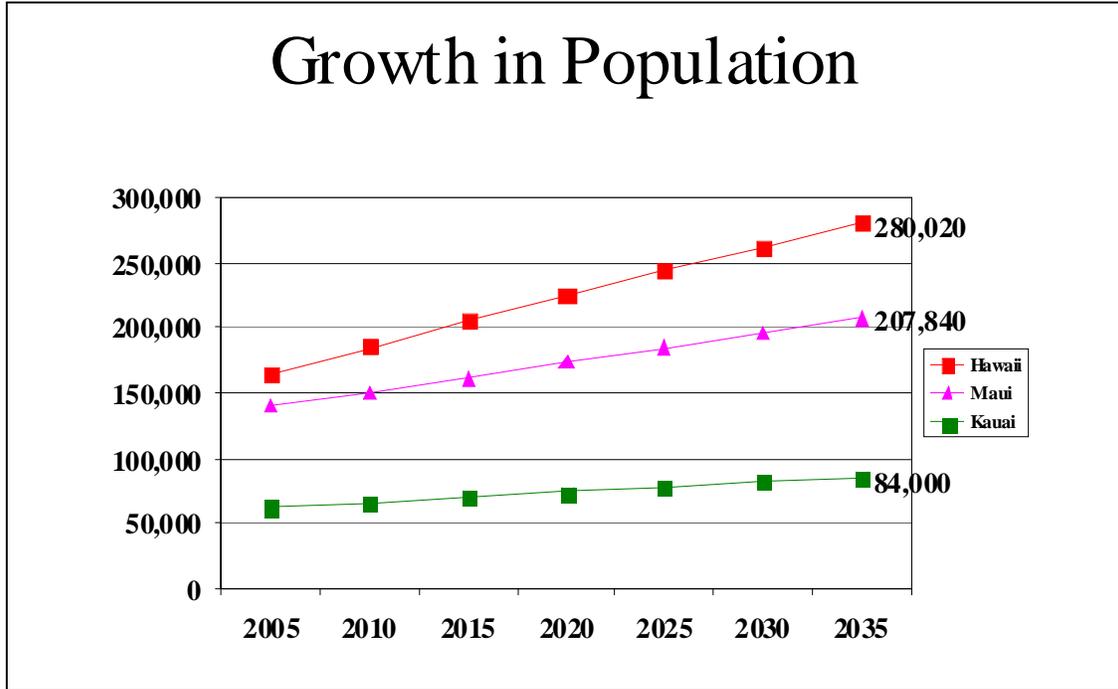
Based on the 2008 DBEDT forecast, the next 25 years in Hawaii will see shifts in the population between Oahu, also known as the City and County of Honolulu, and the other Counties. Figure 1 shows the forecast for the population for the State, City and County of Honolulu, and the rest of the Counties.

Figure 1: Population Growth, 2005-2035



The population in the State is forecast to grow 27 percent between 2010 and 2035. Honolulu is forecast to grow 20 percent during that same period, and neighbor islands are forecast to grow 43 percent. In 2010, DBEDT estimates that Honolulu made up 70 percent of the State’s population, while in 2035 that percentage will decrease to 66 percent. Honolulu will continue to grow, but not at the rate of the other Counties.

Figure 2: Population Growth – Hawaii, Maui, and Kauai Counties, 2005-2035



Hawaii County is expected to grow faster than all other counties – a 51 percent increase between 2010 and 2035. This rate of growth will put an added strain on an island that residents say is already lacking public transportation and infrastructure (based on the HSTP Public Opinion Poll). This will challenge transportation planners attempting to meet projected needs.

Maui and Kauai Counties are expected to experience faster growth than Oahu. Increases in population will bring greater demand for roadway use, for interisland air travel capacity, and for greater harbors throughput to meet the needs of the expanding population. As an example of the critical nature demand for transport of daily needs, the State of Hawaii currently imports approximately 85 to 90 percent of its food from outside the State.² An increase in population will lead to an increase in imports.

In addition to a growing population, transportation planners will have to prepare for an aging population. The two figures below show the distribution of the population by age and sex at the State level in 2010 versus 2035. First, more of the population will be of working age placing greater demands on the highway and public transportation systems. Second, as the elderly population increases, there will be increased demand for specialized transportation services and greater demand for off-peak travel. An older population will directly affect the demands placed on the transportation system.

² State of Hawai'i Department of Agriculture. "Food Self-Sufficiency in Hawai'i, A Hawai'i Department of Agriculture White Paper." December 16, 2008.

Comparing Figures 3 and 4, we see a larger population but also a larger elderly population, which has greater needs.

Figure 3: Population Distribution by Age and Gender, 2010

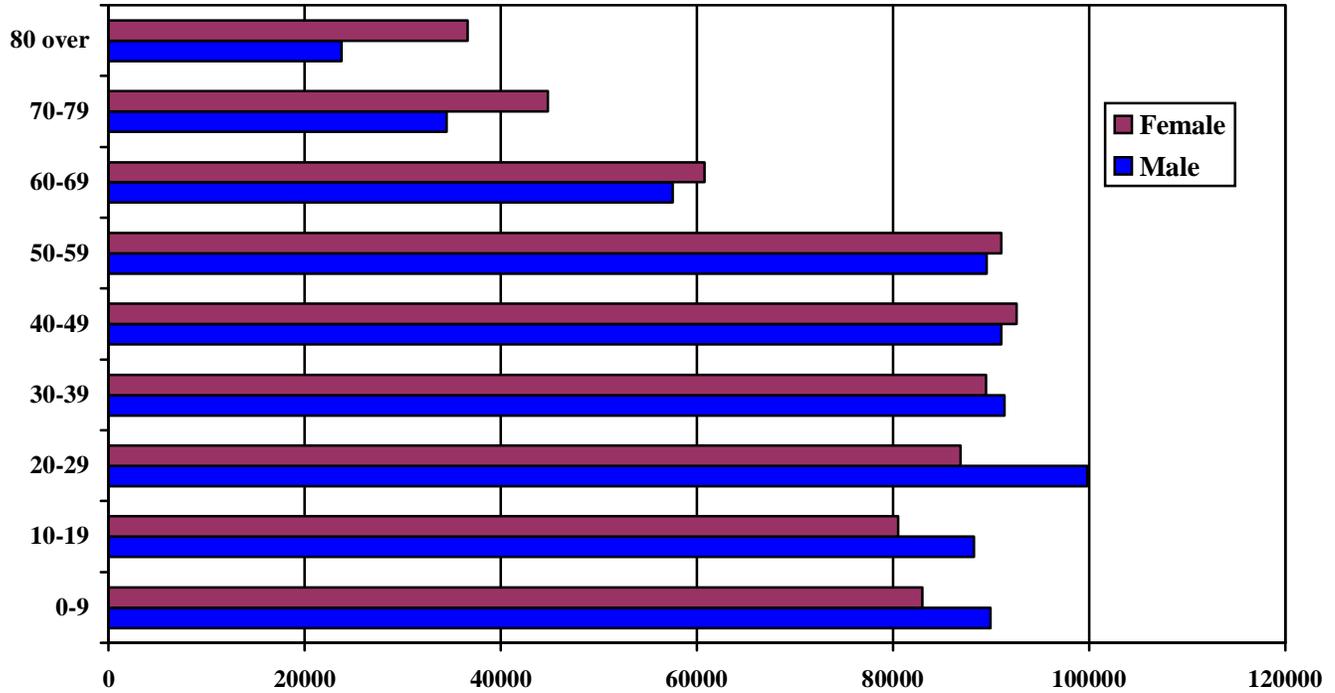
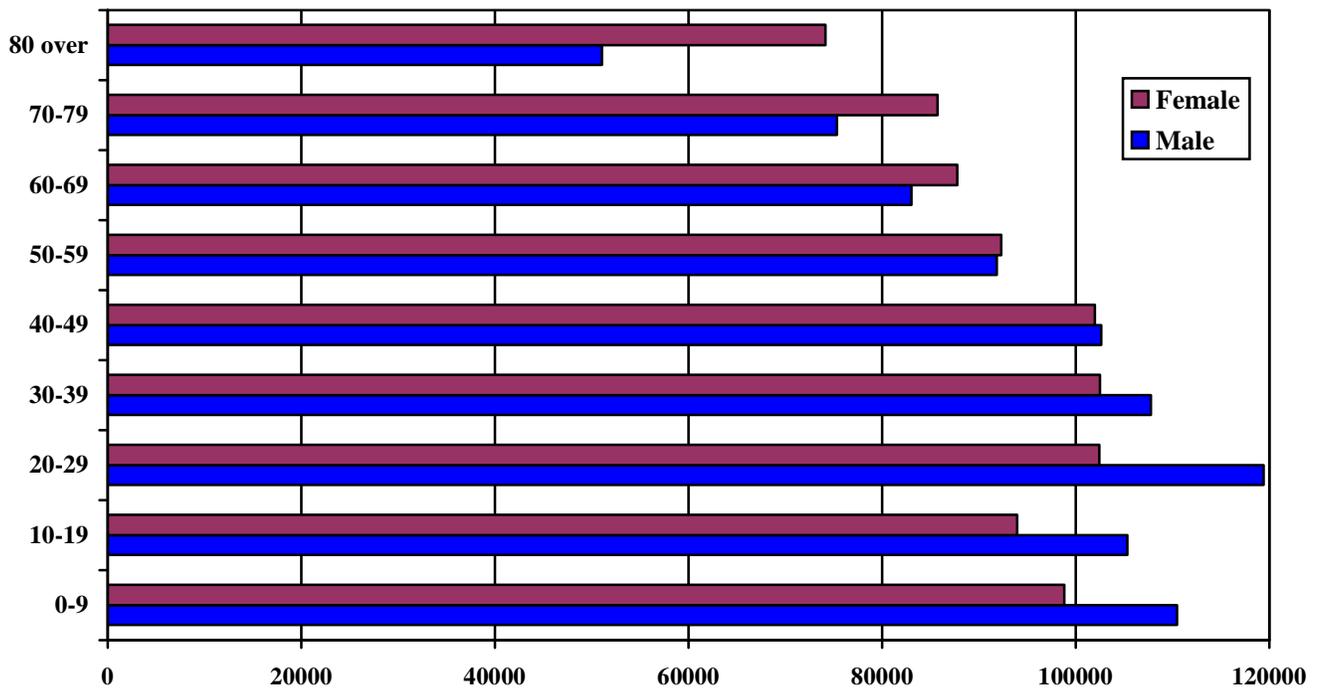


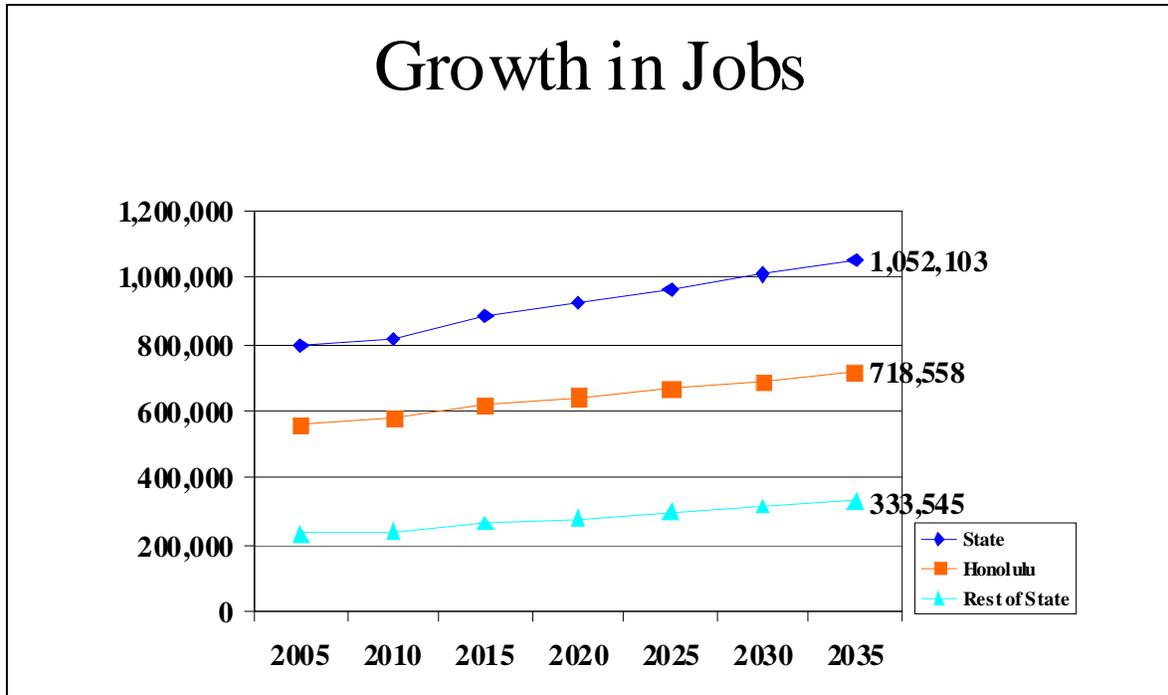
Figure 4: Population Distribution by Age and Gender, 2035



C. Economic Trends (December 2008 Series Data)

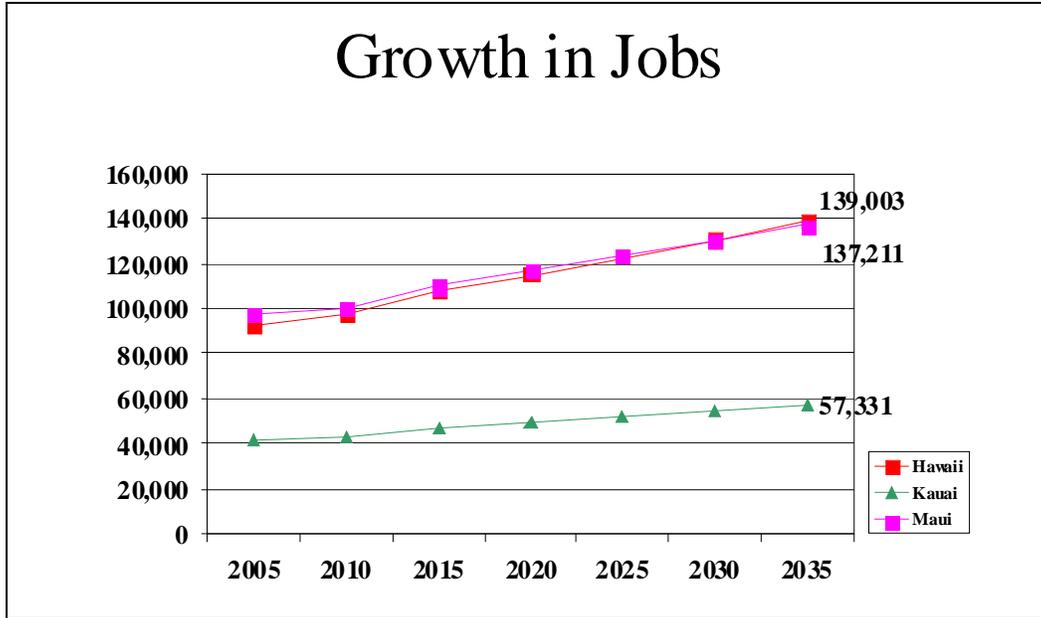
The number and types of jobs available to the State population will significantly affect transportation planning. Businesses will have to move more goods and services, and that will increase their transportation needs at airports and harbors. The 2008 DBEDT forecast shows that jobs will increase statewide and will grow at a slower rate on Oahu than in other Counties.

Figure 5: Expected Job Growth, 2005-2035



While the population count for Hawaii County is projected to exceed that of the other islands in 2035, the job count is forecast to be similar for Maui and Hawaii counties (Figure 6).

Figure 6: Expected Job Growth – Hawaii, Kauai, and Maui Counties, 2005-2035



Tables 1A and 1B show the 2008 job forecast by type in 2010 and in 2035. Table 1A shows the job growth for City and County of Honolulu (Oahu) and Hawaii Counties. Table 1B shows the job growth for Maui and Kauai Counties.

The breakout shows that Oahu visitor industry and related services jobs such as eating and drinking establishments are expected to have a lower percentage increase in the next 25 years than the other counties. The service industries (health, professional, and education) are expected to increase significantly on all islands and particularly on the neighbor islands. That may be due to the larger and older population in those counties increasing demand for those services. Business mix is important for transportation planners because of the different impacts of the type of business on each mode. For example, Hawaii shows an increase in agricultural jobs, which may mean a greater need to export produce to Oahu through the harbors or by air.

Table 1A: Comparison of Current Jobs to 2035, Forecast of Jobs by County

Employment Sectors	C&C of Honolulu (Oahu)			Hawaii		
	2010	2035	Change	2010	2035	Change
Agriculture	3,828	4,347	14%	6,753	8132	20%
Construction	29,864	34,956	17%	7,500	9466	26%
Food processing	5,070	5,618	11%	732	835	14%
Manufacturing	8,437	9,353	11%	1,448	1710	18%
Transportation	24,427	28,126	15%	2,711	3512	30%
Information	10,222	12,686	24%	968	1430	48%
Utilities	1,716	2,004	17%	548	792	45%
Wholesale trade	17,238	20,810	21%	2,071	2807	36%
Retail trade	61,363	72,811	19%	11,907	16459	38%
Finance and insurance	21,780	28,240	30%	2,072	3290	59%
Real estate and rentals	27,435	31,203	14%	5,971	8233	38%
Professional services	35,200	48,719	38%	3,580	5733	60%
Business services	47,236	62,833	33%	5,180	7842	51%
Educational services	14,859	19,899	34%	1,442	2191	52%
Health services	55,468	76,053	37%	8,301	13912	68%
Arts, entertainment, and recreation	12,418	16,618	34%	3,300	5050	53%
Accommodation	15,464	18,319	18%	7,350	10348	41%
Eating and drinking places	42,059	51,601	23%	5,827	8163	40%
Other services	37,651	52,766	40%	5,612	9228	64%
Government	106,454	121,596	14%	13,701	19870	45%
Total	578,189	718,558	24%	96,974	139,003	43%

Table 1B: Comparison of Current Jobs to 2035, Forecast of Jobs by County

Employment Sectors	Kauai County			Maui County		
	2010	2035	Change	2010	2035	Change
Agriculture	1,494	1804	21%	3,272	3884	19%
Construction	2,724	3510	29%	6,887	8945	30%
Food processing	221	254	15%	725	840	16%
Manufacturing	382	454	19%	1,458	1752	20%
Transportation	1,752	2134	22%	3,654	4586	26%
Information	378	488	29%	1,161	1645	42%
Utilities	242	314	30%	527	684	30%
Wholesale trade	801	1074	34%	1,828	2446	34%
Retail trade	5,229	6539	25%	12,086	15693	30%
Finance and insurance	852	1205	41%	1,609	2403	49%
Real estate and rentals	3,057	3744	22%	7,365	9363	27%
Professional services	1,609	2398	49%	3,728	5725	54%
Business services	3,821	5372	41%	6,546	9114	39%
Educational services	351	454	29%	1,487	2033	37%
Health services	3,140	4847	54%	6,255	9852	58%
Arts, entertainment, and recreation	1,451	1938	34%	4,499	6278	40%
Accommodation	4,312	5705	32%	11,981	16520	38%
Eating and drinking places	3,563	4524	27%	8,571	11019	29%
Other services	2,747	4116	50%	6,727	10450	55%
Government	4,796	6457	35%	10,038	13979	39%
Total	42,922	57,331	34%	100,404	137,211	37%

D. Types of Data in July 2009 State Projections

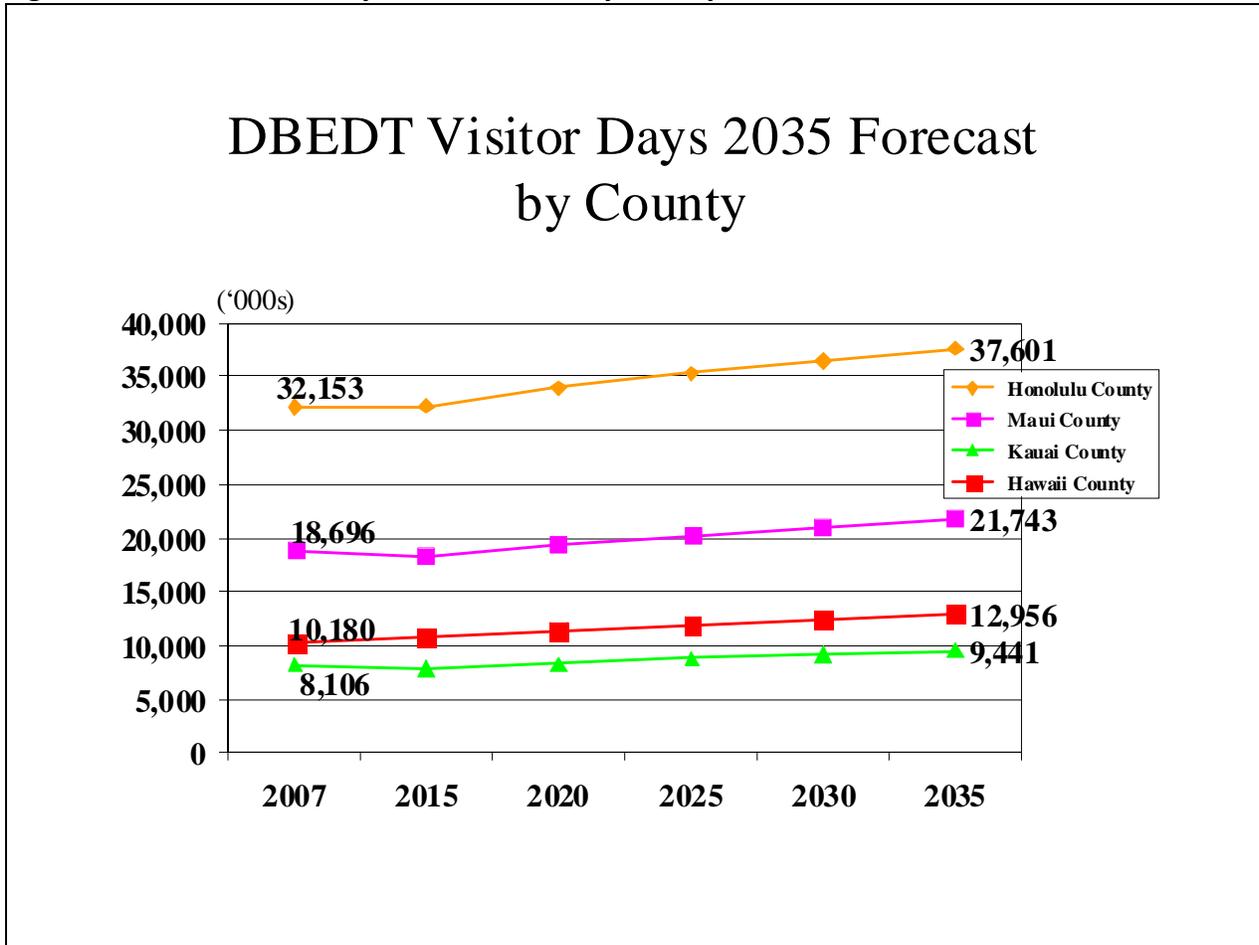
Additional economic data is available in the DBEDT Population and Economic Projections for the State of Hawaii to 2035 that was released in July 2009. It can be accessed on the DBEDT website: <<http://hawaii.gov/dbedt/info/economic>>. Transportation Planners may need some of this information depending on the issues being analyzed:

- State Gross Domestic Product Income – this data is frequently combined with population growth projections to estimate levels of business and personal spending, and to forecast needs for imports and exports capacity in our harbors, airports, and roadways. DBEDT is projecting a moderate real GDP growth rate of 1.5 percent per year until 2035.
- Personal income at the state and the county level – notably, even as the number of jobs is forecast to increase, the share of labor income is expected to decrease and the share of transfer payments increases because of the increased retirement incomes of the aging population. Here again this is a reflection of the aging of the population shown earlier in the demographic discussion.
- Visitor projections—The state’s heavy reliance on the visitor industry makes state and county forecasts of visitor arrivals, days and expenditures, and hotel rooms and occupancy very important, particularly for airport planning as well as transportation in general. Page 12 provides a graph based on this dataset showing the forecast for visitor days by county. Table 2 shows the July 2009 forecast for visitors from the DBEDT website. Visitor arrivals and visitor days for Hawaii County are forecast to increase faster than other counties. This increase may place additional strain on Hawaii County airports and roads. Also, the number of visitor days on Hawaii Island is forecast to increase twenty seven percent between 2007 and 2035 compared with sixteen percent for Maui County.³

For long range planning purposes, relying on forecast data that is commonly used by agencies and businesses throughout the state helps ensure that future plans will be integrated and complementary. For example, Hawaii Tourism Authority (HTA) uses the visitor forecasts that DBEDT provides. Hotels, rental car agencies, county visitor bureaus all begin with these forecasts to model their future development plans. Likewise the increase in visitor arrivals will affect airports and harbors with more people passing through their gates. Increases in visitor days will impact hotels, rental car agencies, and roadways throughout the state. Increases in visitor expenditures will result in more goods being imported into the state further increasing the demand for cargo space by air and ship. In the State of Hawaii, agencies rely on the forecasts provided by DBEDT.

³ State of Hawai'i Department of Business Economic Development & Tourism Research and Economic Analysis Division. *Population and Economic Projections for the State of Hawaii to 2035, DBEDT 2035 Series, July 2009.*

Figure 7: DBEDT Visitor Days 2035 Forecast by County, 2007-2035



Source: DBEDT, July 2009.

Table 2: DBEDT Hawaii Visitor Projections

Table A-64. Hawaii Visitor Projection						
	2007^{1/}	2015	2020	2025	2030	2035
Visitor Arrivals (1,000)	7,497	7,502	7,924	8,328	8,710	9,109
Domestic visitors	5,583	5,439	5,705	5,955	6,184	6,422
International visitors	1,914	2,063	2,219	2,373	2,526	2,687
Honolulu County	4,695	4,674	4,922	5,113	5,275	5,449
Maui County	2,522	2,426	2,575	2,697	2,794	2,899
Kauai County	1,299	1,203	1,278	1,339	1,394	1,452
Hawaii County	1,622	1,628	1,727	1,808	1,891	1,981
Visitor Days (1,000)	69,135	68,907	72,877	76,039	78,787	81,741
Domestic visitors	55,100	53,846	56,636	58,950	60,602	62,932
International visitors	14,035	15,060	16,241	17,089	18,186	18,809
Honolulu County	32,153	32,248	33,961	35,282	36,400	37,601
Maui County	18,696	18,191	19,312	20,226	20,957	21,743
Kauai County	8,106	7,821	8,308	8,707	9,061	9,441
Hawaii County	10,180	10,646	11,296	11,824	12,370	12,956
Hotel Rooms	73,220	74,783	77,197	80,042	82,587	85,398
Honolulu County	33,588	33,985	35,689	37,177	38,353	39,618
Maui County	19,879	19,879	19,879	20,596	21,339	22,139
Kauai County	8,692	8,692	8,692	8,692	8,692	8,764
Hawaii County	11,061	12,227	12,937	13,577	14,203	14,877
Hotel Occupancy Rate						
Honolulu County	76.9	83.9	83.9	83.9	83.9	83.9
Maui County	76.5	82.9	82.9	82.9	82.9	82.9
Kauai County	75.8	81.8	81.8	82.9	82.9	82.9
Hawaii County	67.6	70.7	70.7	70.7	70.7	70.7
Visitor Expenditures (mil. 2000\$)	10,462	10,477	11,099	11,596	12,048	12,384
Domestic visitors, air	7,679	7,452	7,838	8,159	8,387	8,624
International visitors, air	2,592	2,784	3,002	3,159	3,361	3,442
Supplemental business	151	185	199	214	230	245
Cruise visitors	39	56	60	64	69	74
Visitor Expenditures by County (mil. 2000\$)						
Honolulu County	4,963	4,857	5,101	5,284	5,442	5,546
Maui County	2,958	3,128	3,336	3,509	3,669	3,796
Kauai County	1,121	1,078	1,142	1,192	1,239	1,273
Hawaii County	1,420	1,414	1,520	1,611	1,697	1,769

1/ Actual Figures.

Source: Hawaii Department of Business, Economic Development and Tourism (DBEDT).

E. US Census and American Community Survey (ACS)

Transportation planners have traditionally depended on the U.S. Census collected every ten years as the basis for much of their panel data on population, work and travel data. The Census Transportation Planning Package (CTPP) includes tables on residence, place of work, and the Journey to Work questions regarding mode, length of trip and more. These are important components in modeling travel behavior.

The CTPP questions were asked in the long form survey and comprised a wealth of data and information for planners. However, starting in 2000, the long form was replaced by the American Community Survey (ACS). The ACS also provides useful data on population, household characteristics, families, and housing units, however it is more difficult to compare to previous years. Precision levels are much lower than when the long form was in use, and some of the data published contains no information at all on precision level.

The Census and the ACS provide data at different geographic levels: nation, state, county, census-designated places, zip codes, census tracts, and block groups. Beginning with the 2005 ACS, 1-year estimates are available annually for geographic areas with a population of 65,000 or more. In 2008, the Census Bureau released its first 3-year estimates based on ACS data collected from 2005 through 2007. These 3-year estimates are available annually for geographic areas with a population of 20,000 or more. For areas with a population of less than 20,000, 5-year estimates will be available. The first 5-year estimates, based on ACS data collected from 2005 through 2009 will be released in 2010.

The *American FactFinder* will be the primary tool used to access all 2010 Census data, which is planned to be launched in January 2011. It will also give users access to other key data sets in the ACS, economic census, and other programs.

A tutorial, "*American FactFinder* Quick Start," and an online video tour both specifically demonstrate how to conduct a basic text search, view search results, and select a data product to view. Additional tutorials will be added over time. To access the video and tutorial, visit *American FactFinder* at <http://factfinder.census.gov/home/saff/aff2.html>.

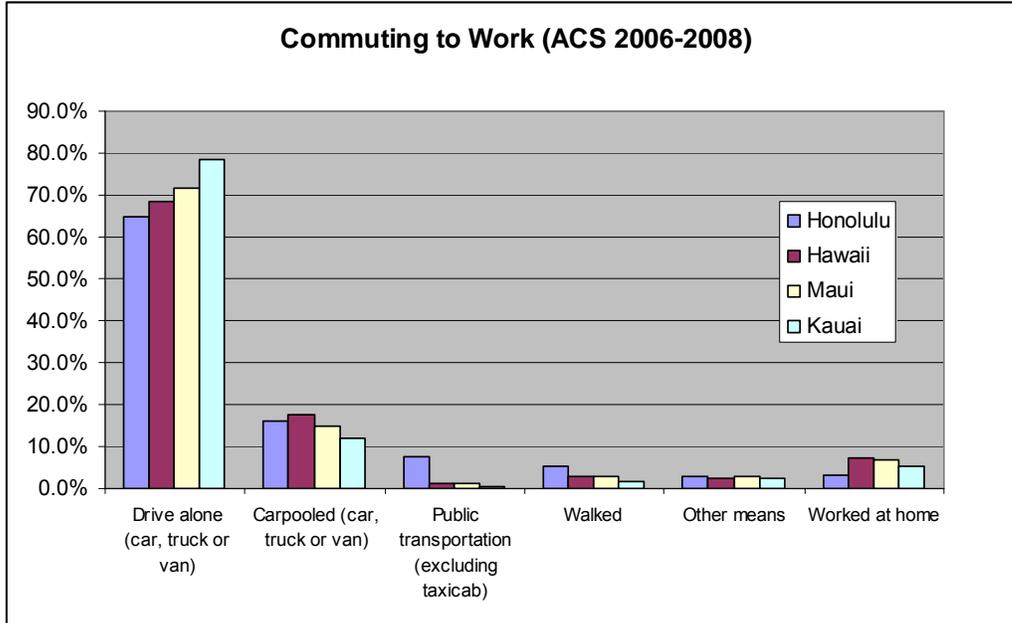
The University of Southern Florida has developed a tool called the "ACS Statistical Analyzer" to allow professionals to assess precision levels without going through lengthy statistical procedures and formulas. Review of the *Guidebook on Using ACS Data for Transit Planning*⁴ is recommended for those contemplating work that uses the US Census and/or the ACS.

The FHWA website provides Census Transportation Planning Products Updates (<http://www.fhwa.dot.gov/ctpp/sr0510.htm>) to keep transportation planners aware of the status of the census, new programs that are available to analyze the census and how the information can be beneficial to planners. The website also provides links to other national surveys that may benefit transportation planners.

⁴ Chu, Xuehao. *The ACS Statistical Analyzer*. National Center for Transit Research, University of South Florida, Tampa. March 2010.

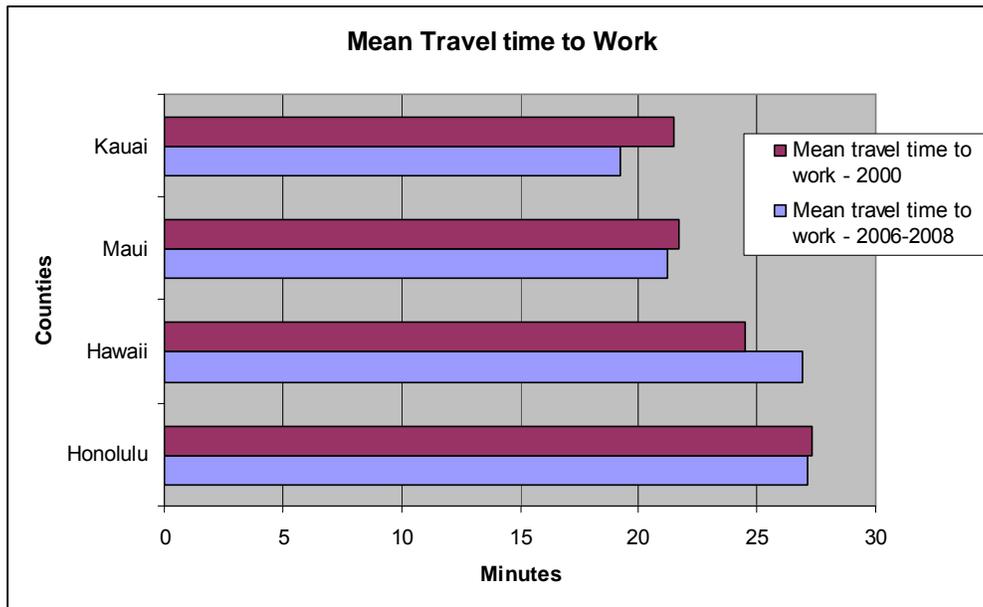
Figures 8 and 9 are examples of the type of data available to transportation planners through both the decennial census and the ACS.

Figure 8: Transportation mode used to commute to work



Source: U.S. Census Bureau, American Community Survey 2006-2008

Figure 9: Mean Travel Time to Work



Source: U.S. Census Bureau, American Community Survey 2006-2008, US Census Decennial Survey 2000.

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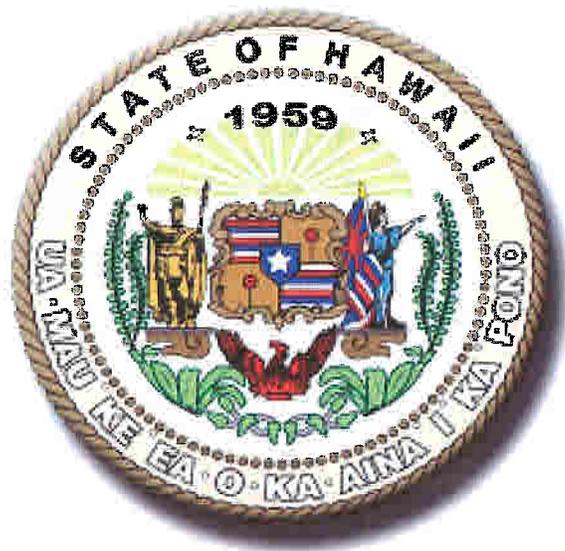
Accessed May 5, 2010.

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APPENDIX 2

List of Current Transportation Plans for State of Hawaii DOT

Year	Plan Name	Sponsoring Unit
2002/Update Underway	Hawaii Statewide Transportation Plan	STP
2009 Underway	State Management Plan for Transit Coordinated Service Plan	STP
1997	Statewide Airports System Plan	AIR-EP
2002	Airports System Strategic Plan	AIR-EP
2010	Honolulu International Airport Master Plan	AIR-EP
2008	Kona Airport Master Plan	AIR-EP
2001	Hilo Airport Master Plan	AIR-EP
1998	Lihue Airport Master Plan	AIR-EP
1993	Kahului Airport Master Plan	AIR-EP
1978	Statewide Harbors System Plan	HAR-EP
1998/Update Underway	Hawaii County Commercial Harbors Master Plan	HAR-EP
Underway	Kahului Harbor Master Plan	HAR-EP
1997	Honolulu Harbor Master Plan	HAR-EP
1998/ Update Underway	Statewide Long Range Land Transportation Plan	HWY-P
1997/Update Underway	Maui Regional Land Transportation Plan	HWY-P
1998/Update Underway	Hawaii Regional Land Transportation Plan	HWY-P
1997/Update Underway	Kauai Regional Land Transportation Plan	HWY-P
2011	Oahu Regional Transportation Plan	OahuMPO
2006	Airport Modernization Program	AIR-EP
2007-8	Harbors Modernization Program	HAR-EP
Underway	Statewide Pedestrian Master Plan	HWY-P
2011	Complete Streets Task Force Recommendations	HWY-P
2003/Update Underway	Bike Plan Hawaii	HWY-P
Underway	Bike Plan Hawaii Implementation Plan	HWY-P
Underway	Traffic Impact Assessment Report Best Practices	HWY-P
Underway	Access Management Policy Development	HWY-P



PUBLIC INVOLVEMENT POLICY

MAY 2009

State of Hawaii
Department of Transportation
Aliiaimoku Hale
869 Punchbowl Street
Honolulu, Hawaii 96813



DIRECTOR'S MESSAGE

Aloha,

The public's involvement in the State Department of Transportation's airport, harbor and highway infrastructure development projects provide valuable insights to the real and everyday concerns of the community.

The Department is traveling in a new direction - on a path that includes the affected public as partners in the development of the projects that are meant to serve the public good.

The DOT must be in the business of partnering with the public to build communities through the infrastructure we provide, rather than intruding upon them. Our facilities are just one aspect of our way of life, though a very important one, but we must provide our services in the manner that the public can appreciate and coexist. The only way to achieve this goal is to ask and listen.

Please take the time to incorporate effective public involvement strategies when dealing with every project at every phase, from the planning stage to the project's completion. I believe this extra effort will result in the development of better and more meaningful transportation facilities because the projects will be shaped and supported by Hawaii's communities.

Mahalo,

A handwritten signature in black ink, appearing to be 'BM' followed by a flourish.

BRENNON MORIOKA, Ph.D, P.E.
Director of Transportation

PUBLIC INVOLVEMENT POLICY

The State of Hawaii Department of Transportation (HDOT) recognizes the value of public involvement as a programmatic measure that strengthens and solidifies its transportation programs. HDOT thus encourages the integration of public involvement activities within its projects, beginning with the development of project plans and continuing throughout the life of the projects.

The HDOT Public Involvement Policy supports and encourages broad-based public involvement in the conception, development and enhancement of transportation plans, programs and projects. The policy is directed at the implementation of activities that solicit the involvement of the appropriate target communities. These citizen involvement activities should be open, honest and non-threatening, providing timely public notice, full public access, comprehensive project information, as well as the requisite schedule for early, continuous and active involvement.

This policy encourages partnerships between HDOT and the communities affected by its projects. The partnerships formed by properly implemented public involvement activities produce comprehensive community concerns, thus enabling project managers' informed decision-making. Citizens' benefit by the timely dissemination of program requirements, restrictions, budgets, alternatives and the consequences of each alternative. Traditionally underserved and silent populations are provided the opportunity to voice their vital concerns. The partnerships are envisioned as enhancing the public's sense of project ownership and the establishment of vocal, community-based project proponents (i.e., support for the projects).

This public involvement policy is in effect for all programs operating under the auspices of the department.

HDOT project and program managers will encourage and maximize public involvement:

- *Devise public involvement strategies*

- *Identify target audiences*

- *General public*
- *Specific communities*
- *Public agency representatives*
- *Private transportation service providers*
- *Freight shippers*
- *Transit riders*
- *Traditionally underserved populations*
- *Title VI/Environmental Justice populations (low-income, minority, individuals with disabilities, individuals with limited English proficiency, elderly, children)*
- *Other interested parties*

- *Select notification methods and media*

- *Telephone surveys*
- *Mailed surveys*
- *House-to-house personal interviews*
- *Stakeholder interviews*
- *Special events booth*
- *Focus groups*
- *Neighborhood board meetings*
- *Community association meetings*
- *Meetings with influential community leaders (business leaders, clergy, legislators, kupuna, etc.)*
- *Meetings with special interest groups*
- *Meetings with public officials*
- *Use of the STP Planning Process*
- *Posters*
- *Fliers*
- *Radio announcements*
- *Television announcements*
- *Newspaper announcements*
- *Public meetings*
- *Websites*
- *Blogsites*
- *Social networking (informational technology) forums*
- *Other activities to encourage public involvement*

- *Consider various meeting formats*
 - *Teleconferences*
 - *Videoconferences*
 - *Agency Meetings*
 - *Focus Group Meetings*
 - *Task forces/Working groups*
 - *Public Meetings*
 - *Public Hearings*
- *Utilize various visualization techniques*
 - *Project specific maps*
 - *Digital photography*
 - *High resolution graphic displays*
 - *GIS map overlays*
 - *PowerPoint presentations*
 - *Aerial photographs*
 - *Photo simulations*
 - *Technical drawings*
 - *Charts and graphs*
 - *Newsletters*
 - *Display ads*
 - *Large print documents*
- *List requisite resources*
 - *Meeting locations and facilities*
 - *Access and accommodations for individuals with disabilities*
 - *Foreign language interpreters*
 - *Sign-language specialists*
 - *Facilitators*
 - *Hearings officers*
 - *Court reporters*
 - *Advocates (e.g., sympathetic community leaders, technical experts, legislators, etc.)*
 - *Equipment*

- ***Provide timely notification throughout the transportation planning and programming processes***
 - *Early notification, preferably at the official announcement of the start of the project*
 - *Regular, periodic meetings, as applicable*
 - *Formal public involvement opportunities at appropriate phases of the project, including key decision points and the culmination of the project*
 - *Explain the importance of public input, opportunities for submittal of comments, and methodologies for consideration/incorporation of public comments*
 - *Provide status updates of submitted comments, as well as explanations for acceptance or dismissal of comments*
- ***Enable reasonable public access to technical and policy information via the offering of auxiliary aids and services and use of informational technologies***
- ***Document public involvement efforts and proceedings***
 - *Participants*
 - *Dates*
 - *Events*
 - *Opportunities for involvement*
 - *Comments received*
 - *Effectiveness of public involvement activities and strategies*
 - *Recommendations for improvement*
- ***Review and update public involvement strategies to adjust to evolving trends***
 - *Modify the process via the use of different strategies*
 - *Modify the process via the use of new technologies*
 - *Modify the process to involve new target audiences*
 - *Continue to provide full and open access*

The following attachments are provided as resources for project and program managers' use.

ATTACHMENT 1

**General Information on
Public Involvement**

Attachment 1 – General Information About Public Involvement

I. BACKGROUND

Public involvement in transportation decision-making is not a new concept. Societal changes over recent decades have increased demand for more openness in government and transparency in decision-making.

Recognizing that transportation investments have far reaching effects on the public, metropolitan planning and state transportation agencies consider a wider assortment of impacts including land use and the overall social, economic, energy, and environmental effects of their transportation decisions. Incorporating these often hard to quantify facets in their various programs has increased the importance of having a dialogue with the community about what the community actually values.

Transportation officials and professionals face a continuing critical challenge – how to accommodate the increasing demand for public involvement in policy making, planning, and project implementation. This demand for an expanded and more meaningful role in public participation is based on both philosophical and pragmatic considerations.

Philosophically, these include the general expectation in a democratic society that individuals have the right to be informed and consulted, and to express themselves on matters relating to and affecting themselves and their communities. Pragmatically, involvement by the public can lead to public support in developing ideas, promoting plans, and implementing these actions and subsequent projects.

The public expects that they will have a role in transportation decision-making. The difficulty for transportation planning agencies arises in determining how best to address public involvement in actual practice.

In the past, transport planning agency outreach entailed the agency to present their decisions in a “hearing” or other single-direction presentation format to the public, expecting minimal to no feedback from the public. This led to citizens citing a common frustration that they felt the decisions had already been made by the agency and the purpose of the public involvement program was simply to get the public to “rubber stamp” the decision. These outreach efforts were invariably identified as insincere, producing negative public relations and causing frustration and public ire toward the agency.

Current practice in public involvement is to seek out and provide for proactive, broad based, early and continuing public participation in decision-making for Hawaii’s transportation programs, plans, and projects. A public involvement process establishes consistent minimum procedures to accomplish this. However, procedures beyond this basic level are encouraged as warranted. This citizen outreach process provides for

complete information relating to decision-making criteria, timely public notice, and opportunities for continuous public participation/ involvement.

Additionally, special emphasis must be placed on including traditionally underserved members of the community. This includes groups such as minorities, persons with disabilities, and low-income households, which may face unique challenges accessing employment and other essential destinations (health and education facilities, malls, etc.) due to lack of or inadequate transportation alternatives).

II. PUBLIC INVOLVEMENT

What is Public Involvement?

Public involvement can mean different things to different people and organizations. For the purposes of this public involvement guide, the following general definition is used to describe public involvement:

Public involvement includes all activities used by public transportation agencies to inform and educate the public about the agencies' transportation activities, and/or to gather information from the public to include public input in making transportation decisions. It's the active, deliberate engagement of a specific set of audiences in a proposed program, plan, development, idea, concept, or project.

For public involvement to be successful there needs to be a focus on why and how to develop public involvement programs and plans. Engagement as used in the context above means that, unlike a public relations, marketing, or public information program, public involvement is deliberately focused on obtaining feedback, ideas, comments, criticisms and values from these audiences. To achieve this, it is important to provide genuine opportunities for public involvement early enough in the process to ensure that there is time to adequately listen and respond to citizen concerns.

Why Do It?

The purpose for public involvement is:

- To build knowledge about the transportation process including its programs, plans and projects;
- To identify public concerns and values;
- To gather information, develop consensus, resolve conflict, and produce better decisions;
- To gain fresh perspectives from the public which can lead to innovative approaches never thought possible;
- To enhance the accountability of government decisions through increased opportunities for citizen participation;
- To reduce later delays and costs from not having involved the public; and
- To build credibility and trust.

As part of the effort to undertake a public involvement program, it is also important to understand the beliefs and attitudes that must be embodied by the transportation agency staff towards public involvement. Involving the public is an attitude as much as it is a process. It is important for the agency as a whole, from top management down, to do an internal evaluation of the attitudes and beliefs concerning public involvement. These attitudes and beliefs often determine the extent to which an agency will make efforts to cultivate public consensus and support.

III. ROLES IN PUBLIC INVOLVEMENT

Transportation activities, from planning to project implementation, are most effective in communities where active citizen involvement is part of these efforts. Successful public involvement exists where officials, citizens and agency staff work together, with each group understanding and playing its specific role in these activities.

Role of elected officials and agency administrators:

- Assuring that citizens will receive adequate opportunities to be involved.
- Assuring that information presented to citizens is clear, complete and timely, using visual imagery wherever relevant. Listening attentively and with respect to citizen's views.
- Being responsive to citizens' and staffs' concerns, comments, and recommendations.
- Working towards consensus and making final decisions.

Role of citizens:

- Taking the time and effort to be involved.
- Learning about the transportation planning and project implementation process and the needs of all sectors in the community.
- Contributing from their special knowledge of the community.
- Identifying problems, and concerns and sharing their ideas and values.
- Working toward consensus.

Role of agency staff:

- Accessibility.
- Visibility.
- Keeping informed.
- Presenting information in a clear, complete, and timely manner, using visual imagery wherever relevant.
- Giving full consideration and response to citizens' concerns, comments, and recommendations.
- Responding to public requests for information in a timely and courteous manner.
- Alerting elected officials and agency administrators to issues.
- Working toward consensus.

IV. GOAL AND OBJECTIVES OF PUBLIC INVOLVEMENT

The Goal is to use public involvement to make the best possible transportation decisions to promote and enhance the quality of life in Hawaii and to engender greater public trust in the actions and activities of the department. The Objectives are:

- To proactively seek early and continuing public input and involvement so that HDOT and its sub-recipient agencies: Pursue appropriate plans, programs, and projects that meet the transportation needs and concerns of the stakeholders and public
- Be responsive and accountable to stakeholders and the public.
- To enhance transparency in the transportation decision-making process through improved communication and dialog with stakeholders and the public.
- To enhance understanding and awareness of the transportation process to build consensus amongst stakeholders and the public on the type and priority of plans, programs, and projects pursued by HDOT and its sub-recipient agencies.
- To use stakeholder and public input to positively influence funding decisions.

ATTACHMENT 2

**Sample of Public Involvement Scoping
Form**

SAMPLE OF PUBLIC INVOLVEMENT SCOPING FORM

The following Public Involvement Scoping Form is a sample that could be used to develop the public involvement effort for a study/project. The form can be modified to suit the complexity and public involvement needs of the individual study/project.

Public Involvement Scoping Form

PI # _____

Public Involvement Scoping Form

Study/Project Name:

Study/Project Number:

Type of Study/Project (Planning/Regional/Corridor/Environmental/Design/Etc.):

Study/Project Location (Statewide/Island/Region/Facility):

Study/Project Contact:

Phone No:

Agency/Division/Branch:

1. Study/Project Scope

2. Intent and Need for Study/Project

- A. Justification (Why we need it?/Priority/Urgency)
- B. Complexity
- C. Phasing and Costs
- D. Utility (How will it be used?)
- E. Anticipated Benefits (Improvements/Remedies/etc.)
- F. Consequences of No Action

3. Anticipated Impacts/Issues/Concerns

4. Identify and List Potential Stakeholders and Participants that Need to Be Involved for Public Outreach Efforts for this Study/Project

5. Briefly Describe Public Involvement Effort for the Study/Project

- A. General Description/Scope of Public Involvement Outreach Effort
 - 1. What are the goals and objectives of the public involvement for this activity?
 - 2. What results do you expect from this outreach effort?

3. How is input to be utilized?
4. What techniques will be utilized?
5. What traditionally under-served groups should be considered?
6. How will outreach effort be evaluated?

B. Schedules (Major Milestones/Key Decision Points) and Costs (if available) of this Public Involvement Effort

C. Checklist of Internal Review of the Public Involvement Effort

1. Branch Head
2. Division Head
3. Administrator/Deputy
4. HDOT Director

6. Related Study(ies)/Project(s) and Status (*Completed/Underway/Anticipated*)

ATTACHMENT 3

Federal Highway Administration

**Public Involvement/Public Participation
Transportation Planning Process
Resource Guide**

Public Involvement / Public Participation Transportation Planning Process Resource Guide

Introduction and Purpose

Public Involvement is a fundamental component of effective transportation planning, project development, and implementation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005 - continued to broaden opportunities for public participation in transportation decision-making.

Interested persons have the opportunity for a voice in how our transportation system is developed. This public input provides critical information to State Departments of Transportation (DOTS), Metropolitan Planning Organizations (MPOs), public transportation providers and resource agencies to more fully understand and assess potential impacts from possible transportation projects as viewed by the community. Early and continuing public involvement allows transportation and resource organizations to be aware of potential issues, problems and impacts, to discuss them more comprehensively, and to determine how to address such concerns.

Public involvement occurs at all stages of the transportation lifecycle. At the planning stage, public involvement is less about specific project development and more about setting strategic directions and long range objectives. While it can be more challenging to engage interested parties at this stage, there is tremendous value in emphasizing the benefits of public involvement and public participation at these early stages.

This Resource Guide has been developed to briefly review key issues in public involvement/public participation, summarize key requirements, and highlight a variety of notable practices, tools and techniques, particularly in the transportation planning process. It provides a range of websites, publications, notable practices, training and other resources on public involvement/public participation. While the primary focus of this guide is on public involvement/public participation at the planning stage, related references and resources are highlighted that are also applicable and useful throughout project development and delivery. The key emphasis is that effective public involvement is part of the transportation development continuum.

The guide is organized in the following topic areas:

GENERAL PUBLIC INVOLVEMENT / PUBLIC PARTICIPATION	3
KEY LEGISLATION, REGULATIONS, AND GUIDANCE	3
NOTABLE PRACTICES / CASE STUDIES / RESEARCH	3
PUBLIC PARTICIPATION PLANS (PPPS) AND NOTABLE ELEMENTS	4
PUBLIC INVOLVEMENT/PUBLIC PARTICIPATION TOOLS AND TECHNIQUES	6
TRAINING AND TECHNICAL ASSISTANCE OPPORTUNITIES	6
EVALUATION OF PUBLIC INVOLVEMENT EFFECTIVENESS	7
OTHER RELATED TOPICS	7
VISUALIZATION	7
TRIBAL PLANNING	8
RESOURCE AGENCIES	8
EJ/TITLE IV/TRADITIONALLY UNDESERVED COMMUNITIES	9
ENGAGING FREIGHT STAKEHOLDERS	10
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) OF 1969	10
CONTEXT SENSITIVE SOLUTIONS (CSS)	11
COMMUNITY IMPACT ASSESSMENT (CIA)	12
CONFLICT RESOLUTION	12
OTHER ORGANIZATIONS	12

This guide was created by Federal Highway Administration's Resource Center Planning Team in September 2008. It is intended to be updated periodically to keep up with current information. We welcome your suggestions or if you need additional assistance, you can contact Jocelyn Jones (jocelyn.jones@dot.gov) or Fawn Thompson (fawnthompson@dot.gov).

Key Acronyms

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
DOT	State Department of Transportation
MPO	Metropolitan Planning Organization
PPP	Public Participation Plan
NHI	National Highway Institute
NTI	National Transit Institute
TRB	Transportation Research Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Public Law 109-59, 2005
AASHTO	American Association of State Highway and Transportation Officials
STIP	Statewide Transportation Improvement Program
TIP	(Metropolitan) Transportation Improvement Program
P1	Public Involvement/Public Participation

General Public Involvement / Public Participation

- FHWA Public Participation website provides general information and links to other resources, <http://www.fhwa.dot.gov/environment/pubinv2.htm>
- FHWA Transportation Planning Capacity Building (TPCB) website, Public Involvement Section: This site links to a variety of technical papers, reports, and other published materials. This portion of the site, a number of links are included to a wide range of P1 resources and case studies.
<http://www.planning.dot.gov/technical.asp#pub>
- Public Involvement and Public Participation Plans, May 2008 - This presentation focuses on new SAFETEA-LU requirements and includes a review of Public Participation Plans (PPPs) and noteworthy practices. The presentation is available on the FHWA Resource Center intranet website. For external users you may contact Jocelyn Jones (jocelyn.jones@dot.gov) or Fawn Thompson (fawn.thompson@dot.gov).
- TRB Getting People on Board, presentation targeted to beginning public practitioners and answers “Why is public involvement important” and “How do I plan a public involvement program?” <http://www.trbpi.com/data/File/trb98.pdf>
- TR News’ “Going Public: Involving Communities in Transportation Decisions,” May-June 2002, #220 - This issue covers public involvement in transportation.
<http://onlinepubs.trb.org/Onlinepubs/trnews/trnews220.pdf>

Key Legislation, Regulations, and Guidance

- FHWA Public Involvement Legislation, Regulations, and Guidance,
http://www.fhwa.dot.gov/environment/pi_leg.htm
- “SAFETEA-LU: A Summary of Highway Provisions” (August 2005),
http://www.fhwa.dot.gov/safetealu/safetea-lu_summary.pdf
- Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule (effective 3/16/07), Federal Register, February 14, 2007,
<http://a257.g.akamaitech.net/7/257/2442/01jan20071800/edocket.access.gpo.gov/2007/07-493.htm>
- Interested Parties

- SAFETEA-LU Defines “Interested Parties” By Type of Plan . This table shows interested parties listed in the Long-Range Statewide Transportation Plan, the STIP, and the Metropolitan Transportation Plan. The Metropolitan TIP does not list the interested parties, but refers back to the Metropolitan Transportation Plan in 23 U.S.C. 134(i).
http://www.fhwa.dot.gov/environment/interparties_table.htm
- Legislative History of Interested Parties - This table shows the interested parties as they have been identified and included in transportation legislation over time.
http://www.fhwa.dot.gov/environment/interparties_chart.htm

Notable Practices / Case Studies / Research

- FHWA and FTA Transportation Planning Excellence Awards for Public Involvement, Education, and Outreach,
<http://www.fhwa.dot.gov/planning/tpea/index.htm>
- FHWA Case Studies, Innovative practices that State Departments of Transportation, Metropolitan Planning Organizations, and public transportation providers to promote effective public participation in transportation decision-making.
<http://www.fhwa.dot.gov/environment/pubcase.htm>
- *Hear Every Voice: A Guide to Public Involvement at Mn/DOT*, June 1999, Minnesota (Mn)DOT developed document to provide statewide guidance for Mn/DOT planners and project managers on designing and implementing public involvement programs to achieve Mn/DOT’s strategic vision.
<http://www.dot.state.mn.us/planning/publicinvolvement/pdf/sep10hev.pdf>
- *Northern Arizona Council of Governments Generating Stakeholder Interest and Participation*, September 2006, Chris Fetzer, NADO Rural Transportation Peer Learning Conference, http://www.nado.org/conference_files/nacog.pdf
- “*Oh, Do You Know Where This Road Will Go?*”, Mississippi DOT: Outreach tool for kids which explains the environmental process for highway planning and design.
<http://www.trbpi.com/publications/mdot-activity-book/mdot-activity-book.pdf>
- *Making Public Involvement Part of the Highway Planning Process in Korea*, Cempel, Erik; Kwon, Young-In; Kim, Tae-wan, Korea Transport Institute, 2007,
http://www.koti.re.kr/upload/publication_anytime/issue_paper_2007-01.pdf
- FTA Research—Public Participation Pilot Program, applied research projects that will develop innovative approaches to improving public participation in the planning of public transportation.
http://www.fta.dot.gov/planning/programs/planning_environment_5925.html
- TRB Research Underway—National Cooperative Highway Research Program (NCHRP) will develop a synthesis to document the experiences of state and local transportation agencies’ cost-effective strategies and implementation techniques to involve the public in the development of transportation plans and projects.
http://www.trb.org/news/blurbs_detail.asp?id=9221
- FHWA Environmental Review Toolkit provides Planning and Environment Linkages. You can look for “public involvement” categories in the best practices submissions here
<http://environment.fhwa.dot.gov/stm/plng/searchresults.asp?keyword=public&StateSelect=all&CategorySelect=all&ResultsSelect=10&startrow=1&Submit=Find+Now>

Public Participation Plans (PPPs) and Notable Elements

As part of the research for this Resource Guide, a number of MPO PPPs were reviewed and several notable examples/elements are identified below. A related presentation and more information about the subsequent examples are available by contacting the Resource Center Planning Team or a Division Office Planner.

The FHWA Community Impact Assessment (CIA) website also lists DOT and MPO PPPs from around the country. This website is sponsored by the Federal Highway Administration and administered by the University of South Florida, http://www.ciatrans.net/Participation_Plans.pdf.

- **Developed in Consultation with Interested Parties.** SAFETEA-LU calls for PPPs to be developed in consultation with interested parties. These PPPs specifically noted how ‘interested parties’ played a role in their development.
 - Dover/Kent County MPO (DE), November 2007 PPP, pg 3, <http://www.doverkentmpo.org/indexmpo.html>
 - Metro Washington DC COG, December 2007 PPP, Appendix G, <http://www.mwco.org/transportation/involved/documents/ParticipationPlan-2007.pdf>

- **Visualization.** SAFETEA-LU calls for States and MPOs to use visualization techniques to strengthen public participation in the planning and project delivery process and specifically to aid the public in understanding proposed plans. Visualization techniques were included in these PPPs, in addition to describing how it will be used in other planning documents (e.g. long-range transportation plan, TIP).
 - Maricopa Association of Governments (Phoenix), December 2006 PPP describes the use of visualization in MTPs and TIPs, page 7, <http://www.mag.maricopa.gov/detail.cms?item=6333>The following examples show visualization techniques integrated in the PPPs.
 - Indianapolis MPO, September 2007 PPP, <http://nirpc.org/transportation/pdf/Public%20Participation%20Plan%202007.pdf>
 - Metropolitan Transportation Commission (San Francisco), September 2007 PPP, http://www.mtc.ca.gov/get_involved/participation_plan.htm

- **Performance Measures / Evaluation.** SAFETEA-LU calls for periodic review of the effectiveness of the procedures and strategies to ensure a full and open participation process. These PPPs have sections describing their evaluation process.
 - Fredericksburg (VA), April 2007 PPP, page 22, <http://www.fampo.gwregion.org/publicparticipationplan.html>
 - Brevard MPO (FL) February 2007 PPP, Appendix A, <http://www.brevardmpo.com/downloads/documents/current/PIP07FINAL.pdf>

- **Process/Strategies.** These MPOs documented the process and times when public involvement actions occur and the techniques used to solicit input.
 - La Crosse & La Crescent MPO (WI/MN), January 2007 PPP, page 19, <http://www.lapc.org/Content/Plans/Plan%20documents/PPP/LAPC%20Public%20Participation%20Plan%202007.pdf>
 - Missoula MPO (MT), June 2006 PPP, page 6, <ftp://www.co.missoula.mt.us/opgftp/Documents/Transportation/Publicparticipation/PPPFinal.pdf>

- **Language Translation.** These MPOs used various approaches to translate PPPs and other information in various languages. The Baltimore MPO uses a free language conversion software, AltaVista's Babelfish to translate all information on the website. The San Francisco MPO translates key documents.
 - Baltimore MPO. The translation service can be found under their "What's New" menu header, <http://www.baltometro.org/content/view/417/305/>
 - Metropolitan Transportation Commission (CA), September 2007 PPP, http://www.mtc.ca.gov/get_involved/participation_plan.htm
- **Branding/Marketing.** This MPOs included branding/marketing information in their PPPs to help the public become familiar with their organizations
 - Farmington MPO (NM), page 7, http://www.farmingtonmpo.org/documents/FinalPPPupdate_1-18-07.pdf

Public Involvement / Public Participation Tools and Techniques

- FHWA's Interactive website with a variety of public involvement techniques, <http://www.planning.dot.gov/Pitool/toc-foreword.asp>
- FHWA's 'Public Involvement Techniques for Transportation Decision-Making,' 1996. This collection of techniques provides the building blocks agencies can use to craft an effective public involvement program <http://www.fhwa.dot.gov/reports/pitttd/cover.htm>
- International Association for Public Participation (IAP2) website offers general information and practitioner tools. <http://www.iap2.org>.
- VA Tech's "Partnerships and Participation in Planning" provides an introduction to partnerships and participation and a history of citizen involvement in public decision making. <http://www.uap.vt.edu/cdrom/default.htm>
- "Planning Games and Public Involvement", many simulations and games have been developed for use by the MPO and others in public transportation. This paper outlines basic instructions for some of the most useful games, including "Strings and Ribbons," "Project Selection Survey," "Color Dot Survey," "Group Grope," and "Wheel of Needs." <http://www.ciatrans.net/Planning.pdf>.
- Structured Public Involvement: Problems and Prospects for Improvement, Kentucky Transportation Center, this paper proposes Structured Public Involvement which is designed to ensure that public involvement is meaningful to the professional and the public and sets forth principles of SPI and a details series of steps useful in engaging the general public in a complex design or planning problem, <http://www.trbpi.com/publications/03-000663.pdf>

Training and Technical Assistance Opportunities

- FHWA course, Public Involvement in Transportation Decision making (NHI/NTI 142036) - Provides review of the components of public involvement in transportation decision-making, as well as specific skills, techniques and approaches for enhancing public interaction. Length: 3 days. http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142036&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl= or and <http://www.ntionline.com/CourseInfo.asp?CourseNumber=FP203>
- FHWA Resource Center Public Involvement Workshop - Provides overview of the importance of public involvement and reviews multiple public involvement techniques. Addresses the public's procedural, psychological and substantive needs with a focus on

communication styles and barriers to participation. Length: 2 days. Contact klynn.berry@dot.gov.

- FHWA Resource Center Public Participation Plans Seminar/Webinar Focuses on new SAFETEA-LU requirements relating to Public Participation Plans, interested parties, and visualization. Notable practices from State DOTs and MPOs are presented. Length: Varies. Can be delivered in person or webinar. Contact Jocelyn.jones@dot.gov or fawn.thompson@dot.gov.
- FHWA Public Participation Plan Technical Assistance - Tailored to customer requirements (length and topics), Provide technical assistance on Public Involvement and Public Participation, including SAFETEA-LU requirements relating to public participation plans and interested parties. Length: Depends on customer needs. Contact Jocelyn.jones@dot.gov, brenda.kragh@dot.gov, or fawn.thompson@dot.gov.

Evaluation of Public Involvement Effectiveness

- TRB Public Involvement Committee, “Assessing the Effectiveness of Project-Based Public Involvement Processes: A Self-Assessment Tool for Practitioners,” (draft) <http://www.trbpi.com/publications/assessmenttool.pdf>

Other Related Topics

This section provides information and resources on a number of related, critical topics to public involvement and public participation at the transportation planning stage. It includes the following categories: visualization, tribal planning, resource agencies, environmental justice (EJ) and Title VI, engaging freight stakeholders, National Environmental Policy Act (NEPA), context sensitive solutions (CSS), and community impact assessment.

Visualization

SAFETEA-LU calls for States and MPOs to use visualization techniques to strengthen public participation in the planning and project delivery process and specifically to aid the public in understanding proposed plans.

- FHWA Visualization In Planning website, here you can learn about noteworthy practices and innovative uses of visualization for transportation planning, and who to contact in FHWA about questions or issues on visualization in planning, <http://www.fhwa.dot.gov/planning/vip/index.htm>
- Visualization for Transportation Planning presentation FHWA, 2006 Visualization Symposium, http://www.teachamerica.com/VIZ/02d_Burbank/index.htm.
- Effective Visualization Techniques for the Public Presentation of Transportation Projects discusses techniques mainly used in the public involvement process in New England DOTs http://www.netc.uconn.edu/pdf/netcr48_00-6.pdf
- Federal Lands Highway Design Visualization Guide, this guide introduces visualization tools and innovative practices to the Federal Lands Highway (FLH) designer to integrate into FLH projects, <http://www.efl.fhwa.dot.gov/manuals/dv/>
- Visualization Issues for Transportation Agencies: Approaches and Challenges TRB’s TR News 252, September—October 2007 <http://onlinepubs.trb.org/onlinepubs/trnews/trnews252VIssues.pdf>

- AASHTO, Visualization in Transportation: A Guide for Transportation Agencies (July 2003)
<http://cms.transportation.org/sites/design/docs/VisualizationGuideJuly2003.pdf>
- An Introduction To Visualization is presented by the Genessee Transportation Council <http://www.gtcmo.org/Resources/Topics/Visualization.htm>

Tribal Planning

FHWA has a government-to-government relationship with Indian Tribal Governments and requires that the FHWA and other Federal agencies consult with Tribes regarding policy and regulatory matters. Additionally, SAFETEA-LU establishes consultation requirements with tribes through the Statewide and Metropolitan planning and programming processes.

- FHWA Tribal Transportation, Consultation and Public Involvement Statutory/Regulatory Requirements: Working with Tribes within the Statewide/Metropolitan Transportation Planning Processes,
<http://www.fhwa.dot.gov/hep/tribaltrans/consult.htm>
- Tribal Consultation section in Metropolitan Transportation Commission (MTC) Public Participation Plan San Francisco Bay Area, California
<http://www.fhwa.dot.gov/planning/tpea/pubinvolv.htm>

Resource Agencies

FHWA Division Offices and the Federal Lands Highway offices work with other federal agencies in the transportation development process. Many of the agencies involved are federal land management agencies (FLMAs). FLMAs include: the Bureau of Indian Affairs, U.S. Forest Service, National Park Service, Fish and Wildlife Service, Bureau of Land Management, Military Surface Deployment and Distribution Command, U.S. Army, U.S. Army Corps of Engineers, U.S. Navy, Tennessee Valley Authority, and the Bureau of Reclamation.

- FHWA Successes in Stewardship is a monthly newsletter highlighting current environmental streamlining notable practices, Environmental streamlining and stewardship requires transportation agencies to work together with natural, cultural, and historic resource agencies to establish realistic timeframes for the environmental review of transportation projects. The efficient and effective coordination of multiple environmental reviews, analyses, and permitting actions is essential to meeting mandates under SAFETEA-LU, <http://environment.fhwa.dot.gov/stmlng/es4newsltrs.asp>
- Path to Partnership: Rehabilitation of Going-to-the-Sun Road. This project provides a good example of federal agencies working together and with the public. A three-part video is on YouTube,
Part I: <http://www.youtube.com/watch?v=BgdNkpWelws&feature=related>
Part I: <http://www.youtube.com/watch?v=it6dye-cYbE&feature=user>
Part III: <http://www.youtube.com/watch?v=0m0WizJTUQ&feature=user>

SAFETEA-LU establishes consultation requirements with FLMAs through the Statewide and Metropolitan planning and programming processes. There are other governmental agencies such as the Environmental Protection Agency (EPA) that are not FLMAs but are consulted. Each agency has its own guidelines for public involvement and you will want to contact them for specific details:

- Federal Lands Highway <http://flh.fhwa.dot.gov/>
- Bureau of Indian Affairs (BIA) <http://www.doi.gov/bia/index.html>
- U.S. Forest Service (USFS) <http://www.fs.fed.us/>
- National Park Service (NPS) <http://www.nps.gov/>
- Fish and Wildlife Service (FWS) <http://www.fws.gov/>

- Bureau of Land Management (BLM) <http://tcfroar.org/bureauoflandmanagement.html>
- Military Surface Deployment and Distribution Command (MSDDC) <http://www.sddc.army.mil/>
- U.S. Army www.army.mil
- U.S. Army Corps of Engineers (USACOE) <http://www.usace.army.mil/>
- U.S. Navy www.navy.mil
- Tennessee Valley Authority www.tvs.gov
- Bureau of Reclamation (BOR) <http://www.usbr.gov/>
- Environmental Protection Agency (EPA) <http://www.epa.gov/>

Title VI and Environmental Justice Communities

Effective public involvement programs enable transportation professionals to develop systems, services, and solutions that meet the needs of the public, including minority and low-income communities and persons with limited English proficiency.

- FHWA/FTA Environmental Justice Website provides an overview of transportation and environmental justice, <http://www.fhwa.dot.gov/environment/ej2000.htm>
- Title VI of the Civil Rights Act of 1964, Discrimination on the grounds of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance, <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>
- Executive Order 12898: “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” February 11, 1994, and Executive Order 13166: “Improving Access to Services for Persons with Limited English Proficiency,” August 11, 2000 <http://www.fhwa.dot.gov/hep/execord.htm>
- How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decision making February 2006, <http://www.fhwa.dot.gov/hep/lowlim/index.htm>
- Identifying and Engaging Low Literacy and Limited English Proficiency Populations in the Transportation Decision making Process, FHWA Peer Exchange Report, May 2004 <http://www.planning.dot.gov/Peer/Atlanta/atlanta.htm>
- FHWA course, Fundamentals of Title VI/Environmental Justice (NHI #1 42042), Environmental justice and Title VI of the Civil Rights Act of 1964 apply to every stage of transportation decision making. This course presents a framework for using a variety of approaches and tools for accomplishing environmental justice goals in Federal-aid programs and other transportation projects. http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142042&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl=
- Access Now is an environmental justice handbook and campaign created by the Transportation and Land Use Coalition (TALC) available via web, <http://www.transcoalition.org/access/guide.html>
- TRB Research Underway—NCHRP Case Studies of Best Practices, Model Initiatives and Mitigation Strategies that incorporate the Principles of Title VI and Environmental Justice in Transportation Decisions (#08-72). This proposed research will seek to show how an awareness of and sensitivity to different cultures and income levels affect the ways in which communities, neighborhoods, and people should be approached, <http://www.trb.org/TRBNet/ProjectDisplay.asp?ProjectID=2523>

Engaging Freight Stakeholders

Private sector freight stakeholders are a valuable resource in the statewide and metropolitan transportation planning processes. Their involvement can help identify regional, statewide,

and multi-jurisdictional challenges and influence transportation programming and investment decisions.

- TRB National Cooperative Highway Research Program Report 570, This guidebook provides resources to undertake freight transportation planning activities, targeted to small- and medium-sized metropolitan areas, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_570.pdf
- FHWA Engaging the Private Sector workshop, Provides techniques to initiate private-public sector cooperation, identifies key private sector stakeholders, and suggests ways to improve communication. Length: 1 day in person workshop, <http://ops.fhwa.dot.gov/freight/FPD/Docs/sector.htm>
- FHWA Talking Freight Webinar Archives, These web-based seminars provide information to help the freight and planning workforce meet the transportation challenges of tomorrow. Monthly seminars are open at no cost to all interested parties. <http://www.fhwa.dot.gov/freightplanning/talking.htm>
- Economic Development Agencies/Groups, These groups have contacts with the business community and can help identify private sector freight stakeholders:
 - Chamber of Commerce Directory, <http://www.uschamber.com/chambers/directory/default>
 - Economic Development Agencies, <http://www.eda.gov/Resources/StateLinks.xml>
 - Freight Industry Groups, These associations have members that are public and private sector freight stakeholders:
 - American Association of Port Authorities, <http://www.aapa-ports.org/>
 - American Trucking Associations for State Truck Associations, <http://www.truckline.com/index>
 - Association of American Railroads, <http://www.aar.org/>
 - Council of Supply Chain Management Professionals, for local roundtables with shippers and transportation providers, <http://cscmp.org>
 - Transportation Clubs of America, for local clubs with shippers and transportation providers, <http://www.transportationclubsinternational.com/members.html#memberclubs>

National Environmental Policy Act (NEPA) of 1969

Before a project can move forward to construction, the FHWA must address and comply with laws related to the environment. These laws cover social, economic, and environmental concerns ranging from community cohesion to threatened and endangered species. To get through this detailed process, FHWA and FTA use the National Environmental Policy Act (NEPA) process to evaluate impacts associated with each individual project.

- An Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes. <http://www.fhwa.dot.gov/environment/nepatxt.htm>
- FHWA NEPA Project development link can be accessed from the FHWA Environment website, <http://www.fhwa.dot.gov/environment>
- Collaboration in NEPA: A Handbook for NEPA Practitioners, Council on Environmental Quality (CEQ), http://ceq.hss.doe.gov/ntf/Collaboration_in_NEPA_Oct_2007.pdf
- AASHTO Practitioner's Handbook 05: Utilizing Community Advisory Committees for NEPA Studies, American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence, Year: 2006, <http://environment.transportation.org/pdf/PG05.pdf>

- FHWA course, NEPA and Transportation Decision making (NHI #142005), covers FHWA's policies and procedures for applying the NEPA to the project development and decision making processes related to transportation facilities, http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142005&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl

Context Sensitive Solutions (CSS)

CSS is a collaborative approach that involves stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS principles include the employment of early, continuous and meaningful public involvement and all stakeholders throughout the project development process.

- FHWA CSS website, <http://www.fhwa.dot.gov/context/activities.cfm>
- ContextSensitiveSolutions.org .the Transportation community's Online Resource Center for CSS. Website is sponsored by FHWA in partnership with the Project for Public Spaces and contains case studies, publications, and other resources, <http://www.contextsensitivesolutions.org/>
- Citizen's Guide and Discipline -Specific Professionals' Guide for Context-Sensitive Solutions in Transportation http://www.trb.org/news/blurb_detail.asp?id=8085
- Integration of Context Sensitive Solutions in the Transportation Planning Process, The Center for Transportation and the Environment North Carolina State University, July 2006 <http://www.fhwa.dot.gov/context/integrat.cfm>
- TRB NCHRP Report 456 .Guidebook for Assessing the Social and Economic Effects of Transportation Projects (Section:7 Community Cohesion) http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_456-a.pdf
- FHWA course, Introduction to Context Sensitive Solutions (NHI # 142050), Covers CSS principles; design and environmental considerations; collaborative stakeholder involvement; group facilitation and conflict resolution; risk management and tort liability; as well as structured decision making and alternatives development, http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142050&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl=
- Michigan DOT's CSS training material, http://www.michigan.gov/mdot/0,1607,7-151-9621_41446-143910--,00.html
- AASHTO's Center for Environmental Excellence CSS webpage. The Center has been developed in cooperation with FHWA to promote environmental stewardship and to encourage innovative ways to streamline the transportation delivery process. http://environment.transportation.org/environmental_issues/context_sen_sol/

Community Impact Assessment (CIA)

Community Impact Assessment (CIA) evaluates the effects of transportation planning and project implementation on a community and its quality of life. The inclusion of CIA allows for a community's concerns (e.g. mobility, safety, employment effects, relocation, and isolation) to be addressed in the transportation decision making process.

- CIA website, This web site is sponsored by the Federal Highway Administration and administered by the University of South Florida, <http://www.ciatrans.net/>
- California DOT's Environmental Handbook (Volume 4 .Community Impact Assessment), describes the methodological approaches and various sources available for obtaining information on the effects of transportation projects on the community. Key topics include social, economic and public services impacts, land use, and growth. Contains methods for CIA, <http://www.dot.ca.gov/ser/envhand.htm>

- Florida DOT's Public Involvement Handbook describes CIA.(socio-cultural) methods
http://www.dot.state.fl.us/EMO/pubs/public_involvement/Chap%203%20Using%20Public%20Involvement%20for%20Sociocultural%20Effects%20Evaluations42106.pdf

Conflict Resolution

FHWA is working with the Institute for Environmental Conflict Resolution (IECR) and National Policy Consensus Center (NPCC) to address collaborative problem solving techniques and develop a collaborative problem solving system. Information on resources and activities includes:

- Conflict Resolution <http://www.environment.fhwa.dot.gov/strmlng/es2conflict.asp>

Other Organizations

Many organizations have information on public involvement/participation and the transportation development process. This FHWA link connects you to a variety of partners and stakeholders' home pages. In order to access some of the information, you may need to be a member or pay a fee for certain publications,

<http://www.planning.dot.gov/Documents/Resources/usefulOnline.htm#partner>

ATTACHMENT 4

PUBLIC MEETING FACILITIES

LOCATIONS & CONTACTS

HAWAII STATE PUBLIC LIBRARY MEETING ROOMS

The HSPLS Administrative Rules allow rental of library facilities as well as meeting rooms. Call the public library whose facilities you wish to use for reservations and details. The organization's authorized representative will complete the "Request To Use Library Facilities Form." Meeting rooms are available at following libraries:

Library Name	Island	Phone No.
Aina Haina Public Library *	Oahu	377-2456
Ewa Beach Public & School Library	Oahu	689-1204
Hawaii Kai Public Library *	Oahu	397-5833
Kahuku Public & School Library **	Oahu	293-8935
Kalihi-Palama Public Library	Oahu	832-3466
Liliha Public Library *	Oahu	587-7577
McCully-Moiliili Public Library ***	Oahu	873-1099
Wahiawa Public Library	Oahu	622-6345
Waianae Public Library	Oahu	697-7868
Waimanalo Public & School Library	Oahu	259-2610
Keaau Public & School Library *	Hawaii	(808) 982-4281
Laupahoehoe Public & School Library *	Hawaii	(808) 962-2229
Thelma Parker Mem. Public & School Library	Hawaii	(808) 887-6067
Hana Public & School Library	Maui	(808) 248-4848
Lanai Public & School Library	Lanai	(808) 565-7920
Kapaa Public Library	Kauai	(808) 821-4422
Koloa Public & School Library *	Kauai	(808) 742-8455
Lihue Public Library	Kauai	(808) 241-3222

STATE OFFICE BUILDING CONFERENCE ROOMS

Public Works Manager	District Engineer	District Engineer
Dept of Accounting & General Svcs	Dept of Accounting & General Svcs	Dept of Accounting & General Svcs
Hawaii District Office	Kauai District Office	Maui District Office
75 Aupuni Street	1680 Haleukana Street	755 Mua Street
Hilo, Hawaii 96720	Lihue, Hawaii 96766	Kahului, Hawaii 96732
PH: (808) 974-5400	PH: (808) 274-3030	PH: (808) 243-5703

DOT - HIGHWAYS DISTRICT OFFICE CONFERENCE ROOMS

Engineering Program Manager	Engineering Program Manager	Engineering Program Manager
Hawaii District Office	Kauai District Office	Maui District Office
50 Makaala Street	1720 Haleukana Street	650 Palapala Drive
Hilo, Hawaii 96720	Lihue, Hawaii 96766	Kahului, Hawaii 96732
PH: (808) 933-8866	PH: (808) 241-3000	PH: (808) 873-3538

KAUAI COUNTY PUBLIC MEETING FACILITIES

KAUAI COUNTY NEIGHBORHOOD CENTERS:

KALAHEO NEIGHBORHOOD CENTER	(808) 332-9770
KAPAA NEIGHBORHOOD CENTER	(808) 822-1931
KAUMAKANI NEIGHBORHOOD CENTER	(808) 335-5770
KEKAHA NEIGHBORHOOD CENTER	(808) 337-1671
KILAUEA NEIGHBORHOOD CENTER	(808) 828-1421
KOLOA NEIGHBORHOOD CENTER	(808) 742-1313
LIHUE NEIGHBORHOOD CENTER	(808) 241-6858
WAIMEA NEIGHBORHOOD CENTER	(808) 338-1122

MAUI COUNTY PUBLIC MEETING FACILITIES

MAUI COUNTY DEPARTMENT OF PARKS & RECREATION CENTRAL DISTRICT, PERMIT OFFICE (CENTRAL MAUI, KAHULUI AND WAILUKU AREAS)	(808) 270-7389
EAST DISTRICT, PERMIT OFFICE (UPCOUNTRY AND NORTH SHORE AREAS)	(808) 572-8122
HANA DISTRICT, PERMIT OFFICE	(808) 248-7022
SOUTH DISTRICT, PERMIT OFFICE (KIHEI, WAILEA AND MAKENA AREAS)	(808) 879-4364
WEST DISTRICT PERMIT OFFICE (LAHAINA, NAPILI AND LANAI AREAS)	(808) 661-4685
MOLOKAI DISTRICT, PERMIT OFFICE	(808) 553-3204

HAWAII COUNTY PUBLIC MEETING FACILITIES

<u>FACILITY</u>	<u>ADDRESS</u>	<u>CONTACT PERSON</u>	<u>PHONE</u>
Naalehu Community Center and Park	95-5635 Mamalaha Hwy	Richard Karasuda	939-2510
Pahala Community Center	96-3159 Maile Street	Nona Makuakane	928-3102
Hawaiian Beaches Subdivision Park	15-2727 Manini Street	Alana Hindle	965-2703
Keau Community Center	16-186 Pili Mua Street	Margaret Yafuso	966-5801
Mt. View – AJ Watt Gym	18-1345A Volcano Road	Merle Gornick	968-2000
Pahoa Community Center	15-2910 Puna Road	Kenn Nagasawa	965-2704
Volcano Park (Cooper Center)	19-4030 Wright Road	Cooper Center Council	967-7800
Gilbert Carvalho Park	850 Waiuanue Avenue	Chris Drayer	961-8737
Hilo Armory	28 Shipman Street	Gail Rosehill	961-8734
Honoum Gym/Park	28-1641 Gov't Main Road	Ed Yokoyama	964-3301
Hoolulu Park, Aunt Sally Kaleohano's Luau	799 Piilani Street	Paul Moffett	961-8720
Hoolulu Park, Civic Aud.	323 Manono Street	Paul Moffett	961-8720
Hualani Park/Kawanakoa Hall	156 Baker Avenue	Jaime Guerro	961-8732
Kulaimano Community Center/Park	28-2892 Alia St.	Randy Nevins	964-3305
Papaikou Park – Frank M. Santos Park	27-228 Maluna Place	Joseph Bautista	964-3304
University Hts Park (Kalili St)	Kalili Street	Mason Souza	961-8740
Waiakea-Uka Gym/Park	1200 Ainaola Drive	Darrell Yamamoto	959-9474
Waiakea-waena Playground/Andrews Gym	33 West Kawaiiani St.	Dean Goya	959-9047
Wainaku Gym	30 Aikane Loop Road	Scott Oune	961-8738
Puueo Comm Center (Clem Akina Park)	145 Wainaku St.	Scott Oune	961-8738
Laupahoehoe Point Gym	36-1041 Laupahoehoe Pt. Rd	Ro Ann Okamura	967-8710
Papaaloa Gym/Playground	35-1994 Gov't Main Road	John Kushi	962-2103
Honokaa Gym/Park	45-541 Lehua Street	Jayne Carvalho	775-7505

HAWAII COUNTY PUBLIC MEETING FACILITIES

<u>FACILITY</u>	<u>ADDRESS</u>	<u>CONTACT PERSON</u>	<u>PHONE</u>
Paaulo Gym/Park	43-977 Gym Road	Anna Muranaka	776-7601
Waimea Park – Community Center	65-1260 Kawaihae Road	Lindsey Iyo	887-3014
Hale Halawai	75-5760 Alii Drive	Marshall Tohara	327-3565
Higashihara Park (Keauhou)	78-7300 Kuakini Hwy	Marshall Tohara	327-3565
Kailua Park (Old Kona Airport) Gym	75-5500 Kuakini Hwy	Victor McDaniel	327-3553
Kona Imin Center (Holualoa)	76-5877 North Kona Belt Rd.	Julie Corotan	327-3560
Greenwell Park/Yano Hall	82-6156 Mamalahoa Hwy Captain Cook	John Little	323-3060

UNIVERSITY OF HAWAII FACILITIES

VICE CHANCELLORS ADMINISTRATIVE/DIRECTORS OF ADMINISTRATIVE SVCS

CAMPUS	NAME	TITLE	PHONE	EMAIL
University of Hawaii – Hilo	Fitzsimmons, Debra	VC for Admin Affairs	(808) 974-7751	debra.fitzsimmons@hawaii.edu
University of Hawaii at Manoa	Katsuyoshi, Thomas	Director Facilities & Grounds	(808) 956-4801	tkatsuyo@hawaii.edu
University of Hawaii West-Oahu	Nishimoto, E. Ann	VC Admin Affairs	(808) 454-4773	ann@uhwo

COMMUNITY COLLEGES

Hawaii Community College	Lei aloha, Michael	VC Admin Affairs	(808) 974-7614	mikaloha@hawaii.edu
Honolulu Community College	Kato, Kenneth	VC Admin Affairs	(808) 845-9123	kato@hcc.hawaii.edu
Kapiolani Community College	Higa, Milton	VC Admin Affairs	(808) 734-9572	miltonh@hawaii.edu
Kauai Community College	Nitta, Gary	Dir of Admin Affairs	(808) 245-8230	gnitta@hawaii.edu
Leeward Community College	Lane, Mark	VC Admin Affairs	(808) 455-0213	marklane@hawaii.edu
Maui Community College	Tamanaha, David	VC Admin Affairs	(808) 984-3253	davidt@hawaii.edu
Windward Community College	Togo, Clifford	Dir of Admin Affairs	(808) 235-7403	togo@hawaii.edu

**DEPARTMENT OF EDUCATION - HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
Aina Haina	377-2419	377-2426	Burns, Brendon	801 Hind Drive, 96821
Ala Wai	973-0070	973-0081	Unni, Charlotte	503 Kamoku St. 96826
Aliiolani	733-4750	733-4758	Miyamoto, Len	1240 7 th Ave., 96816
Anuenue	733-8465	733-8467	Naumu, Charles	2528 10 th Ave., 96816
Central Middle	587-4400	587-4409	Mizuguchi, Brian	1302 Queen Emma St. 96813
Dole Middle	832-3340	832-3349	Monte, Myron	1803 Kam IV Road, 96819
Farrington Community	832-3595	832-3596	Viduya Jr., Liberato	1101 Kalihi St. 96819
Farrington High	832-3600	832-3587	Payne, Catherine	1584 N. King St., 96817
Fern	832-3040	832-3043	Kapololu, Martha	1121 Middle St., 96819
Hahaione	397-5822	397-5827	Giorgis, Lucinda	595-Pepeekeo St., 96825
Hokulani	733-4789	733-4792	Carganilla, Alfredo	2940 Kamakini St., 96816

**DEPARTMENT OF EDUCATION – HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
Jarrett Middle	733-4888	733-4894	Lum, Donna	1903 Palolo Ave., 96816
Jefferson	971-6922	971-6933	Hee, Vivian	324 Kapahulu Ave., 96815
Orthopedic Unit	971-6931	971-6933		
Shriner's Hospital	941-4466			
Kaahumanu	587-4414	587-4415	Kiyonaga, Holly	1141 Kinau St., 96814
Kaewai	832-3500	832-3509	Carter, Bert	1929 Kam IV Rd., 96819
Kahala	733-8455	733-4009	Dacanay, Marcus (TA)	4559 Kilauea Ave., 96816
Kaimuki Community	733-8480	733-8483	Wong, Estelle	2705 Kaimuki Ave., 96816
Kaimuki High	733-4900	733-4929	Tom, Penelope	2705 Kaimuki Ave., 96816
Kaimuki Middle	733-4800	733-4810	Fernandes, Frank	631 18 th Ave., 96816
Kaiser High	394-1200	394-1245	Sosa, John	511 Lunailo Home Rd., 96825

**DEPARTMENT OF EDUCATION – HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
Kaunani	832-3160	832-3164	Moon, Thomas	783 N. King St., 96817
Kalakaua Middle	832-3130	832-3140	Ginlack, Robert (Sub)	821 Kalihi St., 96819
Kalani High	377-7744	377-2483	Teramae, Gerald	4680 Kalanianaʻole Hwy 96821
Kalihi	832-3177	832-3179	Mun-Takata, Natalie	2471 Kula Kolea Dr., 96819
Kalihi Kai	832-3322	832-3327	Kayatani, Stanley	626 Mcnell St., 96817
Kalihi Uka	832-3310	832-3313	Yoshida, Kathryn	2411 Kalihi St., 96819
Kalihi Waena	832-3210	832-3213	Sato, Laura	1240 Gulick Ave., 96819
Kamiloiki	397-5800	397-5806	Yee, Loretta	7788 Hawaii Kai Dr., 96825
Kapalama	832-3290	832-3302	Dang, Patricia	1801 N. School St., 96817
Kauiuwela	587-4447	587-4453	Lee, Gwendolyn	1486 Aala St., 96817
Kawananakoa Middle	587-4430	587-4443	Ishihara-Shibata, Sandra	49 Funchal St., 96813

**DEPARTMENT OF EDUCATION – HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
Koko Head	397-5811	397-5816	Lum, Cecilio	189 Lunailo Home Rd., 96825
Kuhio	973-0085	973-0088	Hao, Evelyn	2759 S. King St., 96826
Lanakilo	587-4466	587-4468	Ono, Michael	717 N. Kuakini St., 96817
Liholiho	733-4850	733-4856	Small, Christina	3430 Maunaloa Ave., 96816
Likelike	832-3370	832-3374	Oshio, Stacey (TA)	1818 Palama St., 96817
Liliuokalani	733-4680	733-4685	Yuen, Kevin	3633 Waialae Ave., 96816
Linapuni	832-3303	832-3305	Sunahara, Cynthia	1434 Linapuni St., 96819
Lincoln	587-4480	587-4487	Emoto, Irving	615 Auwaiolimu St., 96813
Lunailo	973-0270	973-0276	Nakamoto, Dean	810 Pumohana St., 96826
Maemae	595-5400	595-5405	Blaisdell, Peariene	319 Wylie St., 96817
Manoa	988-1868	988-1860	Uyeda, Jeanette	3155 Manoa Rd., 96822

**DEPARTMENT OF EDUCATION – HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
McKinley Community	594-0540	594-0544	Sanpel, Helen	634 Pensacola, 96814
McKinley High	594-0400	594-0407	Okamura, Ron	1039 S. King St., 96814
Niu Valley Middle	377-2440	377-2444	Mew, Justin	310 Halemanumau St., 96821
Noelani	988-1858	988-1855	Mahoe, Rochelle	2655 Woodlawn Dr., 96822
Nuuanu	595-5422	595-5425	Toyooka, James	3055 Puiwa Lane, 96817
Palolo	733-4700	733-4708	Silberstein, Ruth	2106 10 th Ave., 96816
Pauoa	587-4500	587-4506	Richards, Roberta	2301 Pauoa Rd. 96813
Puuhale	832-3190	832-3195	Nomiyama, Calvin	345 Puuhale Rd., 96819
Roosevelt High	587-4600	587-4637	Mahi, Ann	1120 Nahoa St., 96822
Royal	587-4510	587-4518	Sugibayashi, Ann	1519 Queen Emma St., 96813
Stevenson Middle	587-4520	587-4523	Lee, Gregg	1202 Prospect St., 96822

**DEPARTMENT OF EDUCATION – HONOLULU DISTRICT
PRINCIPAL LIST 2008-2009**

School	Phone	Fax#	Principal	Address
Waialae	733-4880	733-4886	Lagareta, Wendy	1045 19 th Ave., 96816
Waikiki	971-6900	971-6902	Tabor, Bonnie	3710 Leahi Ave., 96815
Waliupe Valley	377-2414	377-2413	Okano, Susan	939 Hind Luka Dr., 96821
Washington Middle	973-0177	973-0181	Harano, Michael	1833 S. King St., 96826
Wilson	733-4740	733-4746	Kiyonaga, Richard	4945 Kilauea Ave., 96816

**DEPARTMENT OF EDUCATION – WINDWARD OAHU DISTRICT
PRINCIPAL, VP & SASA LIST 2008-2009**

CODE	SCHOOL	TEL.	FAX	PRINCIPAL	VICE PRINCIPAL	SASA
313	Kaneohe Elem Kaneohe Elem	233-5633 233-5637	235-9185	Mitchell Otan	Deborah Nek	Miriam Keane
315	Kapunahala Elem	233-5650	233-5651	Joyce Bellino	Thomas Swai	Judy Wong
317	Keolu Elem	266-7818	266-7892	Alma Souki	-----	Alison Abejon (Lehua)
318	King Intern School	233-5727	233-5747	Sheena Alaia	Robert Locky	Joni Hayashida
319	Lai Elem	293-8965	293-8968	Debbie Voori	Karen Maeda	Martha Kupihea
320	Lanikai Elem	266-7844	266-7848	David Sausado	-----	Michelle Alipio
321	Maunawili Elem	266-7822	266-7834	Ryan Amine	-----	Marshall Pang (Tally)
322	Mokapu Elem	254-7964	254-7969	Annette Ostr	Jacque Shane	Lorena Paaga
475	Olomana	266-7866	266-7873	August Sueh	Trancita Wine	Jan Ueda-Waiolama
323	Parker Elem	233-5686	233-5689	Wade Araki	Arlene Medel	Faye Shimizu
324	Pope Elem	259-0450	259-0452	Ofelia Carag	-----	Joy Coloma
314	Puohale Elem	233-5660	233-5663	Alexis Kane	-----	Donna Sugjura
325	Sunset Beach	638-8777	638-8789	Ruth Holmberg	-----	George-Anne Burke
326	Waiahole Elem	239-3111	239-3113	Jean Davidson	-----	Tiana Kaai
327	Waimanalo Elem	259-0460	259-0463	Noel Richard	Nardine Mura	Roberta Uyemura
481	Windward School Ke Kula O Samuel	254-7955	254-7958	Gary Takaki	Mark Tanji	Janice Ikebe
	M. Kamakau	235-9174	235-9173	Marci Waialeale-Sarona	-----	Kauionalani Aki
	Hakipu'u Learning Ctr	235-9155	235-9160	Diane Nozawa	-----	Susan Lau
65	Windward District Office	233-5700	233-5709			

**DEPARTMENT OF EDUCATION – WINDWARD OAHU DISTRICT
PRINCIPAL, VP & SASA LIST 2008-2009**

CODE	SCHOOL	TEL.	FAX	PRINCIPAL	VICE PRINCIPAL	SASA
335	Ahuimanu Elem	239-3125	239-3127	Randolph Scoville	-----	Angie Pahia
300	Aikahi Elem	254-7944	254-7962	Gay Kong	BJ Field	Christine Soares
301	Castle High School	233-5600	233-5623	Meredith Mae	Shanti Honda Richard Reidy Kathy Kahikina	Cherly Ann Kukino
302	Enchanted Lakes	266-7800	266-7804	Pua McElhaney	-----	Wendy Cockett
303	Hauula Elem	293-8925	293-8927	Bradley Odagiri	-----	Nadean Preston
304	Heeia Elem	233-5677	233-5679	Dwight Uetal	Wendy Matsui	Ann Bustamante
305	Kaaawa Elem	237-7751	237-7755	Todd Watanabe	-----	Theresa Walker
330	Kaelepulu Elem	266-7811	266-7813	Sue Stock	-----	Wendy Ishii
306	Kahaluu Elem	239-3101	239-3102	Amy Arakaki	-----	Lynn Watanabe
331	Kahuku Elem	293-8980	293-8985	Pauline Masai	Samuel Izumi	Zaadia Chee
307	Kahuku High Kahuku High & Intermediate School	293-8950	293-8960	Patricia Maca	Winona Enes Bernie Suafoa-Tyrell	Yvette Yadao
308	Kailua Elem	266-7878	266-7882	Lanelle Hibbs	-----	Karen Akamine
309	Kailua High School	266-7900	266-7915	Francine Hon	Matthew Ho Kimi Kamiyama	Jonessa Burns
310	Kailua High School	263-6500	266-7984	Suzanne Mulo	Carmen Craig	
311	Kailua Interm	266-7835	266-7837	Sheri Sunabe	Paul Graham	Fumiko Howdeshell
312	Kalaheo Elem	254-7900	254-7907	Susan Humm	Karen Kanda Christine Udarby	Dominique Silva

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
August Ahrens Elem	675-0202	675-0216	Florentina Smith	Earline Yuen	Errol Hahn, Reginald Holbron	94-1170 Waipahu St. Waipahu 96797
Barbers Point Elem	673-7400	673-7403	Claudia Nakachi	Gerry Sakoda	-----	3001 Boxer Rd. Kapolei 96707
Campbell High	689-1200	689-1242	Gail Awakuni	Petronila Foster	Sandra Kurara, Flossie Steffany, Jenny Enomoto, Jamie Dela Cruz, Elton Kinoshita (TA)	91-980 North Rd. Ewa Beach 96706
Regisi	689-1235					
Ewa Beach Elem	689-1271	689-1275	Sherry Kobayashi	Noralyn Mackay	-----	91-740 Papipi Rd. Ewa Beach 96706
Ewa Elem	681-8202	681-8206	Stanley Tamashiro	Alice Arase	Ronald Miyaia, Brad Bennett (ACE)	91-1280 Renton Rd. Ewa Beach 96706
Highlands Intermediate	453-6480	453-6484	Amy Martinson	Kari Bailey (EH)	Ellen Fujino, Pat Anbe	1460 Hoolalea St. Pearl City 96782
Holomua Elem	685-2000	685-2003	Norman Pang	Kazumi Ishihiro	Todd Fujimori, Rodney Luke, Stacie Kunihisa	91-1561 Keaunui Dr. Ewa Beach 96706
Honowai Elem	675-0165	675-0167	Curtis Young	Pearl Nakamatsu	Terri Runge, Katherine Balatico (ACE)	94-600 Honowai St. Waipahu 96797

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
Ilima Intermediate	689-1250	689-1258	Jon Kitabayashi	Connie Nakasono	Naomi Aimoto,	91-884 Ft. Weaver Rd.
Iroquois Point Elem	499-6500	499-6508	Heidi Armstrong	Judie Solon	Stephanie Kamai	Ewa Beach 96706
Ka Waihona o Ka na'auao	620-9030	620-9036	Alvin N. Parker	-----	Robert Hurley	5553 Cormorant Ave. Ewa Beach 96706
Kaimiloa Elem	689-1280	689-1284	Debra Hatada	Jean Jones	-----	89-195 Farrington Hwy Waianae 96792
Kaleiopuu Elem	675-0266	675-0269	Carolyn Alexander	Kathy Ah Siu-Nipp	Glen Iwamoto,	91-1028 Kaunolu St.
Kamaile Elem	697-7110	697-7115	Glen Kila (CEO)	Brandy Freitas	Kevin Ginoza	Ewa Beach 96792
Kanoelani Elem	675-0195	675-0135	Sandy Ahu	Claire Park	(ACE)	
Kapolei Elem	693-7000	693-7011	Michael Miyamura	Denise Lee	Alan Aranaydo	94-665 Kaaholo St. Waipahu 96797
Kapolei High	692-8200	692-8255	Alvin Nagasako	Valerie Daoang	Clarence Delude	85-180 Ala Akau St. Waianae 96792
					John Flynn	
					(Principals)	
					Walleen Hirayama	94-1091 Oli Lp. Waipahu 96797
					Cosmo Arakawa,	91-1119 Kamaaha Lp.
					Cindy Otsu	Kapolei 96707
					Debra Knight	91-5007 Kapolei Pkwy
					Hartwell Lee Loy	Kapolei 96707
					Jon Henry Lee	

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
Kapolei Middle	692-7025	692-7030	Annette Nishikawa	Ari Caracol	Dana Kobashigawa, Derrick Tsuruda, Vacant	91-5335 Kapolei Pkwy Kapolei 96707
Keoneula Elem	689-1380	689-1395	Eileen Hirota	Peggy Moore	Michael Nakasato	91-970 Kaileolea Dr. Ewa Beach 96706
Lehua Elem	453-6490	453-6497	Fay Toyama	Janel Echiberi	Abe Villanueva (ACE)	791 Lehua Ave. Pearl City 96782
Leihoku Elem	697-7100	697-7142	Randall Miura	Vicky Madeira	Geraldine Martin	86-285 Leihoku St. Waianae 96792
Maili Elem	697-7150	697-7151	Disa Hauge	Wanda Rackle	Suzie Lee	87-360 Kulaaupuni St Waianae 96792
Makaha Elem	695-7900	695-7905	Nelson Shigeta	Sherrie Yamaguchi	Lynn Okamura	84-200 Ala Naauao Pl Waianae 96792
Makakilo Elem	672-1122	672-1128	Sean Tajima	Healani Ligon	-----	92-675-Anipeahi St. Kapolei 96707
Manana Elem	453-6430	453-6437	Bryan Loo	Kathy Mendonca	Diana Agor (ACE)	1147 Kumano St. Pearl City 96782
Mauka Lani Elem	672-1100	672-1114	Shelley Ferrara	Nellie Estanisque	Judy Tashima	92-1300 Panana St. Kapolei 96707

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
Momilani Elem	453-6444	453-6448	Doreen Higa	June Keao (TA)	-----	2130 Hookiekie St. Pearl City 96782
Nanaikapono Elem	668-5800	668-5890	Elden Esmeralda	Pearl Chai	Richard Stevens	89-153 Mano Ave. Waianae 96792
Nanakuli High Inter	668-5823	668-5828	Darin Piliialoha	Mary Bona	Flora Nash, Corrina Luna, Gavin Tsue	89-980 Nanakuli Ave. Waianae 96792
Nanakuli Elem	668-5813	668-5817	Wendy Takahashi	Leora Loughmiller	-----	89-778 Haleakala Ave. Waianae 96792
Palisades Elem	453-6550	453-5910	Suzanne Yamada	Carol Takahashi	Aaron Tominaga	2306 Auhuhu St. Pearl City 96782
Pearl City Elem	4543-6455	453-6467	Susan Hirokane	Josie Compelhos	-----	1090 Waimano Home Rd. Pearl City 96782
Pearl City High	453-6500	453-6521	Carlyn Fujimoro	Jenny Watanabe	Hanh Nguyen, Joseph Halfmann, Vacant	2100 Hookiekie St. Pearl City 96782
Pearl City Highlands Elem	453-6470	453-6472	Leroy Ching	Debra Miyasato	-----	1419 Waimano Home Rd. Pearl City 96782

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
Pohakea Elem	689-1290	689-1293	Stephen Schatz	Jill Yoshikawa	Judith Wong	91-750 Ft. Weaver Rd. Ewa Beach 96706
Waiaanae Elem	697-7083	697-7090	John Wataoka	Stella Maka	Kristofer Phifer (TA)	85-220 McArthur St. Waiaanae 96792
Waiaanae High	697-7017	697-7018	JoAnn Kumasaka	Kat Cadirao	Kevin Matsuba, Dee Ann Isobe, Andrew Szkorak, Ryan Oshita, Linda Tanaka (TA)	85-251 Farrington Hwy Waiaanae 96792
Registration	697-7042					
Waiaanae Inter	697-7121	697-7124	Raechelle Febrao	Wanda Deguzman	Bernie Taaca, Wanelle Kaneshiro, Vacant	85-626 Farrington Hwy Waiaanae 96792
Registration	697-7047					
Waiau Elem	453-6530	453-6541	Troy Takazono	Sandra Fujikawa	Stacey Makano	98-450 Hookamike St. Pearl City 96782
Waikale Elem	677-6100	677-6106	Carm Minami	Grace Sakamoto	Meryl Fujimoto	94-1035 Kukula St. Waipahu 96797
Waipahu Comm.	675-0255	675-0259	John Vannatta	Susan Meyer	Gordon Lum	94-1211 Farrington Hwy Waipahu 96797
Registrar (Mr. Tsukamoto)						

DEPARTMENT OF EDUCATION – LEEWARD DISTRICT

PRINCIPAL, VP & SASA LIST 2008-09

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	VICE PRINCIPAL	ADDRESS
Waipahu Inter	675-0177	675-0181	Gary Fujii	Sandra Dela Cuadra	Candance Tonikawa	94-455 Farrington Hwy Waipahu 96797
Waipahu Elem	675-0150	675-0121	Paul Taga	Cynthia Lanting	Dale Arakaki, Kay Yonemori	94-465 Waipahu St. Waipahu 96797
Waipahu High	675-0222	675-0257	Patricia Pedersen	Lynn Miyashiro	Corinne Fujieda, Kent Matsumura Gary Chun, Ernest Abe, Pat Miyahira (ACE)	94-1211 Farrington Hwy Waipahu 96797

**DEPARTMENT OF EDUCATION – CENTRAL OAHU DISTRICT
PRINCIPAL, VP & SASA LIST 2008-2009**

CODE	SCHOOL	PHONE	PRINCIPAL	VP/AD	SASA
216	Mililani High	627-7747	Dr. John Brummel	Andrea Moore Jamie Oshiro James Petersen Fred Murphy Glenn Niitta (AD) Lynne Ajifu Alexandria Obra (ACE) Kyle Shimabukuro Greg Nakasone Gayle Yamaguchi Errol Hahn Kawai Tao Barron Iwamura Lance Jyo Carol Mann-Molay Leslie Ben Meyer Lynda Sadaoka Julia Toyama Regina Arakaki (ACE) Joel Kawachi (AD) Lisa Nagamine	Paulette Chun
240	Mililani Ike	626-2980	Steve Nakasato		Julie Takamoto
241	Mililani Mauka	626-3350	Carol Petersen		Roslyn Fujimoto
238	Mililani Middle	626-7355	Valerie Kardash		Mavis Nakabayashi
242	Mililani Uka	627-7303	Heather Wilhelm		Phylis Ishikawa
234	Mililani Waena	627-7300	Dale Castro		Corinne Takara
489	Moanalua/Aiea Comm	837-8466	Aileen Hokama		Myra Fujino
217	Moanalua	831-7878/79	Denise Arai		Marilyn Au Hoy
218	Moanalua High	837-8455	Darrel Galeria		Sally Dang
219	Moanalua Middle	831-7850/51	Caroline Wong		Glenn Sawada

**DEPARTMENT OF EDUCATION – CENTRAL OAHU DISTRICT
PRINCIPAL, VP & SASA LIST 2008-2009**

CODE	SCHOOL	PHONE	PRINCIPAL	VP/AD	SASA
220	Mokulele	421-4180/81	Bart Nakamoto	Dale Tanouye	Catherine Williams
221	Nimitz	421-4165	Kenneth Lee	-----	Faith Omalza
222	Pearl Harbor	421-4125/26	Ellamarie Savidge	Carolyn Watanabe	Joni Bush
223	Pearl Harbor Kai	421-4245/46	Elymne Chung	Dean Casupang	Lolita Menor
243	Pearl Ridge	483-7250	Laureen Dunn	Faye Furukawa	Denise Hayashi
224	Radford High	421-4200	Elias Ali (TA)	Robert Frey	Karen Nagamine
				James Sunday	
				Kelly Sur (AD)	

225	Red Hill	831-7866/67	Mona Smoot	Linell Dilwith	Charlie Guevara (TA)
239	Salt Lake	831-7870/71	Duwayne Abe	Carole Ichiyama	Madeline Maddagan
227	Scott	483-7220/21	Sandra Watanabe	-----	Emelyn Darnaso
228	Shafter	832-3560/62	Robin Martin	-----	Jessica Robello (TA)
226	Solomon	624-9500	Linda Yoshikami	Troy Fujimoto	Julie Quiroz-Zamora
482	Wahiawa Comm	622-1634	Leighton Hasegawa	(vacant)	Lynn Taguma
229	Wahiawa	622-6393	Troy Tamura	Richard Shimabukuro	Elaine Fukuda
230	Wahiawa Middle	622-6500	Dr. Carol Price	Tim Bollinger	Jewel Young
231	Waialua	637-8228	Scott Moore	Sarah Sally Omalza (ACE)	Lynn Onaga
232	Waialua High & Inter	637-8200	Randiann Porras-Tang	Avis Nanbu	Gay Seleska
				Virgilio Basilio (TA)	
				Sharon Yoshimura (AD)	
				Keith Hui	Roxane Martinez
233	Waimalu	483-7210/12	Sheldon Oshio	-----	Vera Struba
235	Webbing	483-7240/41	Sherrylyn Yamada	Zahid Abey Qureshi	Diane Urata-Higa
236	Wheeler	622-6400/01	Joe Lee	Wayne Koki	Teresa Morales
237	Wheeler Middle	622-6525	Brenda Vierra-Chun	Chad Matsuda (ACE)	

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Ernest B. De Silva (351)	974-4855	974-4858	Dennis O'Brien	-----	278 Ainako Ave Hilo, Hawaii 96720-1699
Haaheo (352)	974-4111	974-4112	Esther Kanehailua	-----	121 Haaheo Road Hilo, Hawaii 96720-2198
Hilo High (355)	974-4021	974-4036	Robert Dircks	Erin Williams/ Bryan Arbles	556 Waianuenue Ave. Hilo, Hawaii 96720-2598
Hilo Interm (356)	974-4955	974-6184	Elaine Christian	James Bertilacci	587 Waianuenue Ave. Hilo, Hawaii 96720-2597
Hilo Union (357)	933-0900	933-0905	Jasmine Urasaki	Patti Andrade-Spencer	506 Waianuenue Ave. Hilo, Hawaii 96720-2593
Holualoa (358)	322-4800	322-4801	Lauren O'Leary	-----	76-5957 Mamalahoa Hwy. Holualoa, Hawaii 96725-0345
Honokaa Elem (361)	775-8820	775-8828	Faye Ogilvie	-----	83-5360 Mamalahoa Hwy. Captain Cook, Hawaii 96704
Honokaa High & Interm (360)	775-8800	775-8803	Katherine Tolentino	Georgiana Caravalho	45-534 Pakalana St. Honokaa, Hawaii 96727

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Hookena	328-2710	328-2712	Lyndia Uchimura	-----	86-4355 Mamalahoa Hwy... Captain Cook, Hawaii 96704
Kahakai (371)	327-4313	327-4333	Jessica Yamasawa	Dr. James Denight	76-147 Royal Poinciana Dr. Kailua-Kona, Hawaii 96740
Kalaniana'ole (365)	964-9700	964-9703	Joyce Iwashita	Sherrilyn Ida	27-330 Old Mamalahoa Hwy Papaikou, Hawaii 96781
Kapiolani (367)	974-4160	974-4161	Lucia Stewart	Kurt Kawachi	966 Kilauea Ave. Hilo, Hawaii 96720-4284
Ka'u High & Pahala Elem (368)	928-2088	928-2092	Sharon Beck	Dariene Javar	Box 100 Pahala, Hawaii 96777-0218
Kaumana (369)	974-4190	974-4197	Vacant	Vacant	1710 Kaumana Dr. Hilo, Hawaii 96720-1409
Ke Kula O Ehunuikaimalino (378)	323-1900	323-4538	Tim Lino	Andrea Oakland	81-1041 Konawaena School Rd. Kealahou, Hawaii 96750
Kea'au Elem (353)	982-4210	982-4217	Chad Farias	Lucinda Keamo	16-680 Kea'au-Pahoa Rd. Keaau, Hawaii 96749

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Kea'au High (354)	982-4220	982-4224	Ann Paulino	Ronald Jarvis Pauline Stamos-Correa Barbara Riley	16-725 Kea'au-Pahoa Rd. Keaau, Hawaii 96749
Kea'au Middle (370)	982-4200	982-4219	Jamil Ahmadia	Sheli Koga	16-565 Kea'au-Pahoa Rd. Keaau, Hawaii 96749
Kealakehe Elem (388)	327-4308	327-4347	Nancy Matsukawa	-----	74-5118 Kealakaa Kailua-Kona, Hawaii 96740-1599
Kealakehe High (392)	327-4300	327-4307	Wilfred Murakami	Danny Garcia Verna Takamoto Alan Vogt	74-5000 Puohuluhuli St. Kailua-Kona, Hawaii 96740
Kealakehe Interm (390)	327-4314	327-4315	Don Merwin	Geoffrey Stafford Sean Bacon	74-5062 Onipa'a St. Kailua-Kona, Hawaii 96740
Keaukaha (372)	974-4181	974-4868	Lehua Veincent	-----	240 Desha Ave. Hilo, Hawaii 96720-4899
Keonepoko (391)	965-2131	965-2138	Kathleen Romero	Michelle Payne-Arakaki	15-890 Kahakai Blvd. Pahoa, Hawaii 96778-9348

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Kohala Elem (395)	889-7100	889-7103	Eleanor Laszlo	-----	Box 819 Kapaa, Hawaii 96755
Kohala High (373)	889-7117	889-7120	Catherine Bratt	Alan Brown	Box 279 Kapaa, Hawaii 96755-0279
Kohala Middle (366)	889-7119	889-7121	Janette Snelling	-----	P.O. Box 777 Kapaa, Hawaii 96755
Konawaena Elem (375)	323-4555	323-4551	Claire Yoshida	-----	81-901 Onouli Road Kealakekua, Hawaii 96750-0728
Konawaena High (374)	323-4500	323-4515	Shawn Suzuki	Glenn Gray	81-1043 Konawaena School Rd. Kealakekua, Hawaii 96750-0689
Konawaena Middle (376)	323-4566	323-4574	Nancy Soderberg	Joyce Crisafi	81-1045 Konawaena School Rd. Kealakekua, Hawaii 96750-0728
Laupahoehoe High/Elem	962-2200/01	962-2202	Vacant	Thomas Ekno	P.O. Box 189 Laupahoehoe, Hawaii 96764-0200
Mt. View Elem (379)	968-2300	968-2305	Sylvia Lee	Ken Watanabe	Box 9 Mount View, Hawaii 96771-0009

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

<u>SCHOOL</u>	<u>PHONE</u>	<u>FAX</u>	<u>PRINCIPAL</u>	<u>VICE PRINCIPAL</u>	<u>ADDRESS</u>
Kea'au High (354)	982-4220	982-4224	Ann Paulino	Ronald Jarvis Pauline Stamos-Correa Barbara Riley	16-725 Kea'au-Pahoa Rd. Keaau, Hawaii 96749
Kea'au Middle (370)	982-4200	982-4219	Jamil Ahmadia	Sheli Koga	16-565 Kea'au-Pahoa Rd. Keaau, Hawaii 96749
Kealakehe Elem (388)	327-4308	327-4347	Nancy Matsukawa	-----	74-5118 Kealakaa Kailua-Kona, Hawaii 96740-1599
Kealakehe High (392)	327-4300	327-4307	Wilfred Murakami	Danny Garcia Verna Takamoto Alan Vogt	74-5000 Puohuluhuli St. Kailua-Kona, Hawaii 96740
Kealakehe Interm (390)	327-4314	327-4315	Don Merwin	Geoffrey Stafford Sean Bacon	74-5062 Onipa'a St. Kailua-Kona, Hawaii 96740
Keaukaha (372)	974-4181	974-4868	Lehua Veincent	-----	240 Desha Ave. Hilo, Hawaii 96720-4899
Keonepoko (391)	965-2131	965-2138	Kathleen Romero	Michelle Payne-Arakaki	15-890 Kahakai Blvd. Pahoa, Hawaii 96778-9348

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Kohala Elem (395)	889-7100	889-7103	Eleanor Laszlo	-----	Box 819 Kapaau, Hawaii 96755
Kohala High (373)	889-7117	889-7120	Catherine Bratt	Alan Brown	Box 279 Kapaau, Hawaii 96755-0279
Kohala Middle (366)	889-7119	889-7121	Janette Snelling	-----	P.O. Box 777 Kapaau, Hawaii 96755
Konawaena Elem (375)	323-4555	323-4551	Claire Yoshida	-----	81-901 Onouli Road Kealakekua, Hawaii 96750-0728
Konawaena High (374)	323-4500	323-4515	Shawn Suzuki	Glenn Gray	81-1043 Konawaena School Rd. Kealakekua, Hawaii 96750-0689
Konawaena Middle (376)	323-4566	323-4574	Nancy Soderberg	Joyce Crisafi	81-1045 Konawaena School Rd. Kealakekua, Hawaii 96750-0728
Laupahoehoe High/Elem	962-2200/01	962-2202	Vacant	Thomas Ekno	P.O. Box 189 Laupahoehoe, Hawaii 96764-0200
Mt. View Elem (379)	968-2300	968-2305	Sylvia Lee	Ken Watanabe	Box 9 Mount View, Hawaii 96771-0009

**DEPARTMENT OF EDUCATION - HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Naalehu (380)	939-2413	939-2419	Teddy Burgess	Karen Pare	Box 170 Naalehu, Hawaii 96772-0009
Paauiilo (382)	776-7710	776-7714	Brian Simon	Vacant	Box 329 Paauiilo, Hawaii 96776-0329
Pahoa Elem (381)	965-2141	965-2180	Marilyn Quaccia	Catherine McPherson	15-3030 Puna Road Pahoa, Hawaii 96778
Pahoa High & Interm	965-2150	965-2153	Dean Cevallos	Sandra Haiku Darlene Bee	15-3038 Puna Road Pahoa, Hawaii 96778
Waiakea Elem (384)	981-7215	981-7218	Clifton Iwamoto	David Dinkel	180 W. Puainako St. Hilo, Hawaii 96720-5399
Waiakea High (389)	974-4888	974-4880	Keley Koga	Judith Kruse Heather Dansdill	155 W. Kawili St. Hilo, Hawaii 96720-5098
Waiakea Interm (385)	981-7231	981-7237	Lloyd Matsunami	Robert Hill	200 W. Puainako St. Hilo, Hawaii 96720-3199
Waiakeawaena (386)	981-7200	981-7205	Beverly McCall	Joseph Theroux	2420 Kilauea Ave. Hilo, Hawaii 96720-5699

**DEPARTMENT OF EDUCATION – HAWAII DISTRICT
PRINCIPAL & VP LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	VICE PRINCIPAL	ADDRESS
Waikoloa (393)	883-6808	883-6811	Kris Kosa-Correia	Ruth Smith	68-1730 Hooko St. Waikoloa, Hawaii 96738
Waimea Elem (387)	887-7636	887-7640	Marcella McLelland	Vacant	67-1225 Mamalahoa Hwy Kamuela, Hawaii 96743
Hilo Community (483)	974-4100	974-6170	Leonard Paik	Ray Mizuba	450C Waiuanue Ave. Hilo, Hawaii 96720-2598
Kona Community (484)	327-4692	327-4693	Robert Krueger	Noreen Kunitomo	74-5000 Puohuluhuli St. Kailua-Kona, Hawaii 96740
Hawaiian Language Immersion Program	982-4260, 982-4261	966-7821			
Keakealani Outdoor Education Center (KOEC)	985-5800 (Mt. View)		Julia Williams		

**DEPARTMENT OF EDUCATION - MAUI DISTRICT
EDUCATIONAL OFFICERS & SASA LIST 2008 - 2009**

SCHOOL	PHONE	FAX	EDUC OFFICERS	SASA	ADDRESS
H. Perrine Baldwin High	984-5656	984-5674	Natalie Gonsalves Philip Gilbert Shanye Valeho-Novikoff, TA Kahai Shishido, (AD)	Michele Fujiyama	1650 Kaahumanu Ave. Wailuku, HI 96793
Haiku	575-3000	575-3003	Bernice Takahata	Marjorie Holokai-Higa	105 Pauwela Rd. Haiku, HI 96708
Hana High & Elem	248-4815	248-4819	Richard Paul Gary Davidson Richard Young, (AD)	Liberata Torres	P.O. Box 128 Hana, HI 96713
Iao	984-5610	984-5617	Catherine Kilborn Leona Luuwai	Virginia Ciubal	260 S. Market St. Wailuku, HI 96793
Kahului	873-3055	873-3089	Fern Markgraf Hans Bachaus	Doreen Yamashita, TA	410 S. Hina Ave. Kahului, HI 96732
S. Enoka Kalama Inter.	573-8735	573-8748	John Costales Penrod Vladyka	Lorna Ramon	120 Makani Rd. Makawao, HI 96768
Kamali'i Elem	875-6840	875-6843	Mary Auvill William Rolph	April Motooka	180 Kealii Alanui Kihei, HI 96753

**DEPARTMENT OF EDUCATION – MAUI DISTRICT
EDUCATIONAL OFFICERS & SASA LIST 2008 – 2009**

SCHOOL	PHONE	FAX	EDUC OFFICERS	SASA	ADDRESS
King Kamehameha III	662-3955	662-3958	Steve Franz, TA Stacy Bookland, TA	Robyn Nahooikaika	611 Front St. Lahaina, HI 96761
Kaunakakai	553-1730	553-1737	Janice Espiritu	Roxanne Lee	P.O. Box 1950 Kaunakakai, HI 96748
Keanae	248-4841	-----	Richard Paul	-----	P.O. Box 128 Hana, HI 96713
King Kekaulike High	573-8710	573-2231	Susan Scofield Pamela Hoff, TA Anthony Jones Kurtis Saiki, (AD)	Grace Shimabuku	121 Kula Highway Pukalani, HI 96768
Kihei	875-6818	875-6825	Alvin Shima Halle Maxwell	Eloise Ouchi	250 E. Lipoa St. Kihei, HI 96753
Kilohana	558-2200	558-2203	Leighton Kawai	Alicia Acconcio	HC 01, Box 334 Kaunakakai, HI 96748-9701
Kula Elem	876-7610	876-7616	Barbara Oura	Diane Jacinto	5000 Kula Hwy Kula, HI 96790-8110

**DEPARTMENT OF EDUCATION – MAUI DISTRICT
EDUCATIONAL OFFICERS & SASA LIST 2008 – 2009**

SCHOOL	PHONE	FAX	EDUC OFFICERS	SASA	ADDRESS
Lahaina Interm	662-3965	662-3968	Marsha Nakamura Jeremy Seamster, TA	Althea Viernes	871 Lahainaluna Rd. Lahaina, HI 96761
Lahainaluna High	662-4000	662-3997	Michael Nakano Lynn Kahooalahala Joanne Dennis Michael Hino, ACE Vacant, (AD)	Jean Miyashira	980 Lahainaluna Rd. Lahaina, HI 96761
Lanai High & Elem	565-7900	565-7904	Pierce Myers Martha Evans Sindri Olson David McHugh, (AD)	Stacie Koanui	P.O. Box 630630 Lanai City, HI 96763
Lihikai	873-3033	873-3570	Michael Pollock Shannon Cabanilla	Darlene Viernes	335 S. Papa Ave. Kahului, HI 96732
Lokelani Inter	875-6800	875-6835	Donna Whitford James Petrakis	Alicia Viernes	1401 Liloa Drive Kihei, HI 96753

**DEPARTMENT OF EDUCATION – MAUI DISTRICT
EDUCATIONAL OFFICERS & SASA LIST 2008 – 2009**

SCHOOL	PHONE	FAX	EDUC OFFICERS	SASA	ADDRESS
Makawao	573-8770	573-8774	Emily DeCosta Wailana Purdy-Kaai	Darlene Bangasan	3542 Baldwin Ave... Makawao, HI 96768
Maui High	873-3000	873-3010	Randy Yamanuha David Tanuvasa Vacant Scott Soldwisch, (AD)	Shawn Fukeda	660 S. Lono Ave.
Maui Waena Inter	873-3070	873-3066	Jamie Yap Jo-Anne Higa Jacquelyn Aipa	Kinia LaRose	795 Onehee St. Kahului, HI 96732
Maunaloa	552-2000	552-2004	Joe Hamamoto	Rochelle Borden	P.O. Box 128 Maunaloa, HI 96770
Molokai High	567-6950	567-6960	Linda Puleloa Earl Nakamura (TA) Camron Kimball (AD)	Rachel Ledesma	P.O. Box 158 Hoolehua, HI 96729
Molokai Middle	567-6940	567-6939	Gary Zukeran	Jamie Maioho	P.O. Box 158 Hoolehua, HI 96729

**DEPARTMENT OF EDUCATION – MAUI DISTRICT
EDUCATIONAL OFFICERS & SASA LIST 2008 – 2009**

SCHOOL	PHONE	FAX	EDUC OFFICERS	SASA	ADDRESS
Paia	579-2100	579-2103	Susan Alivado	Iris Yamato	955 Baldwin Ave. Paia, HI 96779
Pomaikai	873-3410	873-3414	Rene Yamafuji Dawn Mains, ACE	Maile Corpuz	4650 So. Kam Ave. Kahului, HI 96732
Princess Nahienaena	662-4020	662-4023	James Kaipo Miller Scott Parker	Irene Tihada	816 Niheu St. Lahaina, HI 96761
Pukalani Elem	573-8760	573-8766	Chad Okamoto	Pamela Koyanagi	2945 Iolani St. Pukalani, HI 96768
Waihee	984-5644	984-5648	Leila Henna, TA Susan Gribble, TA	Annadele Woolley	2125 Kahekili Hwy Wailuku, HI 96793
Wailuku Elem	984-5622	984-5627	Beverly Stanich Kim Mukai-Otani	Julie Miyagawa	355 S. High St. Wailuku, HI 96793
Maui Community School	873-3082	873-3046	Gwen Ueoka Vacant, 1 st Semester	Yolanda Tagomori	179 Kaahumanu Ave. Kahului, HI 96732

Public Charter School

Kihei High Public Charter School	875-0700	874-6745	Mark Christiano	Melany Stodelle	300 Ohukai Rd, Unit 214 P.O. Box 2053 Kihei, HI 96753
Kualapuu	567-6900	567-6906	Lydia Trinidad	Linda Reyes	P.O. Box 260 Kualapuu, HI 96757

**DEPARTMENT OF EDUCATION – KAUAI COMPLEX AREA
PRINCIPAL LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	ADDRESS
Ele'ele Elem (451)	335-2111 Ext 105	335-8415	Liela Nitta	Denise Fierro	P.O. Box 38 Ele'ele, Hawaii 96705
Hanalei Elem (452)	826-4300	826-4302	Corey Nakamura	Kay Brewer	P.O. Box 46 Hanalei, Hawaii 96714
Kalaheo Elem (453)	332-6801	332-6804	Erik Burkman	Leyte Aguada	4400 Maka Rd. Kalaheo, Hawaii 96741
Kapa'a Elem (454)	821-4424	821-4431	Jason Kuloloia Richard Edgeworth (VP)	Jennifer Barretto	4886 Kawaihau Rd. Kapa'a, Hawaii 96746
Kapa'a Middle (447)	821-4460 Ext 103	821-6967	Nathan Aiwohi Anne Kane (VP) Dominic Beralas (VP)	Stacy Mizutani-Teixeira Ext 110	4867 Olohena Rd. Kapa'a, HI 96746
Kapa'a High (455)	821-4400 Ext 102 Ext 103 Ext 130	821-4420	Gilmore Youn J. Todd Harrison (VP) Diane Ayre (VP) Gregory Gonsalves (AD)	Lynn Antonio	4695 Mailihuna Rd. Kapa'a, HI 96746

**DEPARTMENT OF EDUCATION – KAUAI COMPLEX AREA
PRINCIPAL LIST 2008-2009**

<u>SCHOOL</u>	<u>PHONE</u>	<u>FAX</u>	<u>PRINCIPAL</u>	<u>SASA</u>	<u>ADDRESS</u>
Chiefess Kamakahalei Middle (448)	241-3200 Ext 229	241-3210	Debra Badua Melissa Speefjens (VP) Russell Hasegawa (ACE VP)	Lucia Cummings	4431 Nuhou St. Lihue, HI 96766
Kauai High (456)	274-3160 Ext 218	274-3170	Linda Tanouye Smith Penny Vess (VP) Paul Zina (VP) Ross Shimabukuro (AD)	Charlene Koizumi	3577 Lala Rd. Lihue, HI 96766
King Kaumuali'i Elem (457)	241-3150 Ext 102 Ext 103	241-3159	Karen Liu Fig Mitchell (VP)	Cathy Haraguchi Ext 100	4380 Hanama'ulu Rd. Lihue, HI 96766
Kekaha Elem (458)	337-7655 Ext 105	337-7657	Jason Yoshida	Anna Vidinha	P.O. Box 580 Kekaha, HI 96752
Kilauea Elem (459)	828-1212	828-2034	Fred L. Rose	Leila Kaneholani	2440 Kolo Rd. Kilauea, HI 96754
Koloa Elem (460)	742-8460	742-8466	Debra Lindsey	Arlene Caday	3223 Po'ipu Rd. Koloa, HI 96756

**DEPARTMENT OF EDUCATION – KAUAI COMPLEX AREA
PRINCIPAL LIST 2008-2009**

SCHOOL	PHONE	FAX	PRINCIPAL	SASA	ADDRESS
Waimea Canyon Middle (464)	338-6830 Ext 102 Ext 103	338-6832	Glenda Miyazaki Linda Ueyehara (VP)	Sharlene Morimoto	P.O. Box 518 Waimea, HI 96796
Waimea High (462)	338-6800 Ext 104 Ext 105	338-6807	Larry Kailoa Nely Caberto (VP)	Dionis Mcgihon	P.O. Box 339 Waimea, HI 96796
Ni'ihau K-12 (461)	338-6810 Ext 175		Jon Kobayashi (AD)		Ni'ihau School C/O Makaweli, HI 96769
Wilcox Elem (463)	274-3150 Ext 102 Ext 103	274-3152	Terry Proctor Sherry Scott (VP)	Malia Kimura Ext 156	4319 Hardy St. Lihue, HI 96766
ITC (WILCOX EL)	274-3139 (Voice)	274-3140	Pamela Kamakele		
Kauai Community School For Adults	274-3390	274-3393	Eugene Uegawa Lisa McDonald (VP)	Iris Mano'i	3607-A Lala Rd. P-12 Lihue, HI 96766

Task 8.2

STATEWIDE TELEPHONE SURVEY REPORT



PREPARED BY:
SMS RESEARCH AND MARKETING SERVICES



FOR SSFM INTERNATIONAL



MAY 2010

In Preparation for the:

HAWAII
Statewide
TRANSPORTATION PLAN UPDATE

**Hawaii Statewide Transportation Plan
Task 8.2
Statewide Telephone Survey Report**

Prepared By SMS Research and Marketing Services
For SSFM International

May 2010

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Hawaii Statewide Transportation Public Opinion Poll

1.0 Objectives

The State of Hawaii Department of Transportation (HDOT) is currently updating the Hawaii Statewide Transportation Plan (HSTP). The HSTP will outline the transportation policy related objectives and priorities for the State of Hawaii. The HSTP also will be used to improve current transportation programs and design future facilities and programs in the best interest of Hawaii citizens.

In order to understand resident opinion on potential transportation policies, to encourage public involvement in transportation policy making, and to include opinion from the broadest possible spectrum of Hawaii residents, the HSTP Work Program included a statewide public opinion poll.

The objectives of the public opinion survey were:

1. To measure and rank the opinions of respondents (Hawaii residents) towards alternate transportation goals.
2. To identify current issues for different segments of the population, including the neighbor islands. Underserved populations with special transportation needs were included in a set of 25 in-depth interviews that will be reported on separately.
3. To measure preferences for State transportation plan improvements.
4. To better understand the travel behaviors of respondents
5. To gauge Hawaii citizen involvement and awareness of transportation outreach methods.

2.0 Survey Methodology

SMS Research developed an approach to the public opinion survey that would provide an accurate measurement of public opinion using current practices in survey research. The survey instrument was developed collaboratively by SMS, the rest of the HSTP study team, and the STP Office at HDOT. The sample included both landline and cell phone numbers. The phone numbers were selected disproportionately from each of Hawaii’s four counties. The disproportionate sample was designed to provide roughly equal sampling precision of plus-or-minus 6% for the Neighbor Island Counties.

Cell phone samples have been added to major surveys in Hawaii in order to cover those households that no longer have a landline. It is usually the case that landline surveys alone will under represent the following demographic groups: younger persons, males, people with lower incomes, higher education, single, never married persons, and minority groups.

2.1 Sample

Table 1 shows the number of completed interviews in each county for the landline and cell phone surveys. A total of 1,002 interviews were conducted by landline and 201 were conducted by cell phone. Table 1 also presents the sample errors for each county. Note that the sample sizes for the Counties of Hawaii, Maui, and Kauai are notably higher than would be the case for a proportionate sample, and that the sample error estimates range from plus-or-minus 6.4 to 6.6 percentage points at the 95 percent confidence level. The precision is, as planned, roughly equal for each of those counties.

Table 1: Distribution of Sample Between Landline and Cell Phone

County	Number of Completed Surveys by Type of Contact			Reliability*
	Landline	Cell Phone	Total	
City & County of Honolulu	370	142	512	+/-4.3%
Maui County	211	25	236	+/-6.4%
Kauai County	209	10	219	+/-6.6%
Hawaii County	212	24	236	+/-6.4%
Total all counties	1,002	201	1,203	+/-2.8%

**Sample error of the proportion with p=.5 at the 95% confidence level*

The 2010 Transportation Planning Survey respondent group after weighting was very similar to the population of the State of Hawaii in 2010. Graphs of all the demographics from the survey are included in Appendix A, and where corresponding state data is available, this too is included in the graphs.

Briefly, respondents (after weighting) were about 50% male and 50% female, with an average age of about 52 years. Forty percent were Caucasian, 27% Japanese, 18% Hawaiian or Part-Hawaiian, and 11% Chinese. In all, that is very similar to the most recent ethnic distribution in Hawaii as measured in the 2009 Statewide Health Survey¹. Respondents were asked their primary ethnic background, and no ethnic mixtures were noted. About 43% lived their entire lives in Hawaii and another 36% have been here for 20 years or more. More than half of all adults (52%) were employed, either full-time or part-time, and 32% were retired.

Table 2: Comparison of Survey Demographics with State Data

Demographic Factor	Survey (after weighting)	State Data	Source of State Data
HH with child <18	38%	35%	ACS
HH with adult >55	66%	38%	ACS
Median Family Income	\$61,700	\$66,000	ACS
Primarily drives a car	84%	83%	ACS
Primarily walks	9%	14%	ACS
Primarily takes a bus	7%	6%	ACS
Primarily bikes	6%	1%	ACS

Average household size was 2.97 persons per household, which was nearly identical to the 2000 census data. About 38% of those households included at least one child under the age of 18 years compared with 35% in data from the Census Bureau². Sixty-six percent included at least one senior citizen over the age of 55 years, compared with 38% from the ACS 2009³. The median family income was about \$61,700, which was only slightly lower than the best estimate for median income (\$ 66,000) in 2008⁴.

Particularly relevant, 84% of all the adults we talked to said that their primary mode of transportation was a private automobile. While not a direct comparison in 2008, the American Community Survey reported that 83% of commuter trips were made in a car, truck or van⁵. Among respondents, 9% said their primary mode of transportation was walking, 7% taking the bus, and 6% riding their bikes.

2.2 Weighting

The use of disproportionate and dual frame samples (landline/cell phone) allows conclusions to be drawn at the county level. But when the data is used at the statewide level, the data must be weighted to adjust for the sample design. The weights were developed by SMS in two stages.

1 Hawaii Health Survey, 2009, as classified by the Department of Health, Office of Health Status Monitoring. Figures are not directly comparable because HHS asks for up to eight ethnic categories per person. In this Transportation Survey, the respondents were asked to give us a single response.

2 American Community Survey, 2006-2008, Table B11005.

3 American Community Survey, 2006-2008, Table B11006.

4 American Community Survey, 2006-2008, Table B19034.

5 American Community Survey, 2006-2008, Table B08006.

First, the data were weighted to make the results proportional by county – a relatively simple process used in virtually all surveys conducted these days. The weight for each county is simply the inverse of the sampling fraction.

The second step was to weight the data to reflect the estimated distribution of households in Hawaii according to their telephone service. Telephone service was first classified in three categories – landline only, dual users, and cell-phone only. For the State as a whole, the usage characteristics were taken for the National Health Interview Survey (NHIS)⁶ using 2007 results. Estimates for each county in 2009 were developed by SMS⁷, using a complex weighting system developed initially by Rao and Lohr⁸,

Statewide results presented in this report have been weighted to account for disproportionate sampling by county and landline/cell phone distribution. Tables at the end of the report in Appendix C provide the percentage of responses based on the weighted data. At the bottom of each table is the number of surveys actually completed for each column.

2.3 Fielding and Data Collection

Telephone fielding was conducted between December 15, 2009, and January 28, 2010, with 1,202 respondents throughout the State of Hawaii. The fielding schedule allowed for data collection starting at 10:00 am on weekdays and weekends, and concluded every night by 9:00 pm. Calls to Hawaii residents were not made during the days around the Christmas and New Years holidays.

The survey was fielded using a Computer Assisted Telephone Interviewing (CATI) system that allows interviewers to enter responses directly into a computer file as the interview is being conducted. This allows researchers to monitor interviewing consistency and sample control during data collection. The CATI system also controls the information flow during an interview and controls data input so as to eliminate nearly all data entry errors.

All interviewing was supervised by call center managers and verified electronically. A large percentage of the interviews were also monitored online while the interviews were being conducted. SMS CATI equipment allows supervision and monitoring of both landline and cell phone interviews.

6 Blumberg, Stephen J., Julian V. Luke, Gestur Davidson, Michael E. Davern, Tzy-Chyi Yu, and Karen Soderberg, (2009), *Wireless Substitution: State-level estimates from the National Health Interview Survey, January-December, 2007*, CDC, March 11, 2009.

7 SMS Research & Marketing Services, Inc (SMS), *Weighting*, 2010.

8 Lohr, Sharon L. (2007) *Recent developments in multiple frame surveys*, Proceedings of the Survey Research Section, American Statistical Association, 2007 Joint Statistical Meetings, Salt Lake City, Utah, August 2, 2007.

3.0 Results

The following discussion highlights the key findings from the Public Opinion Survey. Differences in findings based on demographic factors such as age or county of residence, are noted within the discussion. For reader convenience, a detailed set of tables is included in Appendix C. These tables include weighted results for all questions that were in the survey and responses are shown broken out by age, county of residence, and length of residence.

3.1 Biggest Transportation Problems Being Faced

Respondents were asked this question in two ways—for their island and for their family. At the state level, the overwhelmingly top problem mentioned was “traffic” for both island and family.

Figure 1 illustrates the top ten most frequently listed issues for the island the respondent lives on compared to their households. Traffic was consistently the largest transportation issue combined and for each island. However as shown in Figure 2, residents from Oahu viewed traffic as a problem for the island significantly more often than any other county. Poor roads and infrastructure were issues for each of the four counties. Minimal bus service was seen as a problem for Maui, Kauai and particularly Hawaii county respondents. High fuel prices were noted on Maui and Hawaii while Kauai residents considered road construction to be a major problem, second only to traffic.

Figure 1: “What are the biggest transportation problems facing the island of ____ today?” “What are the biggest transportation problems facing your family today?”

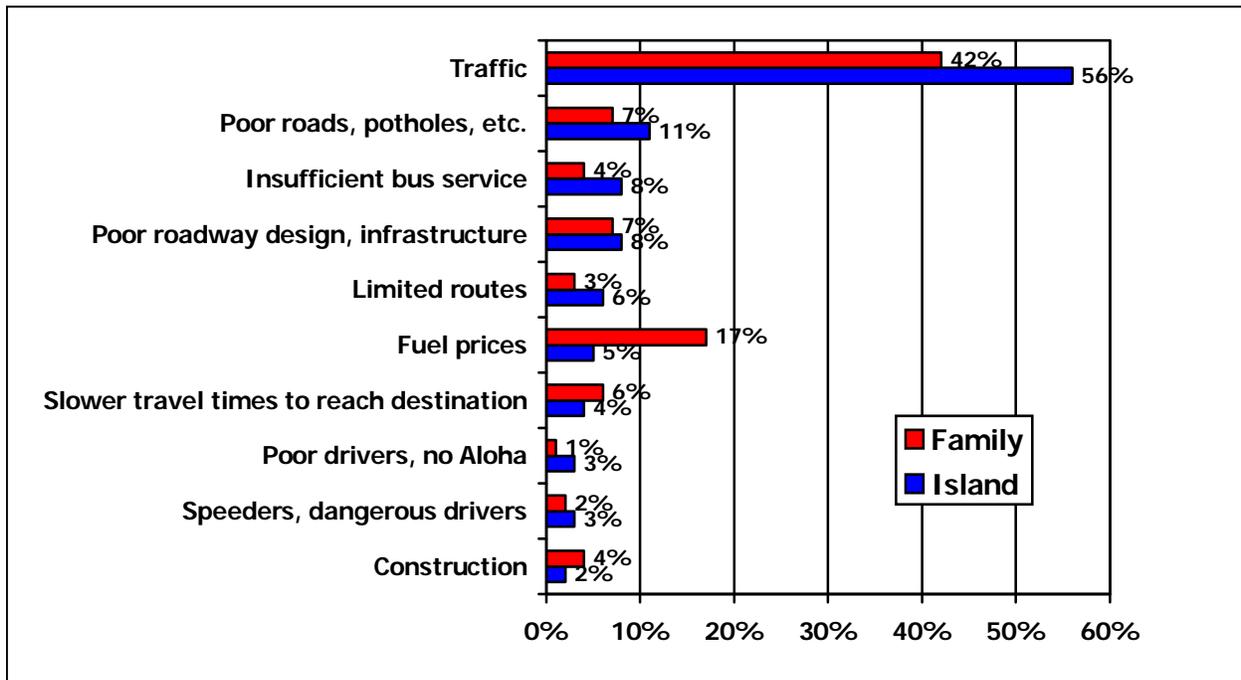
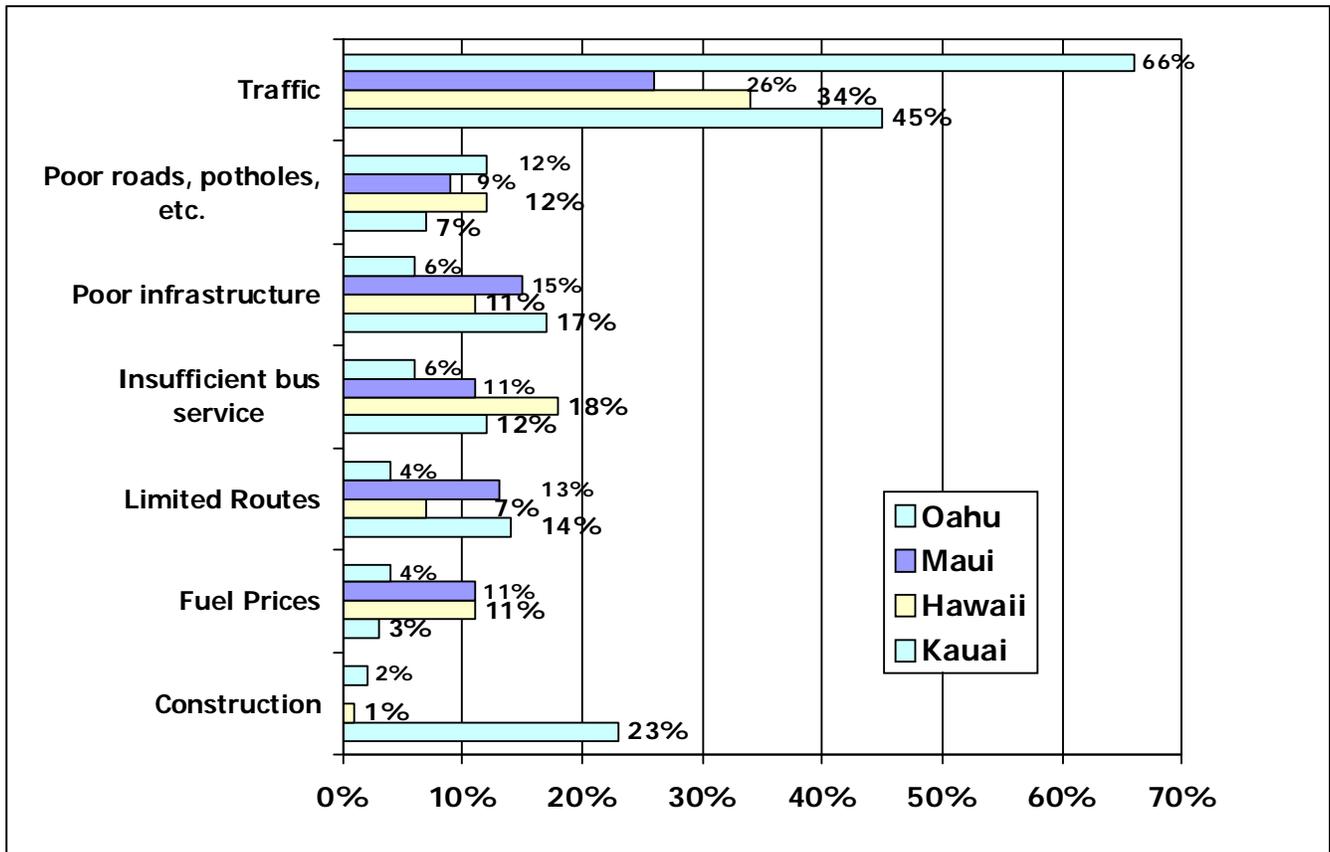


Figure 2: What are the biggest transportation problems facing the island of ____ today?

By County

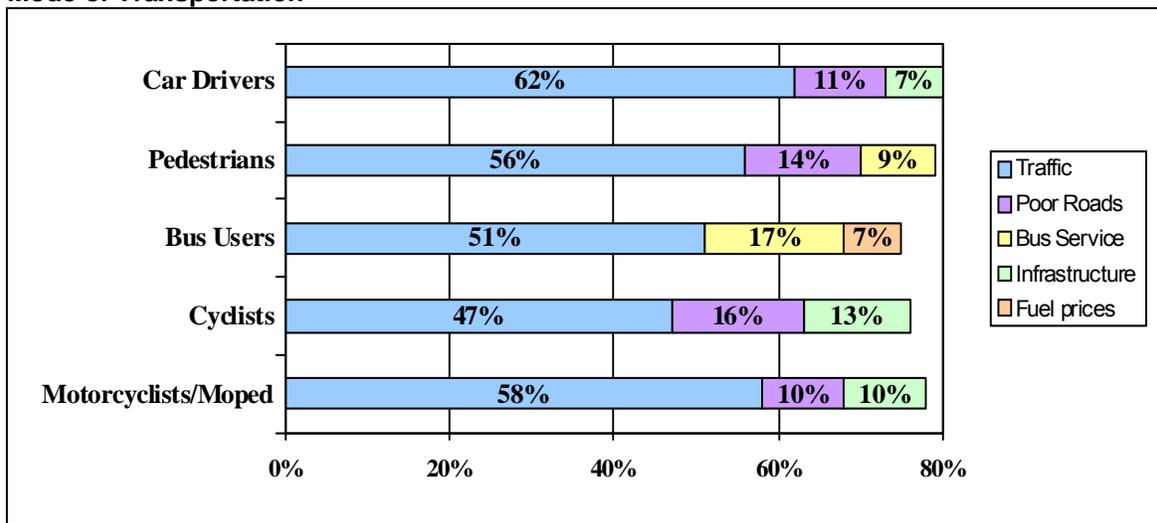


The issues facing families were very similar across counties except that Kauai families were more likely to list “construction” as a problem and Honolulu families were more likely to mention traffic. When issues were analyzed by other factors differences were: 18-24 year olds were much more likely to mention speeding.

Looking at island top three problems by mode of transportation (Figure 3), we see regardless of how they travel, respondents list traffic as the biggest problem. According to respondents’ usual mode of travel, car drivers and motorcyclists list poor roads and infrastructure. Those who travel often by bus include insufficient bus service as one of their top three problems, in addition to high fuel prices. Pedestrians list poor roads and poor bus service.

Figure 3: *What are the biggest transportation problems facing the island of _____ today?*

By Mode of Transportation

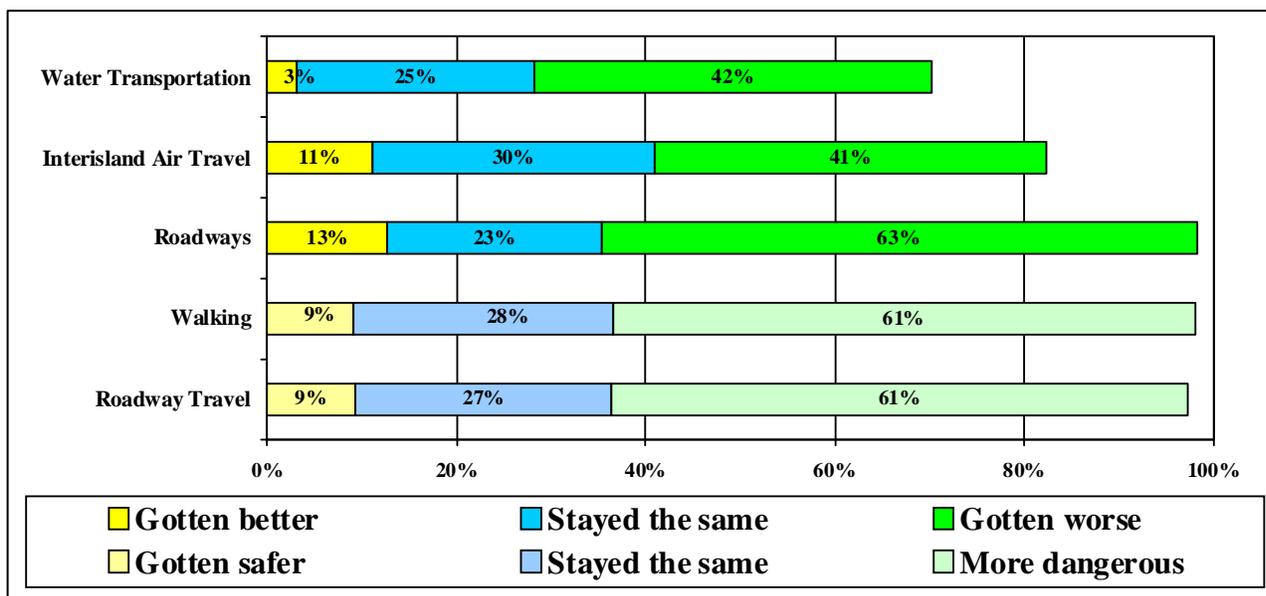


3.3 Have Things Gotten Better?

According to survey respondents, in the past five years travel by water, air, and roadway travel have all gotten worse. Only a small minority of residents believes that any form of travel has gotten better. Likewise over 60 percent of residents believe that walking and roadway travel have gotten more dangerous.

Figure 4: *“Has travel on roadways, inter-island air, and water gotten better, stayed the same or gotten worse?”*

Statewide



There were some differences from the statewide ratings based on further analysis; these are highlighted in bullet points below and graphs of ratings by county are shown in Figures 5, 6, 7, and 8. For more detailed breakouts by age and length of residence please refer to the tables in Appendix C.

- Water transportation was perceived as getting worse by more residents living on Maui (63%) and by those living in the State for less than a year (68%) – perhaps missing the Super Ferry service.
- Interisland air travel was rated as “gotten worse” by more residents in Maui County (66%), Kauai (60%), and Hawaii (56%) – likely because they travel more often between the islands, particularly for medical care.
- Roadways were rated as “better” by more Maui residents (25%).
- Walking was rated safer by more residents aged 18-24 (15%), residents living in Hawaii 1 to 2 years (50%) and by Maui residents (15%).
- Roadway travel was rated “more dangerous” by more residents age 65+ (68%), living in Honolulu (67%) and by those living in the State for twenty years or more (66%).

Figure 5: “Has travel on roadways, inter-island air, and water gotten better, stayed the same or gotten worse?”

Hawaii County

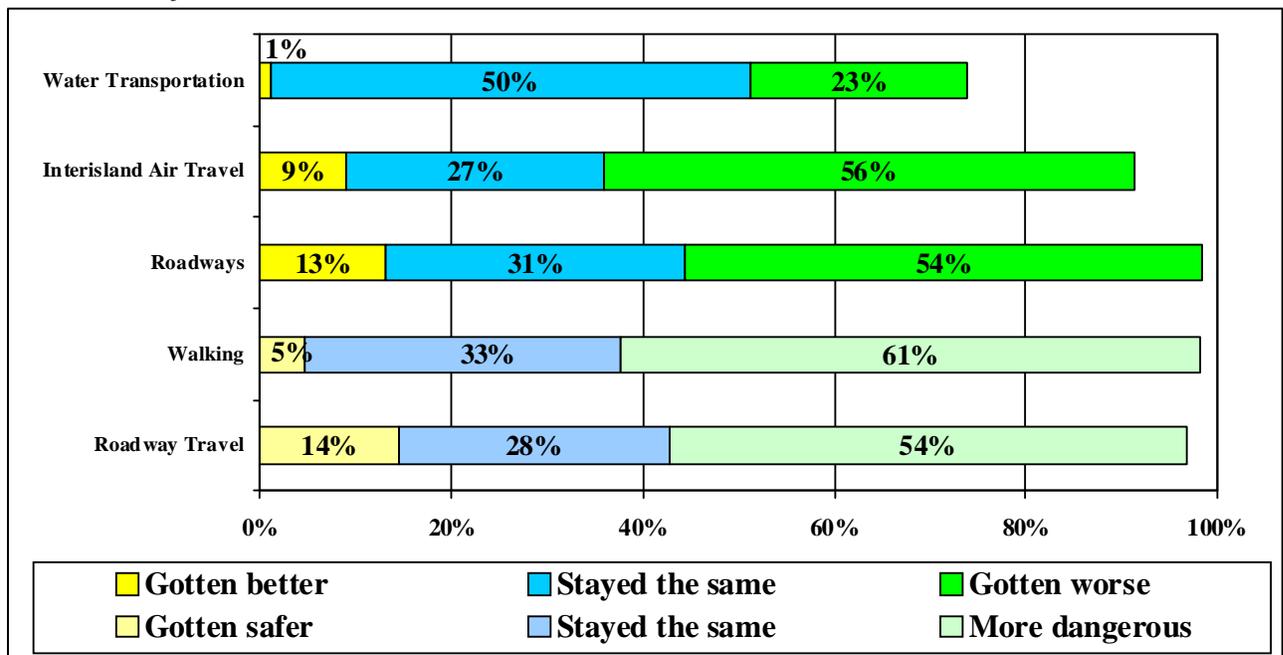


Figure 6: “Has travel on roadways, inter-island air, and water gotten better, stayed the same or gotten worse?”

Oahu County

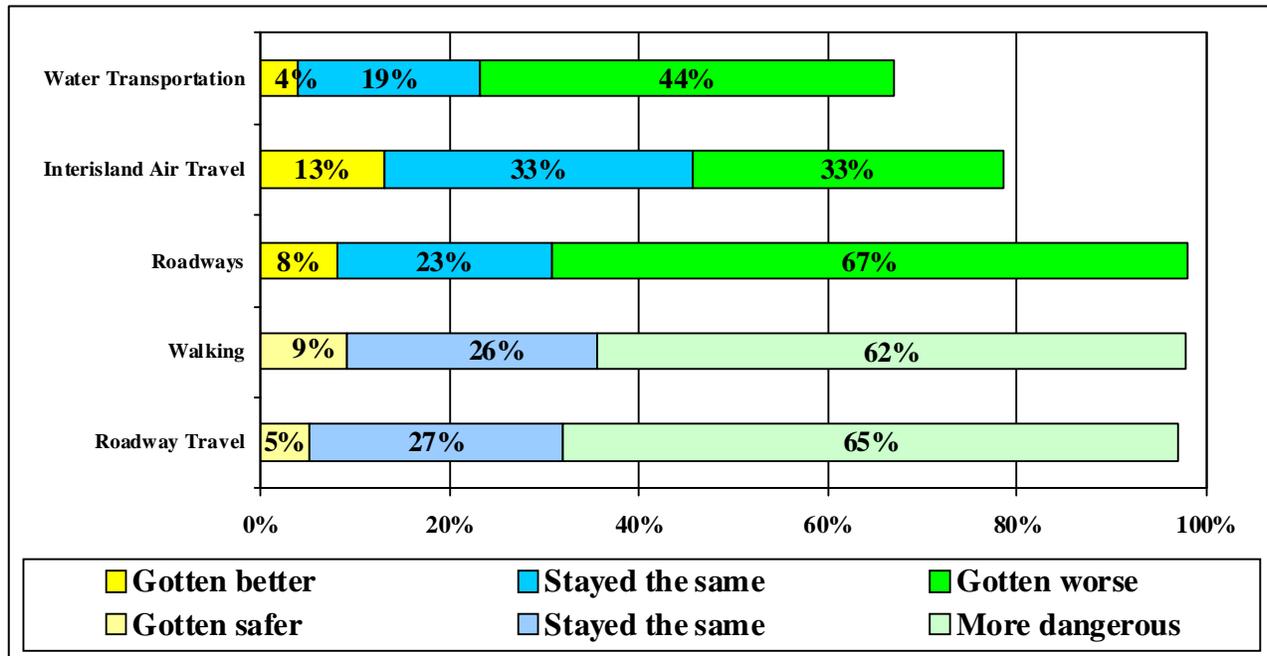


Figure 7: “Has travel on roadways, inter-island air, and water gotten better, stayed the same or gotten worse?”

Kauai County

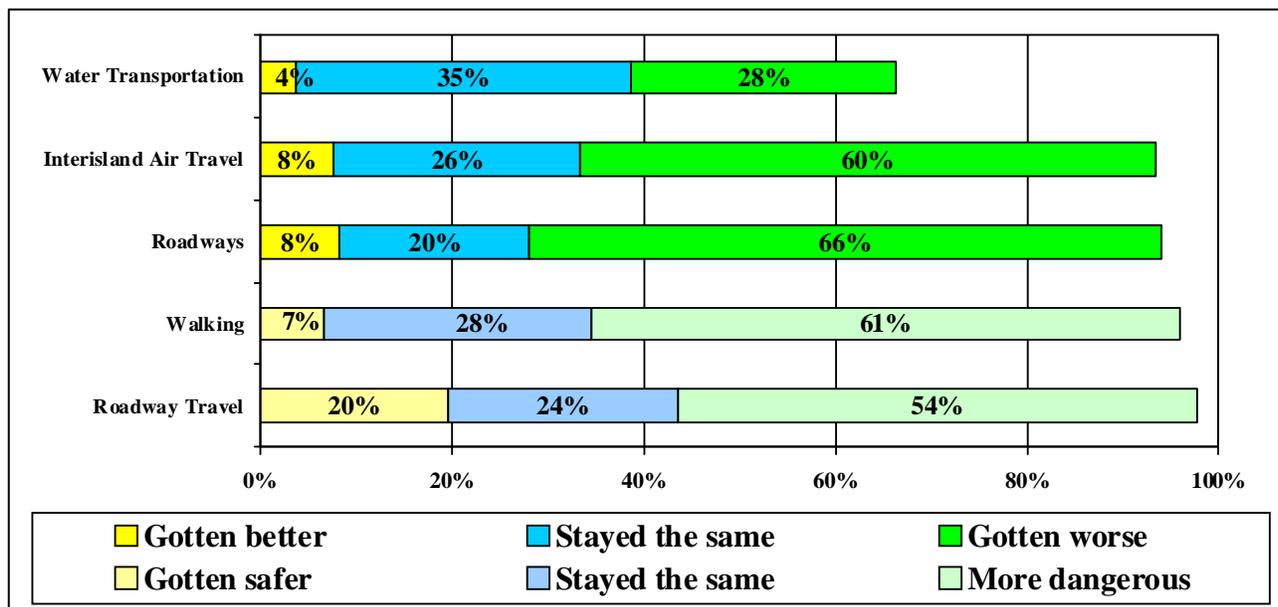
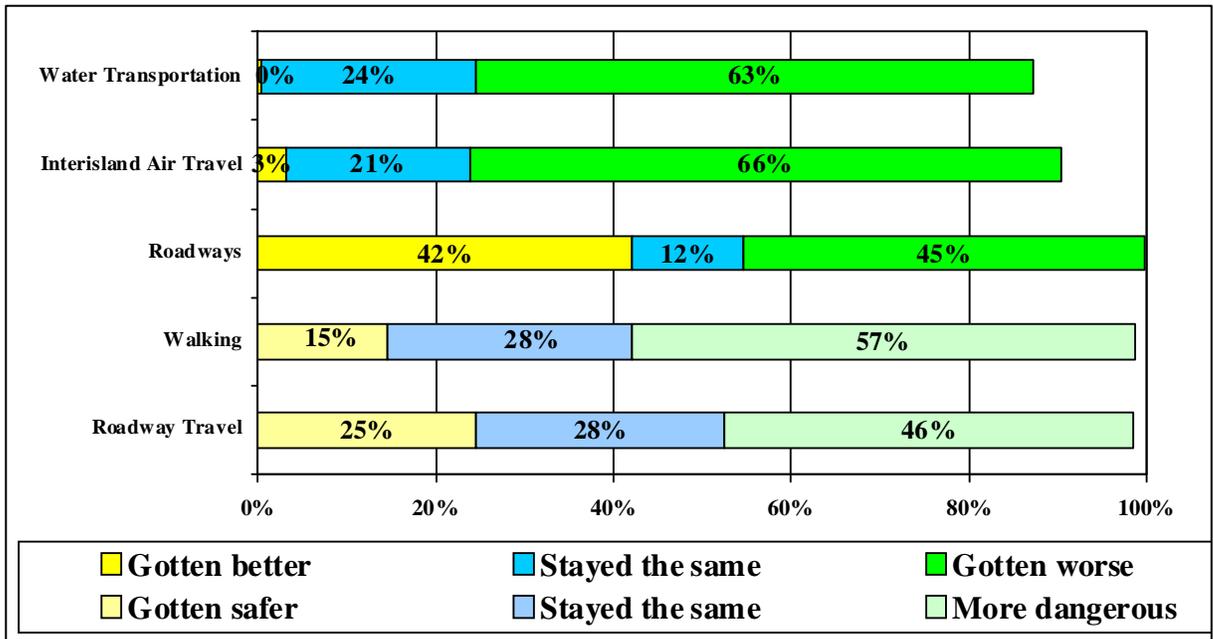


Figure 8: “Has travel on roadways, inter-island air, and water gotten better, stayed the same or gotten worse?”

Maui County

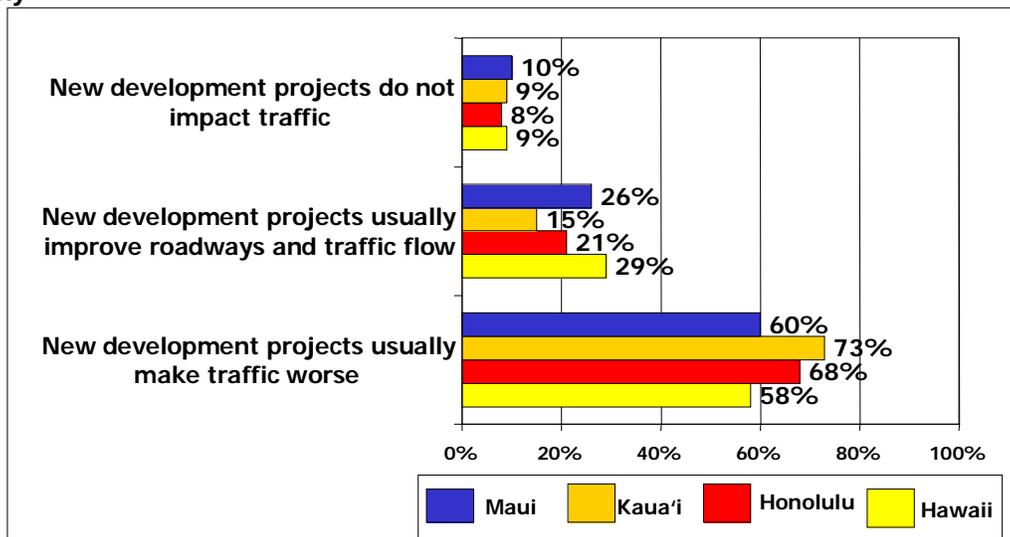


3.4 Reaction to Development

When asked to describe the relationship between new development and its impact on traffic, the majority of residents on all islands reported that new development projects usually make traffic worse (Figure 9). This was particularly true on Kauai (73%) and on Oahu (68%).

Figure 9: Which of the following three statements best describes the relationship between land development projects and traffic on your island?

By County



3.5 Response to rise in gas prices

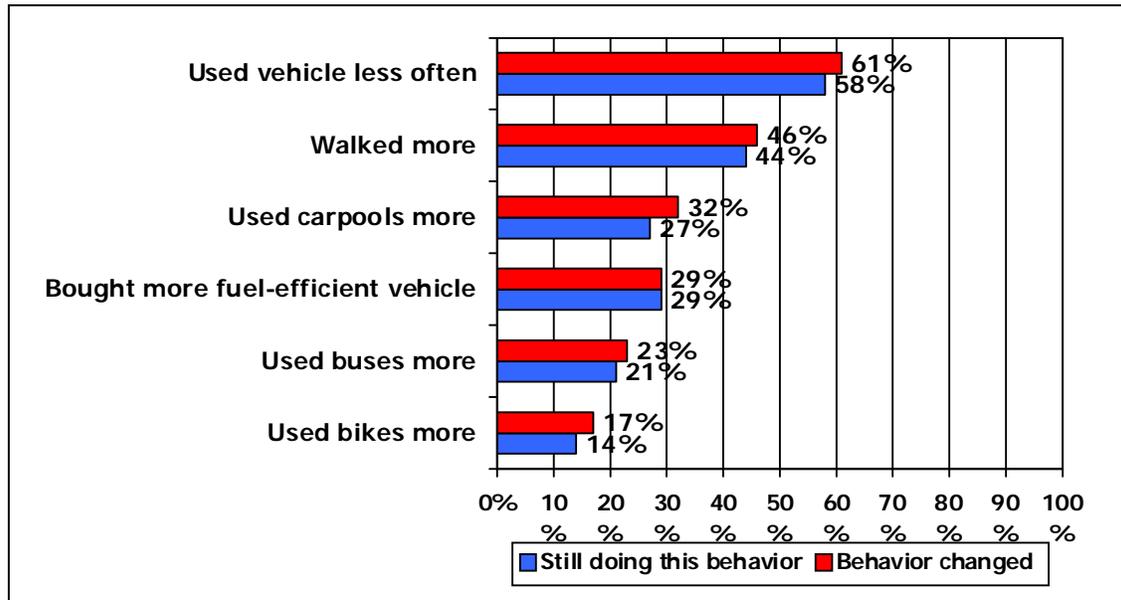
Respondents were asked how their own behavior changed due to high fuel prices. They were then asked if they still practice this behavior. Figure 10 demonstrates responses side by side.

The rise in fuel prices did have an impact on resident behaviors. As shown in Figure 10, 61% of residents statewide used their car less often, and at the time of the survey 58% of residents were still using their car less often. That was 94% of residents who said they drove less because of rising gas prices. Other responses to the increase in gas prices included walking more (46%), using carpools more (29%), riding bikes (23%), and buses (17%) more. 23 percent of respondents said they purchased a more fuel-efficient vehicle.

Most of the people who changed their behavior because of rising gas prices continued with that behavior up to the time the survey was taken (late 2009/early 2010). This information provides insight into how resident behavior might change should fuel prices rise dramatically once more.

Figure 10: Gas prices have gone up and down a lot in the last five years and people have responded in many different ways. We'd like to know if you did any of the following last year in response to the higher prices? If so, are you still doing this?

Statewide



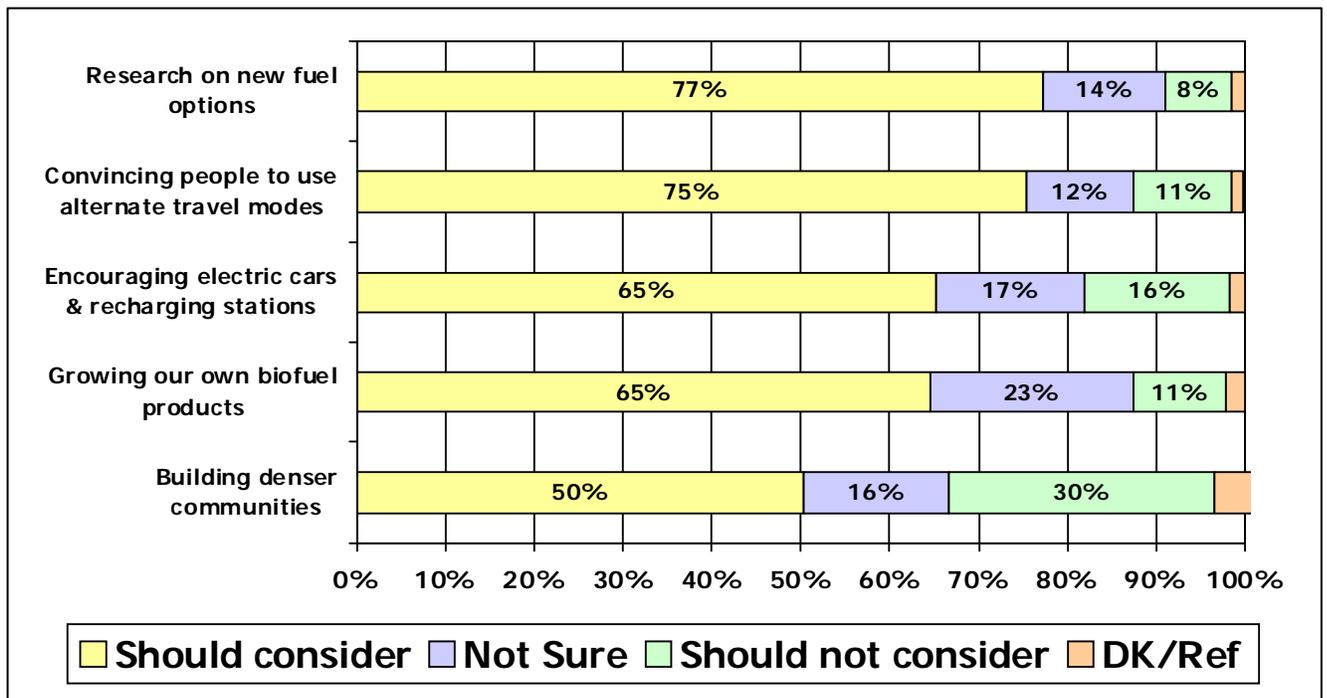
The reduction in driving was more evident in more respondents on the islands of Hawaii (70%) and Kauai (68%) and newer residents (84%) to the islands. Hawaii (42%) and Kauai (42%) residents were more likely to carpool more often. Maui (23%) and Honolulu (27%) residents were more likely to use the bus service. Residents ages 18-24 (30%) and 65+ (30%) were also more likely to use the bus more often in response to rising prices.

3.6 Support for Potential Planning Policies

A majority of residents statewide supported including the new transportation strategies and policies that may be included in future transportation planning. Figure 11 shows strong support for research on new fuel options and convincing people to use alternate travel. Also, encouraging electric cars and growing biofuel products received 65% support each. Higher density was supported by half of the respondents, but also had a high negative response at 30%.

Figure 11: Many options might be included in a future State transportation plan. I'd like to get an idea if you think the following are things our Hawaii Department of Transportation should or should not be considering to include in their own plan update.

Statewide



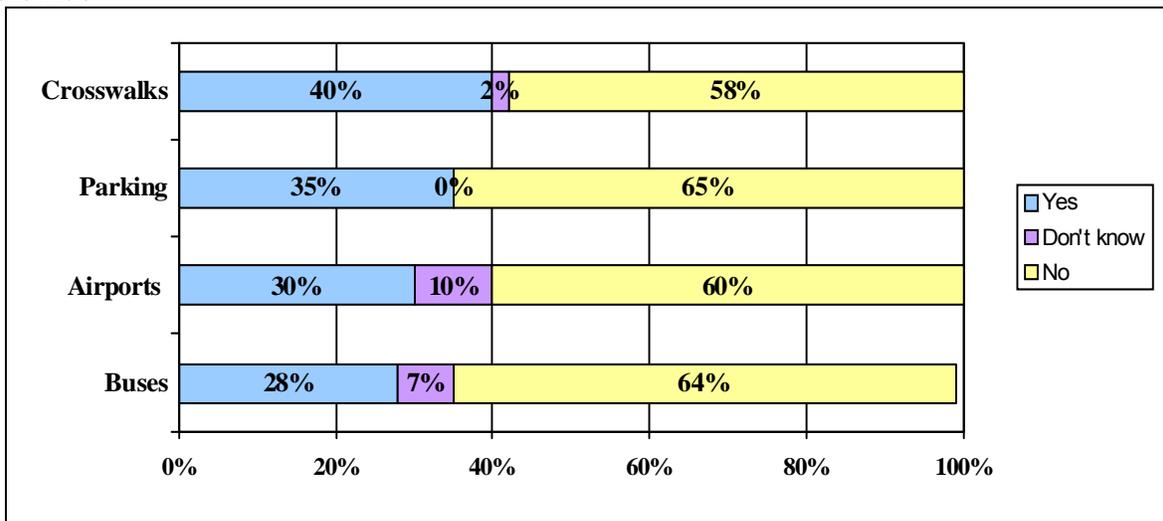
Researching new fuel options were heavily supported by residents of Kauai (82%) and Maui Counties (85%) and on Hawaii Island (85%). Electric cars were very popular in Maui County (83%). Denser communities were less popular on Kauai where 48% of respondents replied, “Should not consider.”

3.7 Issues for Households with a Disabled Member

According to the survey, 18% of state households have a physically disabled member. Within this population segment, over one third of them have problems using crosswalks and finding appropriate parking spaces. In addition a little less than a third report problems traveling through airports or buses.

Figure 12: For those who are or who have a family member in your household who has a physical disability – do any of the following pose a problem for disabled persons in your household?

Statewide

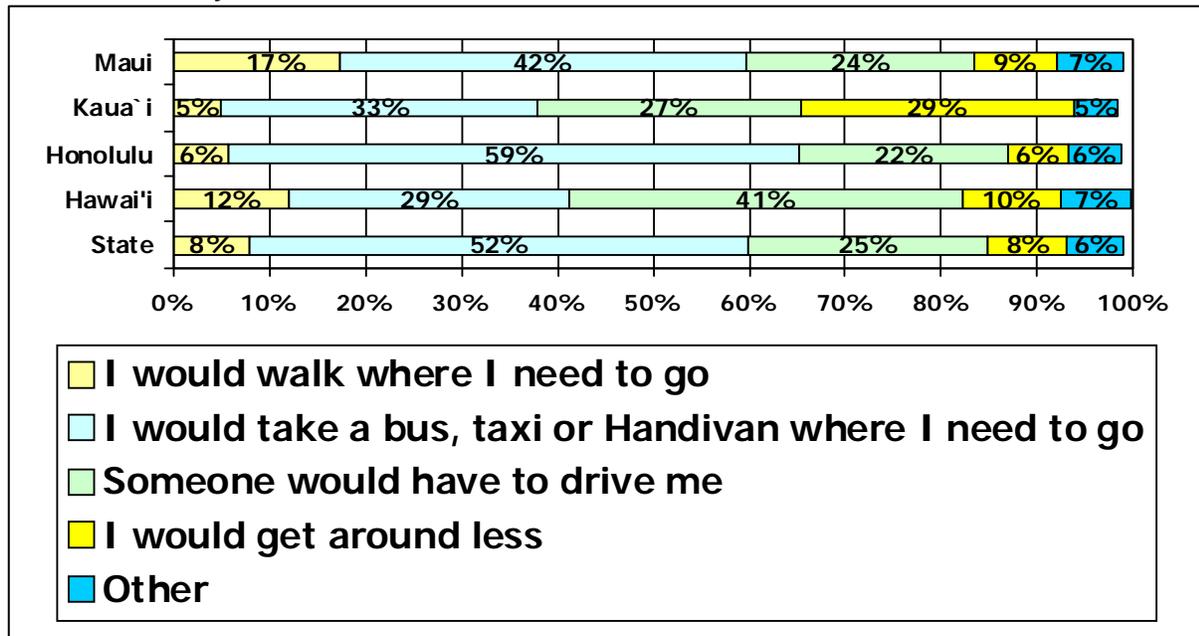


More households reported airport travel problems on Hawaii (61%) and Kauai (58%). Crosswalks (58%) and parking (40%) were mentioned by more Hawaii households.

When all respondents were asked what they would do if they became physically disabled (Figure 13), 59% of respondents on Oahu and 42% on Maui said they would take a HandiVan or taxi. Fully 41% of Hawaii County residents said they would have someone drive them. On Kauai, 29% of respondents said they would just get around less often. Where there are services available such as Honolulu and Maui, residents would use those services such as the HandiVan, which suggests that other counties may want to consider adding more of those services in the future.

Figure 13: If you don't drive now, or if you currently drive and for some reason could no longer drive, how would you get around?

State and County

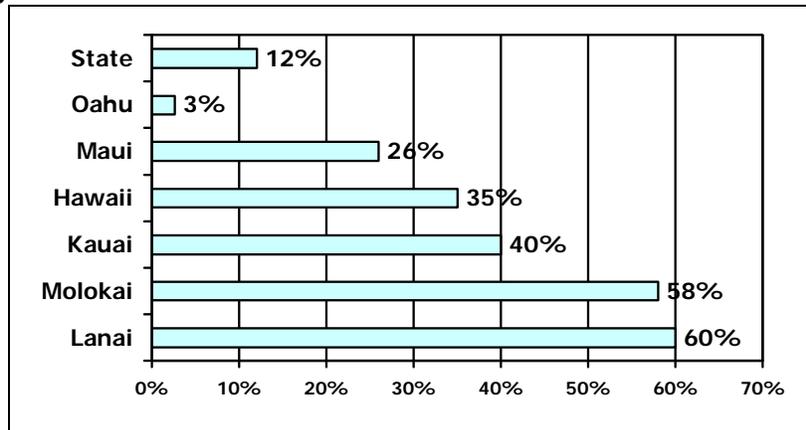


3.8 Travel for Health Care

Twelve percent of respondents leave their island for health care, and for neighbor islands this proportion is 26%-40%. For Molokai and Lanai, the percentage is 60%. This indicates a serious transportation issue for air travel.

Figure 14: *In the past 12 months, have you or a member of your household traveled outside of your island for health care?*

State and County

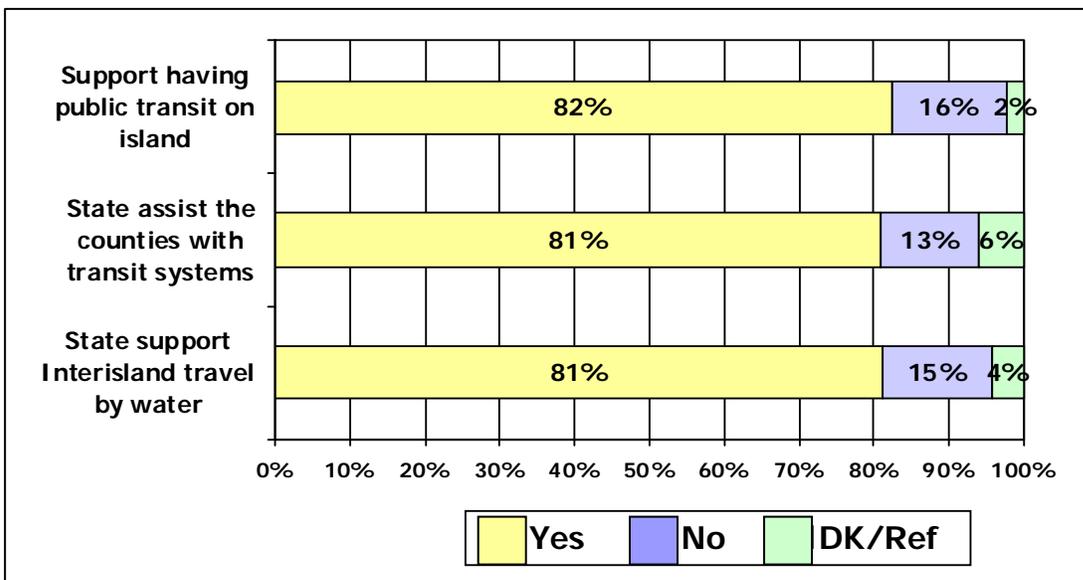


These numbers show the heavy reliance residents on all neighbor islands have on inter-island transportation for essential services like healthcare that places additional stresses for airports and air travel.

3.9 State Support for Transit and Water Travel

The State has sometimes grappled with whether they should support modal travel. Figure 15 shows that statewide, residents approve of state support for toward public transit and water transportation. Although 83% of the respondents used cars as their primary mode of transportation, there was strong agreement that additional public transportation should be available on each island. Nearly as many residents believe that the State of Hawaii should be partially responsible for establishing and expanding transit systems in the various counties and support inter-island travel by water.

Figure 15: Questions in the graph, Statewide



Support for public transit was particularly strong on Hawaii Island with ninety-two percent of residents in favor of public transit. This is in keeping with their concern over the lack of transit in the transportation problems question earlier in the report.

Figure 16: Do you support having additional public transportation available on your island?

By County

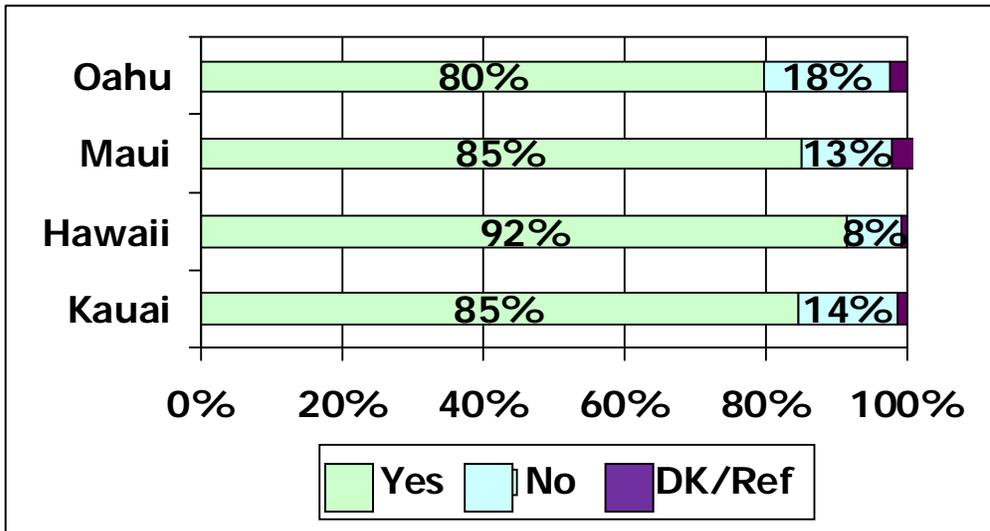
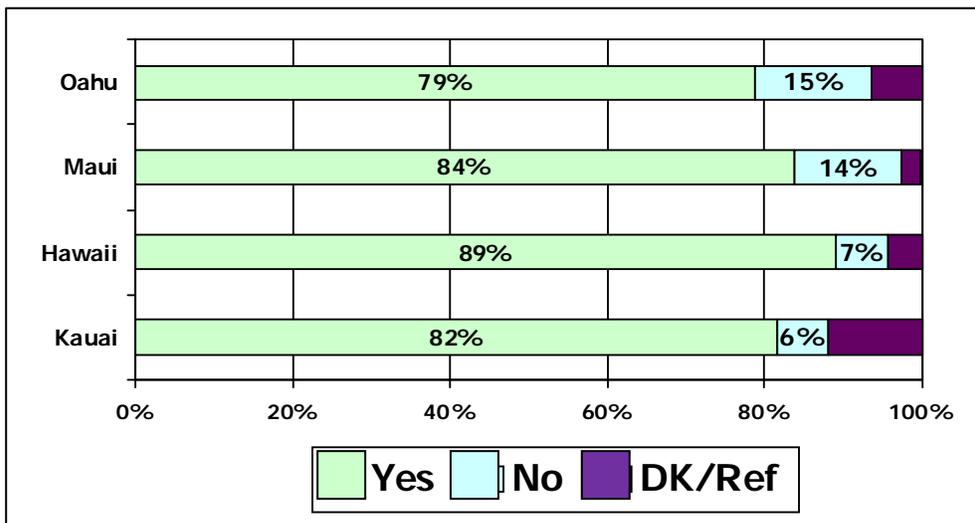


Figure 17: Do you think the State should assist the counties with their transit systems?

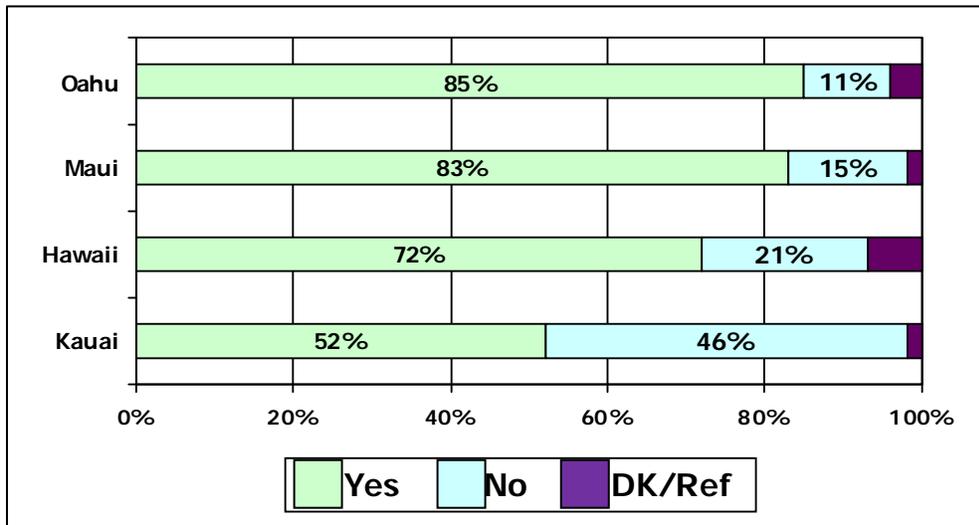
By County



Honolulu residents are a little less in favor of having the state support counties with transit systems relative to the other counties.

Figure 18: Do you think the State should support inter-island travel by water?

By County



Further analysis shows that opinions on inter-island travel by water vary greatly across counties. Between ten and twenty percent of respondents from Oahu, Maui, and Hawaii think the State should not support changes in water transportation. In Kauai County, on the other hand, almost half of the people (46%) were opposed to supporting efforts to improve water transport. We note that, except for Kauai, most residents believe that water transportation between the islands should be like the Super Ferry. Clearly the Super Ferry incident has let some lasting marks on the county culture of Kauai.

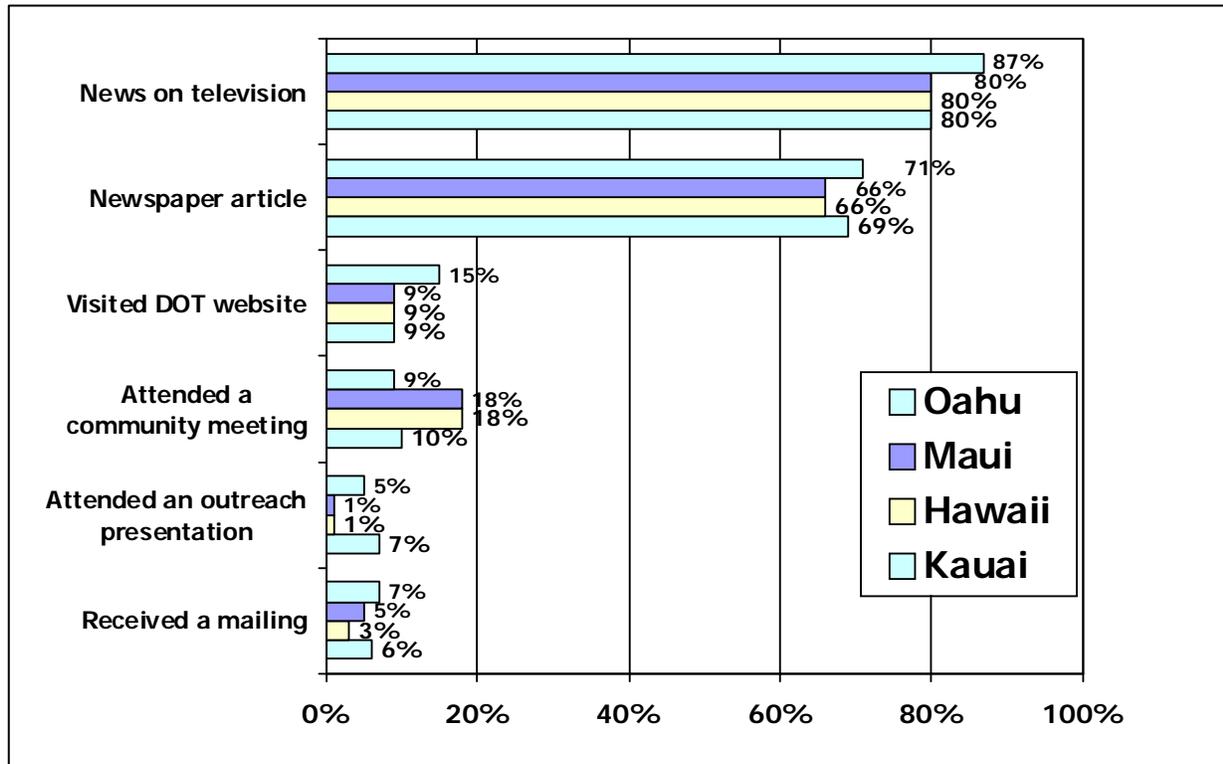
3.10 Ways Respondents Get Information About Transportation

Figure 17 displays how respondents have received transportation information in the past year. The majority of participants received information in a more passive manner through watching the news on television or reading transportation related articles in the newspaper. Nine percent of the population attended a community meeting or presentation on a transportation issue.

Maui and Hawaii Counties have the greatest community meeting participation rates at 18%. Oahu residents respond more to online information at 15%. These tendencies can be used to develop communications plans for dispensing critical transportation information on each island.

Figure 19: In the past year have you done any of the following to obtain transportation information?

By County



3.11 Planning Priorities and Allocation of Funds

There are two sets of questions that residents were asked to determine priorities for planning purposes. The first set of questions was for planning priorities. In the 2010 Survey, respondents were asked to compare the relative importance of key planning factors in sets of three, not just stating importance levels like was done in the 2001 Survey, but evaluating the options one against the other. The nine planning factors in order of priority are listed in Table 3 with the priority ratings for 2010 compared with 2001. The results indicate there may have been a shift in priorities, with greater emphasis placed on mobility.

Table 3: Planning Factors by 2010 and 2001 Priority

Planning Factor	2010 Survey Priority	2001 Survey Priority
Mobility - being able to get from your house to any place you want to go	1	7
Safety & Security - Being able to travel with safety & security	2	1
Quality of Life - making a plan that improves the quality of life in our communities	3	5
Protecting the environment	4	4
Coordination of Plans - making sure transportation plans of all government agencies are coordinated	5	3
Supporting the economy	6	8
Accessibility - being able to get to places quickly & easily	7	6
Technology - having a plan that features the latest in transportation technology	8	Not Asked
Making sure road, air, and water transportation plans fit together	9	2

Mobility was important to all age groups in all counties. This factor rated much higher in 2010 possibly because of overall frustration with traffic that was noted in respondent’s responses to major issues. Mobility rated particularly high among residents who lived in the state for less than a year. Safety and Security rated highest among respondents ages 65 and older and those who have lived in Hawaii for 20+ years. Safety was the number one issue in the 2001 study. Quality of Life moved from number five to three in 2010 and rated highest among respondents ages 65 and over.

Protecting the Environment stayed at the same level of priority and was rated higher by younger people ages 18 – 34, residents from Hawaii County and newer residents. Coordination of plans rated higher among Kauai residents and residents living in state one to five years. This rating dropped a little since 2001. Supporting the Economy moved up a couple in priority ratings and rated higher among younger respondents ages 18 to 24 and residents of Hawaii County. This may be a reflection of the groups who are experiencing higher unemployment.

Accessibility ranked very high in the 2001 survey, but fell in the 2010 survey. It rated higher among Kauai residents, respondents ages 35 to 64 and residents living in state for six to nine years. Prioritizing the latest technology higher were Hawaii residents and respondents living in state six to nine years. Making sure transportation plans fit together ranked last on the priority factors in 2010, however it was rated higher by Maui County residents and residents living in state for less than a year and ten to nineteen years. This was ranked very high in 2001.

Overall there was a greater sense of residents wanting to get to where they wanted to go safely, with speed being less important than other factors such as quality of life, supporting the economy and government plan coordination. Economic priority was higher among the young people and in Hawaii County where the unemployment rate was higher.

The second set of questions for prioritization was in the form of hypothetical funding allocation. In 2001, prioritization of funding was measured through trade-off questions that required participants to indicate the most important issue and decide whether it was always the top priority. In the 2010 survey, prioritization was measured by asking participants to allocate one hundred dollars toward three related transportation plan elements. This method offers insight not only to the order of importance but the measurable degree of preference over the other elements.

For each of the following four sets of questions respondents were asked: “If you had a hundred dollars of Department money to spend on _____ how much would you spend on each? So how much for....”

Roads, Airports, and Harbors

Respondents in all four counties gave their largest allocation of funds to roads with the balance almost evenly divided between Airports and Harbors. Response by county was close to the statewide total, except for Kauai that favored roads to a higher level.

Figure 20: Allocation of Transportation Funds

By State and County



New facilities, repairing existing facilities, implementing safety improvements

Safety was the top spending priority for respondents in 2001. In this survey, respondents allocated funding in a fairly even proportion between repairs, safety, and new facilities, with a little more toward repairing existing facilities and less to new facilities. This allocation was consistent across all counties.

Figure 21: Allocation of Funds Between Repair, Safety, and New Facilities

By State and County



Interisland Transportation and Transportation on your Island

Respondents preferred that more funds be allocated to transportation on one's own island rather than to interisland travel (Figure 20). The exception is Molokai and Lanai, where residents are more dependent on interisland travel, especially for medical needs.

Figure 22: Allocation of Funds to Interisland Transportation Versus Interisland Transportation

By State and County



Highways, mass transit, bikeways, and walking paths

These preferences did not differ much across counties. The highest allocation, but not the majority, went to roads. But close to 60% went to alternate modes of transportation. Clearly, expenditures on mass transit, bikeways, and walking areas are important to mostly everyone.

Figure 23: Allocation of Travel Mode Funds

By State and County



Appendices

Appendix A: Demographics of Respondents

Appendix B: Telephone Survey Instrument

Appendix C: Survey Result Tables by Age, County, and Length of Residency

Appendix A

Demographics of Respondents

Appendix A: Demographics of Respondents

The following are the demographics of the respondent population after the weighting of the data. Wherever possible State of Hawaii data from the *US Census American Community Survey, 2006-2008* has been included in the graphs to show how the survey demographic mix compares with the actual mix of the state. With the gender and age graphs, tables have been included to show some of the differences between the cell and landline respondents prior to weighting.

Figure A1: Gender

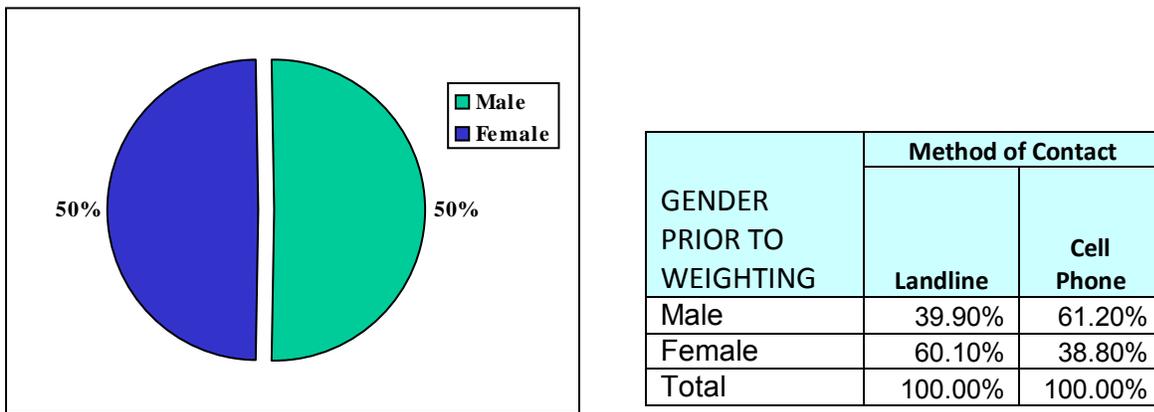


Figure A2: Household Size: Comparison of HSTP Survey (Data Set) to ACS Survey (State)

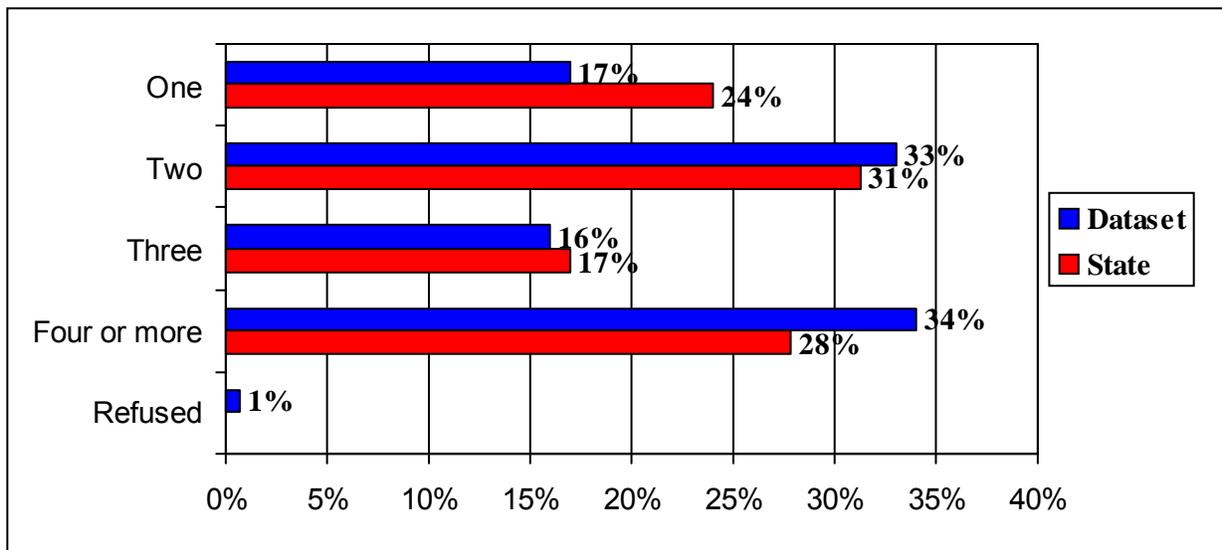


Figure A3: Survey Sample: Number of Children 17 and Younger in Household

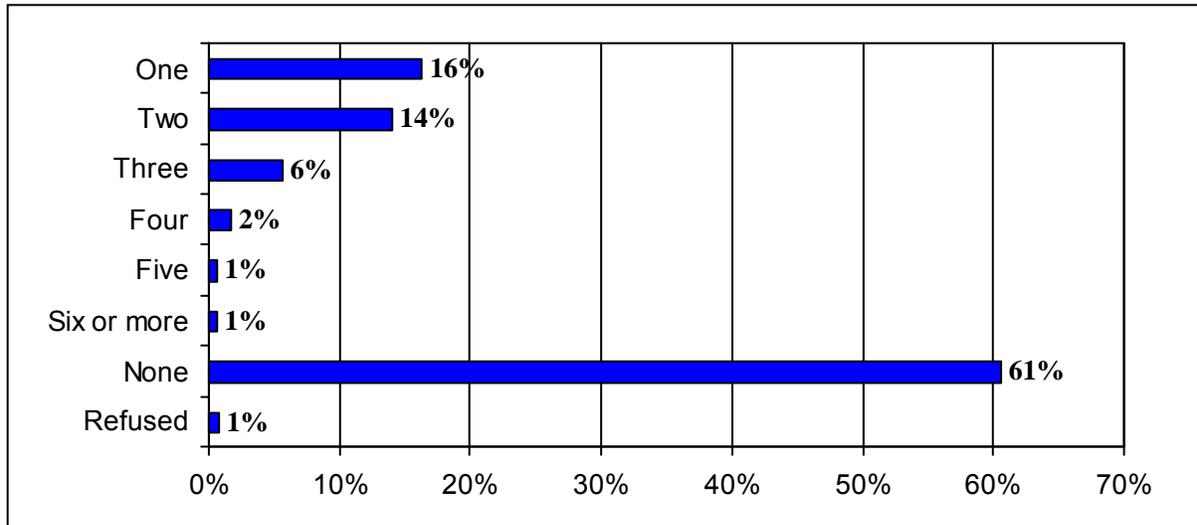


Figure A4: Survey Sample: Number of Adults over 55 in Household

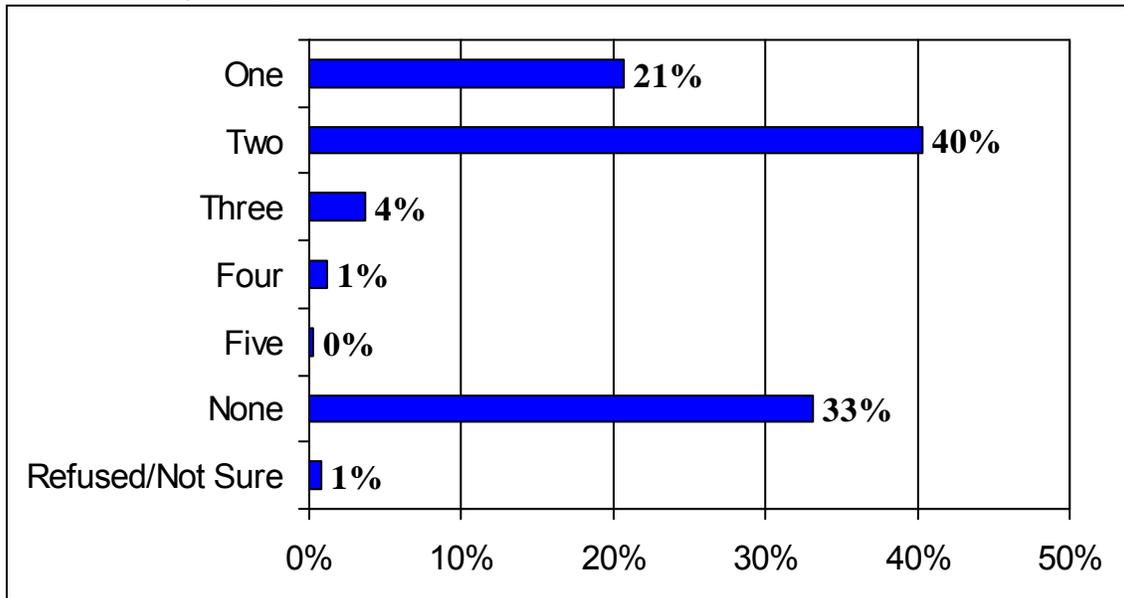


Figure A5: Survey Sample: Number of Years in Hawaii

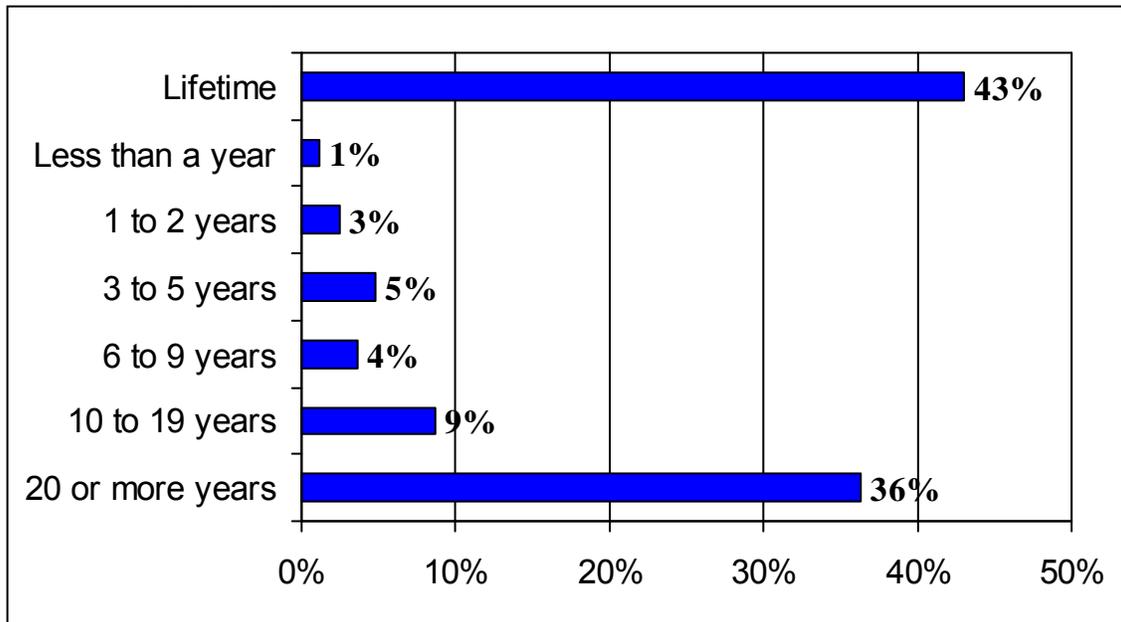


Figure A6: Survey Sample: Percent of Respondents Who Live Away from the Islands for more than 100 days a year.

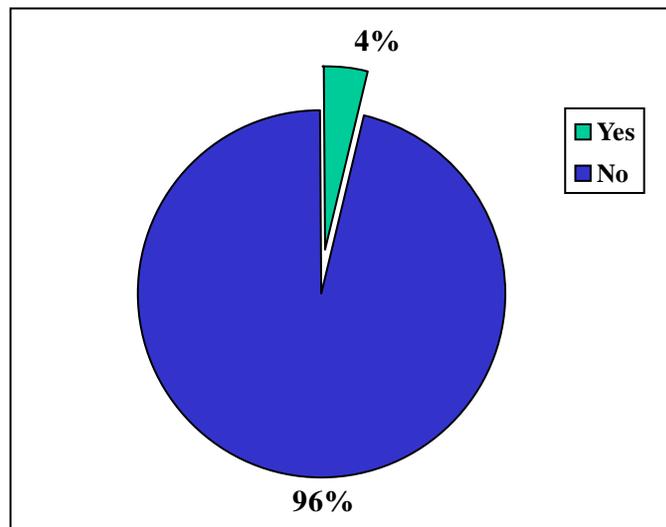


Figure A7: Survey Sample: Current Community Type

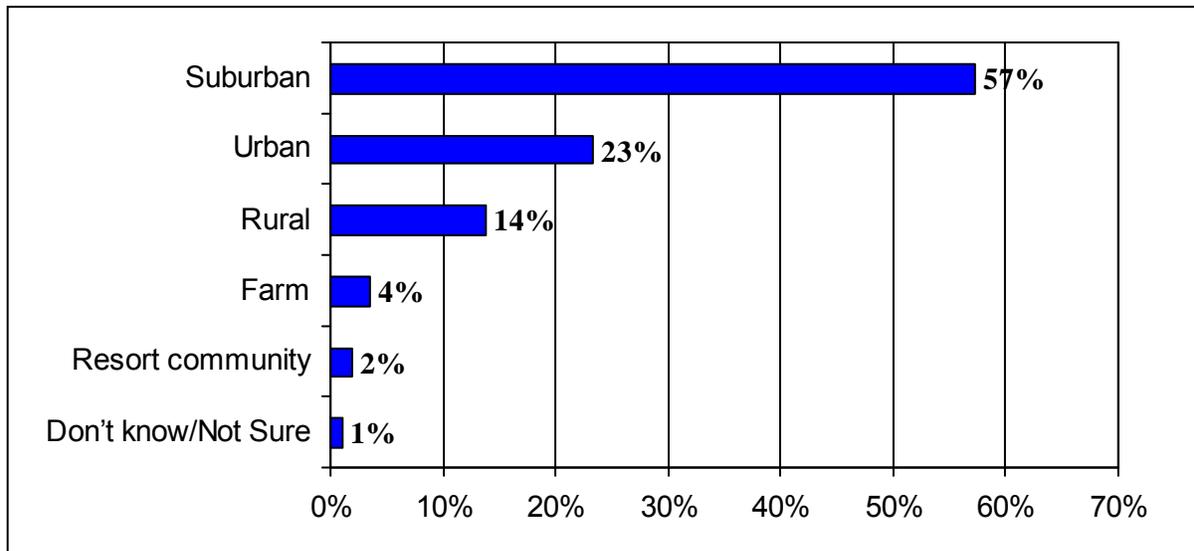


Figure A8: Survey Sample: Employment Status

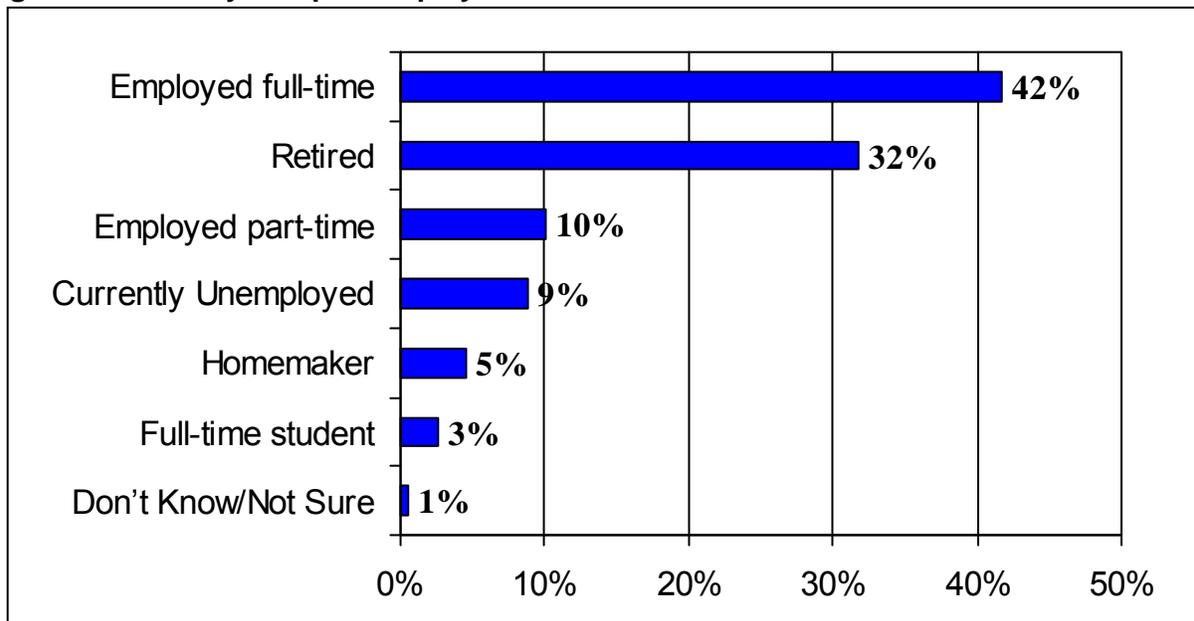
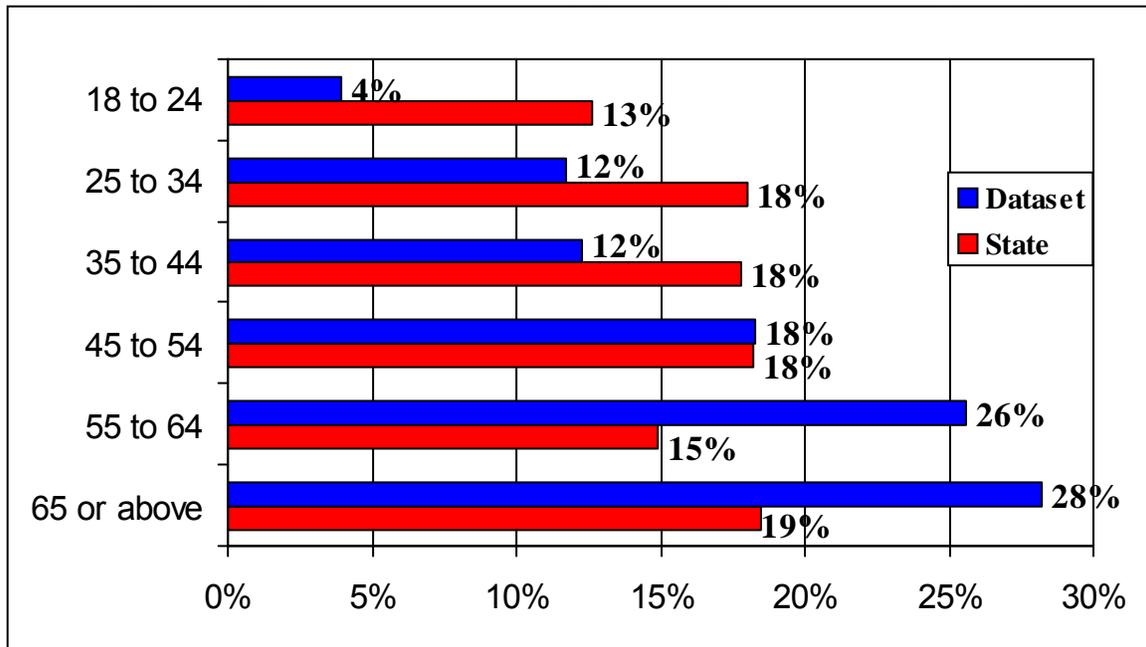


Figure A9: Age: Comparison of HSTP Survey (Data Set) to ACS Survey (State)



The addition of the cell phone surveys allowed a more representative sampling of younger respondents, and thus more reliable weighting. The age distribution prior to weighting is shown in the following table:

Age prior to weighting	Age Distribution by Method of Contact	
	Landline	Cell Phone
18-24	2.4%	9.0%
25-34	5.5%	20.4%
35-44	12.5%	17.9%
45-54	19.5%	20.4%
55-64	28.5%	21.9%
65+	29.9%	10.0%
Refused	1.70%	0.40%
Total	100.00%	100.00%

Figure A10: Household Income: Comparison of HSTP Survey (Data Set) to ACS Survey (State)

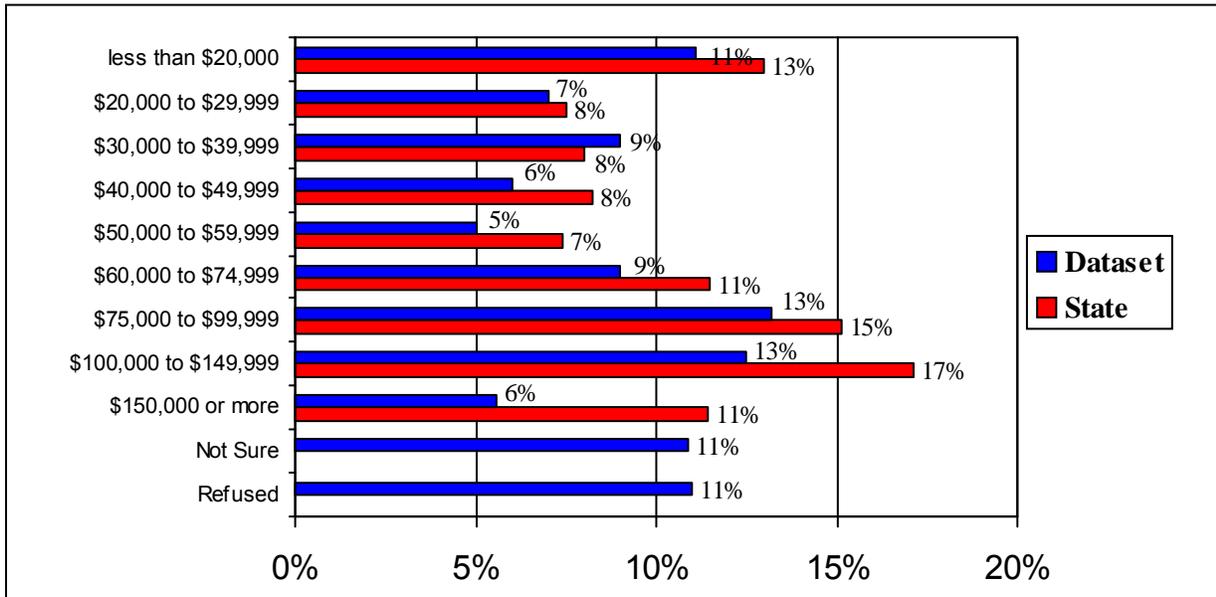


Figure A11: Survey Sample: Ethnicity

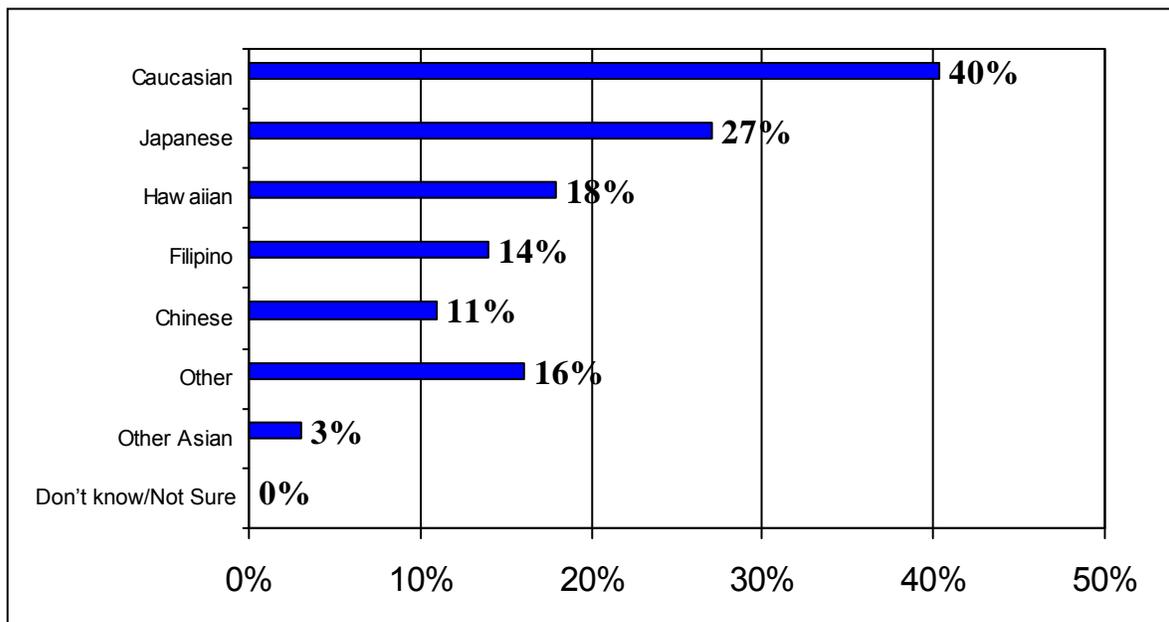
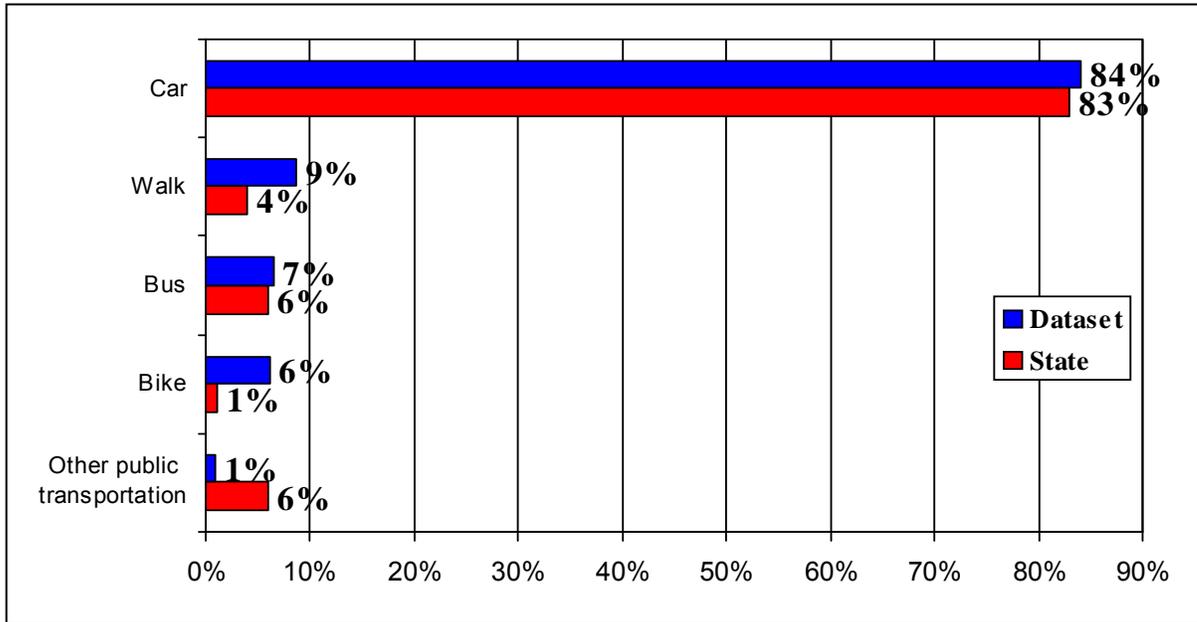


Figure A12: Primary Mode of Transportation: Comparison of HSTP Survey (Data Set) to ACS Survey (State)



Appendix B

Telephone Survey Instrument

Appendix B: Telephone Survey Instrument

Hello, I'm _____ from SMS Research, a Hawaii research company. We're conducting a survey for the Department of Transportation. The results will provide input into the planning process for future transportation policy plans.

1. **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? [IF NOT A RESIDENT, ASK:] Do you spend two or more months a year in Hawaii? [REINTRODUCE YOURSELF IF NECESSARY]**

2. **What are the biggest transportation problems facing the island of _____ today? [DO NOT READ LIST]**

- Traffic.....
- Slower travel times to reach destination.....
- Fuel prices.....
- Car prices.....
- Insufficient bus service.....
- Bus fare.....
- Plane ticket prices.....
- Boat ticket prices.....
- No more SuperFerry.....
- No more TheBoat.....
- Poor roadway design, infrastructure.....
- Construction.....
- Limited routes.....
- Poor roads, potholes, etc.....
- Vehicular accidents.....
- Not enough law enforcement, need more police.....
- Speeders, dangerous drivers.....
- Drunk drivers.....
- Drivers under the influence (drugs).....
- Poor drivers, no Aloha.....
- Parking.....
- Government funding, monetary support for improvements.....
- Other.....
- [DON'T KNOW/REFUSED].....

3. **What are the biggest transportation problems facing you and your family today? [DO NOT READ LIST]**

- Traffic.....
- Slower travel times to reach destination.....
- Fuel prices.....
- Insufficient bus service.....
- Bus fare.....
- Car prices.....
- Plane ticket prices.....
- Boat ticket prices.....
- No more SuperFerry.....
- No more TheBoat.....
- Poor roadway design, infrastructure.....
- Construction.....
- Limited routes.....
- Poor roads, potholes, etc.....

- Vehicular accidents.....
- Not enough law enforcement, need more police.....
- Speeders, dangerous drivers.....
- Drunk drivers.....
- Drivers under the influence (drugs).....
- Poor drivers, no Aloha.....
- Parking.....
- Other.....
- [DON'T KNOW/REFUSED].....

4. **In the last five years, do you think traveling on Hawaii roadways has gotten safer, stayed the same, or become more dangerous?**

- Gotten safer.....
- Stayed the same.....
- More dangerous.....
- [HAVE NOT LIVED HERE FOR FIVE YEARS].....
- [SKIP TO Q. 9].....
- [DON'T KNOW/REFUSED].....

5. **What about walking in Hawaii? Is walking safer, about the same, or more dangerous than it was five years ago?**

- Safer.....
- About the same.....
- More dangerous.....
- [HAVE NOT LIVED HERE FOR FIVE YEARS].....
- [DON'T KNOW/REFUSED].....

OK, let's get your opinion on different kinds of transportation for your island:

6. **In the last FIVE years has travel on Roadways gotten better, stayed the same or gotten worse?**

- Gotten better.....
- Stayed the same.....
- Gotten worse.....
- [HAVE NOT LIVED HERE FOR FIVE YEARS] [SKIP OUT OF SET].....
- [DON'T KNOW/REFUSED].....

7. **And, in the last FIVE years, has air travel between islands gotten better, stayed the same, or gotten worse?**

- Gotten better.....
- Stayed the same.....
- Gotten worse.....
- [DON'T KNOW/REFUSED].....

8. And finally, has water transportation gotten better, stayed about the same or gotten worse?

- Gotten better
- Stayed the same
- Gotten worse.....
- [DON'T KNOW/REFUSED].....

9. Which of these three statements best describes the relationship between land development projects and traffic on your island?

- New development projects usually make traffic worse
- New development projects usually improve roadways and traffic flow
- New development projects do not impact traffic.....
- [DON'T KNOW/REFUSED].....

Many options might be included in a future State transportation plan. I'd like to get an idea if you think the following are things our Hawaii Department of Transportation should or should not be considering to include in their own plan update:

	Should consider including	Not sure, need more information	Should not consider	DK	RF
10. Work toward growing our own biofuel products	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11. Conduct research on new fuel options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12. Start getting more electric cars and recharging stations now	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13. Work on convincing people like yourself to use alternate travel modes like bikes, transit, or walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14. Build denser communities so there's less need to use a car to get around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Gas prices have gone up and down a lot in the last five years and people have responded in many different ways. We'd like to know if you did any of the following last year in response to the higher prices?

	Yes	No	DK	RF	Still doing
15. I used my vehicle less often	<input type="radio"/>				
16. Used buses more often	<input type="radio"/>				
17. Used bikes more often	<input type="radio"/>				
18. Used car pooling more often	<input type="radio"/>				
19. Walked more often	<input type="radio"/>				
20. I bought a more fuel-efficient vehicle	<input type="radio"/>				

[**FOR each response YES response, follow up and ask, "Are you still currently doing this?"]

The Department of Transportation would like to know how you would rank the following factors as it updates its statewide transportation plan.

21. Which of these is most important to you?...
- Being able to get to places quickly and easily ...1
 - Being able to get from your house to any place you want to go.....2
 - Being able to travel with safety and security.....3

RESPONSE 21A: _____

And which is the least important?

RESPONSE 21C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 21B: _____

22. Which of these is most important to you?...
- Supporting the economy.....1
 - Protecting the environment.....2
 - Making sure transportation plans of all government agencies are coordinated3

RESPONSE 22A: _____

And which is the least important?

RESPONSE 22C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 22B: _____

23. Which of these is most important to you?...
- Making sure road, air, and water transportation plans fit together.....1
 - Making a plan that improves the quality of life in our communities2
 - Having a plan that features the latest in transportation technology.....3

RESPONSE 23A: _____

And which is the least important?

RESPONSE 23C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 23B: _____

24. Which of these is most important to you?...
- RESPONSE 21A.....1
 - RESPONSE 22A.....2
 - RESPONSE 23A.....3

RESPONSE 24A: _____

And which is the least important?

RESPONSE 24C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 24B: _____

25. Which of these is most important to you?...
- RESPONSE 21B.....1
 - RESPONSE 22B.....2
 - RESPONSE 22B.....3

RESPONSE 25A: _____

And which is the least important?

RESPONSE 25C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 25B: _____

26. Which of these is most important to you?...
- RESPONSE 21C.....1
 - RESPONSE 22C.....2
 - RESPONSE 23C.....3

RESPONSE 26A: _____

And which is the least important?

RESPONSE 26C: _____

[INTERVIEWER: ENTER REMAINING ALTERNATIVE:]

RESPONSE 26B: _____

The State government will be spending a considerable amount of money on transportation in the next decade or so and DOT would like to know how you think it should be spent.

27. If you had a hundred dollars of Department money to spend on roads, airports and harbors, how much would you spend on each? So, how much for... **[ENTER AMOUNTS BELOW, CHECK TO SEE THEY SUM TO \$100]**

\$ _____ roads
 \$ _____ airports
 \$ _____ harbors

[ENTER 008 FOR "not sure", 009 FOR "refused".]

28. OK, now if you had another hundred dollars of DOT money, how much would you spend on building new facilities, how much on repair of existing facilities and how much for implementing safety improvements? So, how much for... **[ENTER AMOUNTS BELOW, CHECK TO SEE THEY SUM TO \$100]**

\$ _____ building new facilities
 \$ _____ repairing existing facilities (maintenance)
 \$ _____ implementing safety improvements

[ENTER 008 FOR "not sure", 009 FOR "refused".]

29. OK, we'll give you another hundred, this time to spend on interisland transportation and within island transportation. How much would you spend on... [ENTER AMOUNTS BELOW, CHECK TO SEE THEY SUM TO \$100]

\$ _____ interisland transportation
 \$ _____ on your island transportation

[ENTER 008 FOR "not sure", 009 FOR "refused".]

30. OK, one last time. You have another hundred dollars. How much do you spend on highways, public transportation, bikeways, and walking paths? [ENTER AMOUNTS BELOW, CHECK TO SEE THEY SUM TO \$100]

\$ _____ highways
 \$ _____ mass transit
 \$ _____ bikeways
 \$ _____ walking paths

[ENTER 008 FOR "not sure", 009 FOR "refused".]

Now, for each of the following statements tell me if you Strongly Agree, Somewhat Agree, Somewhat Disagree, Strongly Disagree or have No Opinion.

31. The State should begin preparing for the effects of global warming, with its potential to raise sea levels that could impact our roads, airports and harbors. Do you...

Strongly Agree.....
 Somewhat Agree.....
 Somewhat Disagree, or
 Strongly Disagree.....
 [NO OPINION/DON'T KNOW].....

32. Any new road built or existing road altered should include safe bicycle and pedestrian features. Do you...

Strongly Agree.....
 Somewhat Agree.....
 Somewhat Disagree, or
 Strongly Disagree.....
 [NO OPINION/DON'T KNOW].....

33. Sustainability means using only resources that can be replaced and used by the next generation. The Department of Transportation should include sustainability as a goal for every project. Do you...

Strongly Agree.....
 Somewhat Agree.....
 Somewhat Disagree, or
 Strongly Disagree.....
 [NO OPINION/DON'T KNOW].....

34. If you don't drive now, or if you currently drive and for some reason could no longer drive, how would you get around? [READ LIST?]

I would walk where I need to go.....
 I would take a bus, taxi or special service such as a Handivan where I need to go
 Someone would have to drive me.....
 I would get around less.....
 Other.....
 [DON'T KNOW/REFUSED].....

35. Do you or any member of your household have a physical disability?

Yes.....
 No.....
 [DON'T KNOW/REFUSED].....

36. [IF 35 IS YES] Do any of the following pose a problem for disabled persons in your household?

	Yes	No	DK	RF
a. Parking places set aside for disabled persons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Airport facilities on your island	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Crosswalks in your community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Buses or other public transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

37. In the past 12 months, have you or a member of your household traveled outside of your island for health care?

Yes.....
 No.....
 [DON'T KNOW/REFUSED].....

38. [IF 37 IS YES] Was it to...

Another island.....
 The mainland.....
 A country outside of the U.S.
 [DON'T KNOW/REFUSED].....

How many times have you traveled by any of the following methods in the past two weeks?
 [If the respondent says "Everyday" Probe: "Both directions?" If yes, type in 28.]

	Past two weeks
39. Public bus	
40. Bicycle	
41. Walking	
42. Your or your family's own vehicle	
43. Interisland air transport	
44. Air transit outside of the state	
45. Motorcycle/moped	

46. Whether you use transit or not, do you support having additional public transportation available on your island?

- Yes.....
- No.....
- [DON'T KNOW/REFUSED].....

47. Do you think the State should assist the counties with their transit systems?

- Yes.....
- No.....
- [DON'T KNOW/REFUSED].....

45a. Do you think the State should support inter-island travel by water?

- Yes.....
- No.....
- [DON'T KNOW/REFUSED].....

45b. (If 45a is Yes) What type of inter-island travel by water?

- Ferry.....
- Cruise Ship.....
- Other (specify).....
- [DON'T KNOW/REFUSED].....

46. In the past year, have you done any of the following to obtain transportation information? [CHECK ALL THAT APPLY]

- Visited the Department of Transportation (DOT) Website.....
- Attended an Outreach presentation that was primarily to discuss transportation issues.....
- Attended a community meeting where transportation was one of the things discussed.....
- Read a newspaper article.....
- Watched the news on television.....
- Received a mailing.....

Now, I have a few questions for statistical purposes.

47. Gender: [RECORD GENDER, DO NOT ASK]
 Male.....
 Female.....

48. Including yourself, how many people live in your household?

- One.....
- Two.....
- Three.....
- Four.....
- Five.....
- Six or more.....
- [DON'T KNOW/REFUSED].....

49. [SKIP IF 48 = One] Of these, how many are children, 17 years or younger?

- One.....
- Two.....
- Three.....
- Four.....
- Five.....
- Six or more.....
- NONE.....
- [DON'T KNOW/REFUSED].....

50. [SKIP IF 48 = One] Of these, how many are 55 years or older?

- One.....
- Two.....
- Three.....
- Four.....
- Five.....
- Six or more.....
- NONE.....
- [DON'T KNOW/REFUSED].....

51. First, how long have you lived on XXX [INSERT ISLAND NAME]? [READ LIST AS NEEDED]

- Lifetime.....
- Less than a year.....
- 1 to 2 years.....
- 3 to 5 years.....
- 6 to 9 years.....
- 10 to 19 years.....
- 20 or more years.....
- [REFUSED].....

52. **[IF LESS THAN LIFETIME]** How long have you lived in the State of Hawaii?
- Lifetime
 - Less than a year
 - 1 to 2 years
 - 3 to 5 years
 - 6 to 9 years
 - 10 to 19 years
 - 20 or more years
 - [REFUSED]

53. Do you usually live outside of this State more than 100 days per year?
- Yes
 - No
 - [REFUSED]

54. Would you describe the community where you live as....
- Urban, with lots of apartments and multi-story residential buildings
 - Suburban, lots of single-family homes
 - Resort community
 - Rural, homes are spaced fairly far apart
 - Farm
 - [DON'T KNOW/REFUSED]

55. What is the zip code in Hawaii where you live?
- _____ zip code (residence)

56. And are you...
- Employed full time
 - Employed part time
 - A full-time student
 - Homemaker
 - Retired
 - Or currently unemployed?
 - [DON'T KNOW/REFUSED]

57. **[SKIP NEITHER EMPLOYED NOR A STUDENT]** What is the zip code of the area where you work or go to school? **[IF PERSON BOTH WORKS & GOES TO SCHOOL, SELECT WHICHEVER HE/SHE SPENDS MORE TIME]** **[REFUSED, ENTER 99999]**
- _____ zip code (work or school)

58. **[SKIP NEITHER EMPLOYED NOR A STUDENT]** What means of transportation do you use to go to school or work? **[CHECK ALL THAT APPLY]**
- Airline
 - Bike
 - Boat
 - Bus
 - Car, vehicle
 - Walk, other on foot
 - OTHER PUBLIC TRANSPORTATION
 - NONE, DON'T TRAVEL
 - RETIRED... DO NOT GO TO WORK OR SCHOOL
 - [DON'T KNOW/REFUSED]

59. Is anyone in your household in the active-duty military service?
- Yes
 - No
 - [DON'T KNOW/REFUSED]

60. What is your ethnic background? **[DO NOT READ LIST]**
- White/Caucasian (European, German, Irish, Italian, English)
 - Hawaiian
 - Chinese (Taiwanese)
 - Filipino
 - Japanese (Okinawan)
 - Korean
 - Vietnamese
 - Asian Indian
 - Other Asian (Laotian, Thai, Malaysian) **[SPECIFY]**
 - Samoan/Tongan
 - Black/African American
 - Native American/Aleut/Eskimo/Inuit
 - Puerto Rican
 - Mexican
 - Portuguese
 - Guamanian/Chamorro
 - Other Pacific Islander (Polynesian, Micronesian, Fijian) **[SPECIFY]**
 - Other **[SPECIFY]**
 - [DON'T KNOW/NOT SURE]
 - [REFUSED]
 - [INSISTED ON MULTIPLE RACE]

61. What is your age? Is it...
- 18 to 24
 - 25 to 34
 - 35 to 44
 - 45 to 54
 - 55 to 64
 - 65 or above
 - [DON'T KNOW/REFUSED]

62. **What was the total year 2008 income, before taxes, for all members of your household? Was it...**

- Less than \$20,000
- \$20,000 to \$29,999.....
- \$30,000 to \$39,999.....
- \$40,000 to \$49,999.....
- \$50,000 to \$59,999.....
- \$60,000 to \$74,999.....
- \$75,000 to \$99,999.....
- \$100,000 to \$149,999.....
- \$150,000 or more
- [DON'T KNOW/REFUSED].....

63. **Those are all the questions I have. Would you like to participate in a Web survey on similar topics about transportation in Hawaii? Please keep in mind that your e-mail will *only be used for the research purposes of this transportation project. [IF YES, ASK "May I please have your e-mail? ... Can you spell that out for me please?].***

_____ e-mail

64. **Thank you for participating in our survey.**

Appendix C

Survey Result Tables By Age, County, and Length of Residency

27. If you had a hundred dollars of Department money to spend on roads, airports, and harbors, how much would you spend on each of the following?

		Roads	Airports	Harbors
Hawai'i	Mean	54.05	23.74	22.20
	Median	50.00	25.00	25.00
	N	239	239	239
	Std. Deviation	22.78126	13.70965	13.73995
Honolulu	Mean	57.10	23.19	19.71
	Median	50.00	25.00	20.00
	N	512	512	512
	Std. Deviation	23.90062	15.49939	14.25175
Kaua'i	Mean	65.90	19.10	15.00
	Median	60.00	20.00	15.00
	N	220	220	220
	Std. Deviation	26.59809	16.81214	14.47547
Maui	Mean	54.65	25.06	20.29
	Median	50.00	25.00	25.00
	N	232	232	232
	Std. Deviation	22.93367	15.56203	15.17750
Total	Mean	56.84	23.28	19.88
	Median	50.00	25.00	20.00
	N	1,203	1,203	1,203
	Std. Deviation	23.90575	15.38312	14.37239

28. If you had another hundred dollars of DOT money, how much would you spend on building new facilities, how much on repair of existing facilities, and how much for implementing safety improvements?

		Building new facilities	Repairing existing facilities	Implementing safety improvements
Hawai'i	Mean	28.53	36.11	35.36
	Median	25.00	33.33	33.00
	N	239	239	239
	Std. Deviation	21.93893	18.45227	22.62584
Honolulu	Mean	23.90	41.41	34.69
	Median	25.00	40.00	30.00
	N	510	510	510
	Std. Deviation	19.92357	25.27110	24.72695
Kaua'i	Mean	21.01	45.20	33.79
	Median	25.00	40.00	30.00
	N	220	220	220
	Std. Deviation	20.00989	31.96381	31.62035
Maui	Mean	21.32	39.73	38.94
	Median	25.00	33.33	40.00
	N	232	232	232
	Std. Deviation	18.15060	19.98972	20.25946
Total	Mean	24.10	40.67	35.23
	Median	25.00	40.00	33.00
	N	1,201	1,201	1,201
	Std. Deviation	20.12959	24.35930	24.41240

29. If you had another hundred dollars , how much would you spend on interisland

		Interisland transportation	Your island transportation
Hawai'i	Mean	41.43	58.57
	Median	50.00	50.00
	N	239	239
	Std. Deviation	28.25662	28.25662
Honolulu	Mean	37.93	62.07
	Median	40.00	60.00
	N	511	511
	Std. Deviation	25.82958	25.82958
Kaua'i	Mean	40.63	59.37
	Median	40.00	60.00
	N	220	220
	Std. Deviation	32.86600	32.86600
Maui	Mean	44.66	55.34
	Median	50.00	50.00
	N	232	232
	Std. Deviation	26.41361	26.41361
Total	Mean	39.33	60.67
	Median	40.00	60.00
	N	1,202	1,202
	Std. Deviation	26.74306	26.74306

30. If you had another hundred dollars, how much do you spend on highways, public transportation, bikeways, and walking paths?

		Highways	Mass transit	Bikeways	Walking paths
Hawai'i	Mean	39.74	24.42	16.84	18.99
	Median	40.00	25.00	20.00	20.00
	N	239	239	239	239
	Std. Deviation	23.72502	20.57303	12.34555	17.81104
Honolulu	Mean	40.33	27.72	15.53	16.42
	Median	40.00	25.00	15.00	13.00
	N	512	512	512	512
	Std. Deviation	26.89318	24.99557	16.26832	18.27789
Kaua'i	Mean	47.52	18.84	15.03	18.62
	Median	40.00	20.00	10.00	15.00
	N	220	220	220	220
	Std. Deviation	33.02666	19.25911	15.37851	21.76964
Maui	Mean	39.52	25.19	15.88	19.40
	Median	30.00	25.00	17.00	20.00
	N	232	232	232	232
	Std. Deviation	24.64316	19.48581	12.58419	17.55041
Total	Mean	40.52	26.53	15.72	17.23
	Median	40.00	25.00	15.00	15.00
	N	1,203	1,203	1,203	1,203
	Std. Deviation	26.62655	23.68160	15.35458	18.36652

Task 8.2

REPORT ON TRANSPORTATION-RELATED ISSUES FOR UNDER-REPRESENTED POPULATIONS AND BUSINESSES IN HAWAII



PREPARED BY:
SMS RESEARCH AND MARKETING SERVICES



FOR SSFM INTERNATIONAL



JULY 2010

In Preparation for the:

HAWAII
Statewide
TRANSPORTATION PLAN UPDATE

**HAWAII STATEWIDE TRANSPORTATION PLAN
TASK 8.2**

**Report on Transportation-Related Issues
For Under-Represented Populations and Businesses in Hawaii**

**PREPARED BY SMS RESEARCH AND MARKETING SERVICES
AND SSFM INTERNATIONAL
FOR HDOT**

JULY 2010

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Report on Transportation-Related Issues For Businesses in Hawaii

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Report on Transportation-Related Issues For Under-Represented Populations

1.0 Background & Objectives

The Hawaii Statewide Transportation Plan is being updated. As part of that effort, it was considered important to use a public opinion survey as part of the research on transportation needs. Two approaches were undertaken by SMS Research to gather input from Hawaii residents about transportation issues. First, a large public opinion poll that included a representative sample of residents in each of the counties; the public opinion survey is the subject of a separate report. Second, in-depth interviews with non-profit and government agencies who work with or advocate for segments of the population that are too small to be adequately covered in the telephone survey. The in-depth interview process was a means of exploring the needs of minority and low-income populations as well as traditionally underserved populations. Through these in-depth interviews, SMS reached out to advocacy organizations to find those who could speak on behalf of underserved populations and to make sure their interests were included in this information gathering process.

The in-depth interviews support the US Department of Transportation policy directive for environmental justice:

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

The objective of the in-depth interviews was to better understand transportation needs from segments of the population that may require special consideration or are potentially under-represented, or who may be minority or low income.

2.0 Methodology

A list of over fifty organizations that represent a mix of under-represented segments of the population and business was developed by SMS and the SSFM Team. Care was taken to include organizations that were statewide as well as those that served only a single county. The list was reviewed by the Hawaii Department of Transportation Office of Civil Rights (DOT-OCR) and approved by the Hawaii Department of Transportation Statewide Transportation Planning Office (HDOT-STP).

A discussion outline was drafted by SMS and submitted for review and approval by the Hawaii Department of Transportation Office of Civil Rights (DOT-OCR) and approved by the Hawaii Department of Transportation Statewide Transportation Planning Office (HDOT-STP). A copy of this outline is included in the Appendix A-1.

SMS staff called to arrange a time for an interview with the Director of each organization to be interviewed or the person most familiar with the needs of that group. Faith Rex of SMS conducted all the interviews by telephone or in person at the preference of the individual being interviewed. Interviews averaged fifteen to sixty minutes and were conducted between January 12 and March 15, 2010. Table 1 shows the distribution of the under-represented population interviews by category and by geographic location. In some cases the person being interviewed was familiar with more than one island.

This report summarizes highlights of the interviews presented by general topics rather than by specific question in the discussion outline.

Table 1: List of Groups Interviewed

Special Interest	Geography	Group Name	Person Interviewed
Developmentally Disabled	Oahu	Easter Seals	Lori Luta & Michele Kail
Economically Disadvantaged	Statewide	Affordable Housing & Homeless Alliance	Doran Peter
Economically Disadvantaged	Maui	Homeless Resource Center	Darla
Economically Disadvantaged & Elderly	Oahu	Catholic Charities Elderly & Low Income Services	Peter Reyes
Elderly	Statewide	AARP	Jackie Boland
Elderly	Hawaii County	Hawaii County Office of Aging	Debra Arendale
Hawaiians	Statewide	Office of Hawaiian Affairs	Crystal Kua
Homeless, Economically Disadvantaged, Elderly	Maui, Lanai, Molokai	Maui Economic Opportunity (MEO)	Roger Katsutani
Immigrants	Hawaii & Oahu Counties	Catholic Charities Immigrant Services	Melba Buntay
Mentally Challenged	Statewide	Lanakila Rehabilitation Center	Dawn Burger
Persons with Disabilities	Hawaii County	ARC of Kona	Gretchen Lawson
Physically Challenged	Oahu	REHAB Hospital of the Pacific	Dr. Gary Okamoto
Unemployed	Maui	Maui Job Corps Center	Mary Chun
Unemployed, under-employed & Hawaiian/part-Hawaiian	Statewide	ALU LIKE Employment & Training Program	Roberta Lee

3.0 Key Conclusions – Under-Represented Segments of the Population

A. Common Issues

After conducting many of the interviews, it became clear that there are several common characteristics of these segments of the population:

- They are primarily users of highways/roads and only occasionally use air transit between the islands, often for healthcare. Water transit or harbors are rarely mentioned.
- Many live in rural communities, outside of a city or large town where housing is more affordable or where there are homeless shelters. Often these communities are a distance from healthcare, basic necessities and dedicated social services.
- Overall, this group has lower household income, often at or below poverty levels. This makes it necessary for members to rely on public transportation, walking, or biking for all their commuting needs.
- For groups with challenges, including those who are physically or mentally challenged, commuting is particularly challenging because it requires reliability of schedule.

B. Safety Issues

The top transportation priority for everyone interviewed is safety, keeping their clients safe in whatever transportation mode they use. Unlike the general population that drives or has easy access to the bus, members of these groups have to be more safety conscious and vigilant throughout the commuting process.

- Safety while waiting for transportation – frequently members of these groups wait for transportation at bus stops, at the curbside for transportation like the HandiVan, or in their home for services that offer door-to-door assistance.

“Our drivers are trained to accommodate wheelchairs, scooters, hard of hearing,...Drivers are patient, they know the process will take more time and are careful to assist the people on and off the van and to their door if necessary.”

“The length of the trip can be challenging for elderly people. They often need restroom stops during the trip – their trips cannot be easily combined with other people who want to get somewhere quickly.”

Advocates want them to be physically safe from harm while waiting and able to wait, including benches to sit on and protection from the rain. For those requiring door-to-door assistance, drivers must be trained on how to use wheelchairs or how to assist constituents.

-
- Safety while in transit - vehicles that are transporting physically challenged individuals have to be able to accommodate wheel chairs and have trained drivers who know how to maneuver

the car into the vehicle and secure the chair. Sight challenged individuals may need assistance in identifying the correct bus and identifying a safe seat.

-
- Safety while walking or biking – clients are individuals who often live in rural areas where there are no sidewalks or sidewalks in poor condition, and where there are no crosswalks. (This was particularly true on the island of Hawaii.) Such individuals are more likely to commute by walking or biking in these rural areas because they are not able to afford a car.

“Sidewalks, parking lots, driveways are uneven, often roots pushing up the concrete making it difficult for elders or physically challenged to retain their balance. Often it’s difficult to see where the unevenness may be, resulting in falls.”

C. Mobility Issues

The second important priority factor for transportation planning for these segments of the population is mobility – getting to where they need to go. Based on the interviews of economically challenged families, immigrants and Hawaiians who live in rural areas are often less able to afford a car and are therefore are more reliant on public transportation. Widespread and frequent mass transit is only available on Oahu and not in all sub-areas. Hawaii, Maui and Kaua‘i have limited bus service available for their populations, mostly commuter-oriented. Even when public transportation is available, it is difficult or impossible to transport large packages such as groceries or suitcases due to lack of luggage racks in buses. Mobility is also hampered by immigrants who are unable to read bus maps or to know which bus to catch.

“Newly arrived immigrants can’t even figure out how to get to our office for services – they can’t read the bus maps, plus they need to transfer buses. Unless they have someone to help them, they’re stuck where they are.”

Mobility is a particularly difficult for physically challenged individuals, as well as for many elderly residents. Hawaii, Kauai, Molokai and Lanai lack HandiVan type services that fill this transportation need on Oahu. The Maui Economic Opportunity office provides some services on Maui. Most of the transportation programs that are available require an application process that may be difficult for some to complete. Also, some of these programs fulfill specific services, such as transporting an individual to and from the doctor’s office, but not to the pharmacy to pick up a prescription.

“The bus can’t make it into some rural areas where the frail live, so we fill in. Also we know that it’s important for elders to stay involved, many live alone, we take them to fun places when we can.”

“We offer seniors a road evaluation test, and if they are basically capable we teach them driving methods to compensate for slower response times. Often a doctor has to insist on a senior taking the test – they’re afraid someone will tell them they can’t drive, afraid they’ll be stuck at home or have to rely on others.”

Seniors try to use an electric scooter to travel within their neighborhood, but in many of these rural communities sidewalks are non-existent or in poor condition, therefore riding a scooter becomes dangerous. Several senior advocates stated that an unintended consequence of the lack of mobility options may be that seniors continue to drive as long as possible because they have limited

alternatives. This could make the roads less safe for the senior as well as members of their community.

D. Financial Challenges

A third priority for transportation planning is financial support to those seeking work. Unemployed and under-employed people have challenges finding and keeping jobs because of limited access and mobility from home to training programs and worksites. Many households in these population segments live a distance away from employment centers. This is particularly true on the island of Hawaii where housing is less expensive on the eastside of the island, yet many of the employment opportunities are on the west side.

“The homeless shelter in Kalaeloa doesn’t have any bus services nearby – we encourage the men to get a job, but just to get to the bus is a challenge.”

In these more difficult economic times, non-profit organizations and counties are perceived to be reducing their transportation services due to budget issues, resulting in less transportation options. There are reduced subsidies for bus passes and taxi vouchers for low-income families. School bus service has been cut back due to State

budget cuts, meaning students in more rural areas are having to catch regular buses that operate at fewer times, and there is no security at the bus stops.

“Bus routes are not that convenient for people who need to make round trips to jobs or training every day, for example out to Kahului – they need transfers to get to our offices therefore they’re less likely to come for help. Now we don’t even have extra funding to help them buy bus passes.”

Mobility and coordination between transportation modes can be particularly difficult for those traveling to other islands for healthcare. The telephone survey results showed that 12% of respondent households in the State have a household member who travels to another island for healthcare; and that this increases to 50% and 60% on the islands of Lanai and Molokai, respectively. During this type of travel, transition points between air and road travel can be an issue, such as accessing taxis or requesting a HandiVan. Insufficient direct air routes from Molokai and Lanai make it more difficult for passengers who frequently must change planes at least once before arriving at their destination. Individuals who are in poor health have greater difficulty moving through the security process and between terminals.

In summary, the major planning priorities for under-represented members of the population identified during the in-depth interviews with advocates are: safety and security; mobility; economic support; and, for a select group, increased coordination between air and land transportation.

“A lot of our constituents travel to Oahu for doctor appointments; it’s hard for them to manage their way through airport security, to the plane and once on Oahu to get to a taxi or HandiVan. They’re exhausted before they even get to the doctor.”

4.0 Participation in the Transportation Planning Process

Most of the individuals interviewed have participated at least occasionally in the transportation planning or review process either directly or through a trade organization. Most believe they have been heard by HDOT, but that insufficient resources are available to address their needs.

Most of the individuals interviewed would like to be better informed about the transportation planning process and transportation options being considered. They would like to receive an email notification if a project or issue is being addressed that affects their constituents or company. Most of the individuals would be willing to complete a short survey for HDOT to identify which issues they would like to track.

“We’re a small organization. I’m working with limited resources. I’d like to spend more time tracking bills or projects, but...yes, if they let me know when I should pay attention, I could read about it at home. I try to attend as many meetings as possible, but it’s hard to fit it all in. Send me an email with links to what I need to know.”

Overall, individuals interviewed were pleased to be asked about their constituents. They care deeply about what they are doing. The overall feedback was that there are needs in the community that they are trying to fill, but they could use transportation services assistance. They were particularly concerned about the impact of possible budget cuts to programs they already provide.

Report on Transportation-Related Issues For Businesses in Hawaii

1.0 Background & Objectives

The Hawaii Statewide Transportation Plan is being updated. As part of that effort, it was considered important to gauge public opinion as part of the research on transportation needs. Two approaches were undertaken to gather input from Hawaii residents about transportation issues. First, a large public opinion poll was undertaken using a representative sample of residents in each of the counties; this public opinion survey is the subject of a separate report.

Second, in-depth interviews were conducted with business people in industries that are directly impacted by transportation policies.

The objective of these in-depth interviews was to better understand transportation needs from the business perspective.

2.0 Methodology

SMS Research and the SSFM Team developed a list of over twenty organizations that represent businesses affected by transportation policies. Care was taken to include organizations that were statewide as well as those that served only a single county. The list was reviewed and approved by the Hawaii Department of Transportation Statewide Transportation Planning Office (HDOT-STP).

A discussion outline was drafted by SMS and submitted for review and approval by the Hawaii Department of Transportation Statewide Transportation Planning Office (HDOT-STP). A copy of this outline is included in the Appendix A-2.

SMS staff called to arrange a time for an interview with the Executive Director, or another executive of each business or organization. Faith Rex of SMS conducted all the interviews by telephone or in person at the preference of the individual being interviewed. Interviews averaged fifteen to sixty minutes and were conducted between January 12 and March 15, 2010. Table 1 shows list of organizations interviewed by geography and business area.

This report summarizes highlights of the interviews presented by general topics rather than by specific question in the discussion outline.

Table 1: List of Groups Interviewed

Business Users	Geography	Group Name	Person Interviewed
Agriculture	Maui, Oahu	Hawaii Farm Bureau Federation	Mae Nakahata
Agriculture	Kauai	Kauai Farm Bureau	Melissa McFerrin
Air Freight	Statewide	Air Cargo Association	Brian Suzuki
Bicycling	Statewide	Hawaii Bicycling League	Mitchell Nakagawa
Ground Transportation	Statewide	Robert's Hawaii	Joann Erban
Visitor Industry	Oahu	Waikiki Improvement Association	Rick Egged
Visitor Industry	Kauai	Kauai Visitors Bureau	Sue Kanoho

3.0 Key Conclusions – Business Community

The key planning factors for the transportation-dependent business community in the State are: mobility, accessibility, and support for economic vitality. In-depth interviews were conducted with two industries that are very reliant on transportation, the visitor industry, and agriculture.

A. Visitor Industry

The visitor industry would like to make the transportation experience through the airports, roadways, and harbors easier and less burdensome for visitors. They feel transportation is part of the visitor experience and it should not detract from a pleasant experience. Representatives feel that airports should be modern, comfortable, and accommodating for

“The airport is the first thing our visitors see of Hawai‘i, and it’s depressing...we don’t even help them find their way to rental cars very easily.”

“Tour buses move visitors around without imposing on public transportation, but it’s hard to find a safe and convenient spot to load and unload visitors.”

visitors and locals alike. Representatives interviewed also stated that the process to go through customs should be better coordinated. Another issue discussed was the ability of visitors to transition more easily between airports and land transportation of rental cars and buses.

There is some concern on Kauai about the ability to adequately manage the number and timing of plane arrivals. There was also sometimes a worry about the harbors and cruise ships on Kauai, and this tracked with that island’s Phone Survey Data, which showed less support for inter-island travel by water. There is general support amongst the visitor industry individuals interviewed for a Superferry type of water craft to offer visitors one more way to see the islands.

B. Agriculture Industry

The biggest transportation issue for the agricultural industry is moving produce and products between the islands and the mainland through harbors and airports. To maximize the value of the produce, as well as safely transport meat products, it is important to maintain the chill process and minimize waiting times for trips.

“We’re trying to make a living by exporting high quality produce, but once it sits waiting for inspection or on the tarmac too long, the quality is reduced and the price is significantly lower. We need to maintain the chill process – it’s important to our livelihood.”

The Superferry was a good option for smaller farmers on Maui who coordinated transport of produce via refrigerated units, so the chill process was continuous. This is not easily achieved at the present time, particularly for smaller farmers. Cargo sites are spread out at Honolulu International airport making it difficult to coordinate. Agricultural inspections are required for produce to leave the islands,

“The harbor on Maui is too congested – forklifts, pedestrians, traffic, no shelter for fresh produce arriving or going out. The Superferry was great; drive on, drive off – one driver keeping the produce in good quality.”

and farmers need better access and coordination to inspectors at both airports and harbors, otherwise the freshness and higher value of the produce may diminish. Farmers felt that agricultural inspections were also important to keep new species of insects from entering the state and damaging local crops.

C. Other Issues

Business people have other transportation-related concerns as described below:

- **Disaster Preparedness:** including being prepared for natural disasters before they occur. They recognize that airports and roads are at risk during tsunamis and that could impact their business for a long time.
- **Cost of Doing Business:** Potholes and traffic congestion add to the cost of doing business in Hawaii with too much time spent in transit and more frequent repairs required on vehicles.

“Gas costs so much, then the traffic congestion eats up the gas, then replacing tires has increased because there are so many potholes, even on the freeways. It’s hard to make a living.”

- Alternative Energy: Businesses and non-profits involved in alternative energy see changes in transportation needs in the future and a strong desire that transportation planning should give strong consideration to protecting the environment. Many feel that the need to import oil should level off as more energy is produced within the state; but as local production increases, the state may require more imports of biofuel resources, increasing the goods moving through the harbors. Electric cars will require new infrastructure in parking facilities. Alternate energy advocates promote greater mass transit options on outer islands and want to encourage walking and biking by improving/creating paths, sidewalks and cross walks. They believe that increasing the safety of undertaking alternative modes of transportation will increase people’s participation in those modes.

“You’d think they’d encourage more biking to work by making it safer – that’s the only way to keep cars off the road. They especially should be focused on making safe routes to school for children biking or walking – reduce traffic around the schools.”

4.0 Participation in the Transportation Planning Process

Most of the individuals interviewed have participated in the transportation planning or review process either directly or through a trade organization. Most believe they have been heard by HDOT, but that insufficient resources are available to address their needs.

Many of the individuals interviewed would like to be better informed about the transportation planning process and transportation options being considered. They would like an easier method of tracking legislative bills and planning processes. It was unclear to several people when the best time to participate might be. They would like to receive an email notification if a project or issue is being addressed that affects their company. Individuals expressing this view would be willing to complete a short survey for HDOT to identify which issues they would like to track.

“I have a difficult time deciphering the entire transportation planning process, especially knowing when to review the plan and when to intervene. Frequently awareness of document lags the ability to provide input into that document.”

Appendix A-1

Discussion Guide for Under-Served Community Interviews

Appendix A-1: Discussion Guide for Under-Served Community Interviews

UNDER-SERVED COMMUNITY SEGMENTS TRANSPORTATION ATTITUDE/NEEDS DISCUSSION GUIDE

Date: _____	Interviewer Name: _____
Name of organization: _____	Time: _____
Telephone: _____	
Person being interviewed: _____	Interviewee's Title: _____

INTRODUCTION

- Introduction
- Explain Confidentiality
- Explain Purpose of Study
- Ask for questions

The purpose of the study is to learn from community leaders what the State transportation strategies should encompass.

Q1. First, can you tell me a little about your current position and responsibilities at _____? How long have you had this position?

Q2. In your opinion, what are the major transportation issues facing the state of Hawaii today? Why do you think that _____ is an issue?

Q3. My understanding is that your constituency is _____. How do some of these issues impact them?

Q4. Are the transportation issues that your constituency face different from the ones other residents face?

Q5. What type of transportation modes does your constituency rely on the most? Do they have special needs? How are these being handled now? How should they be handled? [if not mentioned, ask about mass transit, walking, biking as options]

Q6. Let's split the conversation into transportation modes. Let's talk about the traveling on roads and highways. What are the primary issues for your constituency? What are the positive elements?

Q7. Let's now cover air transportation. What are the issues related to air travel? What are the positive elements?

Q8. Now does your constituency use water transportation/ ocean transportation? Are there any issues related to this mode of transportation? What are the positive elements?

Q9. There are several broad goals for the Statewide Transportation Plan including: mobility, accessibility, safety & security, protection of the environment, support economic vitality; implement a planning process that is comprehensive, cooperative and continuing. Which of these goals would be of primary importance for your constituency? Why?

Q10. Have you ever participated in or contributed to transportation public meeting? Commented on drafts? If yes do you believe your comments were taken to heart? If no – why not? (Unaware of the opportunities? No need to comment?) Would you like to comment in the future? What would be the best way for the DOT to let you know about a public meeting is being held or a plan is available for comment?

Q11. Do you feel that the Department of Transportation is taking the needs of your constituency into consideration when it develops its plans? If no, what more do you think they can do?

Q12. Any other suggestions of what we should look at, discuss or review?

Thank you

Appendix A-2

Discussion Guide for Business Interviews

Appendix A-2: Discussion Guide for Business Interviews

BUSINESS AND SPECIAL INTEREST COMMUNITY SEGMENTS TRANSPORTATION ATTITUDE/NEEDS DISCUSSION GUIDE

Date: _____	Interviewer Name: _____
Name of organization: _____	Time: _____
Telephone: _____	
Person being interviewed: _____	Interviewee's Title: _____

INTRODUCTION

- Introduction
- Explain Confidentiality
- Explain Purpose of Study
- Ask for questions

The purpose of the study is to learn from community leaders what the State transportation strategies should encompass.

Q1. First, can you tell me a little about your current position and responsibilities at _____? How long have you had this position?

Q2. In your opinion, what are the main transportation issues facing the state of Hawaii today? Why do you think that _____ is an issue?

Q3. Does the island of (MENTION ISLAND OF INTERVIEW) face different issues from the rest of the State?

Q4. Are the transportation issues that residents face different from the ones you and similar organizations (businesses) face? Are these issues being resolved?

Q5. How does transportation (land, air, water) affect your business? How? Is the current condition of transportation overall benefiting or hurting your business?

Q6. Let's split the conversation into transportation modes. Let's talk about the traveling on roads and highways. What are the primary issues for your business? What are the positive elements?

Q7. Let's now cover air transportation. What are the issues related to air travel? What are the positive elements?

Q8. Now does your business rely on water transportation/ ocean transportation? Are there any issues related to this mode of transportation? What are the positive elements?

Q9. There are several broad goals for the Statewide Transportation Plan including: mobility, accessibility, safety & security, protection of the environment, support economic vitality; implement a planning process that is comprehensive, cooperative and continuing. Which of these goals would be of primary importance for your business? Why?

Q10. Have you ever participated in or contributed to transportation public meeting? Commented on drafts? If yes do you believe your comments were taken to heart? If no – why not? (Unaware of the opportunities? No need to comment?) Would you like to comment in the future? What would be the best way for the DOT to let you know about a public meeting is being held or a plan is available for comment?

Q11. Do you feel that the Department of Transportation is taking the needs of your type of business into consideration when it develops its plans? If no, what more do you think they can do?

Q12. Any other suggestions of what we should look at, discuss or review?

Thank you

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Volume 3: Reports and Public Involvement Summaries

Appendix 6 Countywide Public Informational Meetings Report

HAWAII *Statewide* TRANSPORTATION PLAN

November 2010
A Report Prepared for the
Hawaii State Department of Transportation



Prepared by SSFM

SSFM
INTERNATIONAL

Section 1.0 Meeting Purpose

The purpose of the five Countywide Public Informational Meetings was to gather feedback on the Hawaii Statewide Transportation Plan (HSTP) Proposed Goals & Objectives from each county.

Five meetings were held from August 10, 2010, to September 9, 2010 in each county:

August 10 at Kauai War Memorial Convention Hall in Lihue on Kauai

August 18 at Aunt Sally Kaleohano's Luau Hale in Hilo on Hawaii Island

August 23 at Maui Arts and Cultural Center in Kahului on Maui

August 31 at McKinley High School Cafeteria in Honolulu on Oahu

September 9 at PATH Hawaii Office, in Kailua-Kona on Hawaii Island

Section 2.0 Public Notice

As part of the Public Involvement Task, the HSTP Team created mailing lists of interested individuals to notify about the Countywide Public Informational Meetings. This list included all elected officials at the State and County level for each island. Postcards were sent to these mailing lists to notify them about the upcoming Public Informational Meeting on their island.

In addition, legal notices were posted in the following papers two weeks in advance of each meeting:

- 1) Kauai: *The Garden Island*
- 2) Maui: *The Maui News*
- 3) Hawaii Island: *Hawaii Tribune Herald* (Hilo), *West Hawaii Today* (Kona) and *Big Island Weekly* (Hilo and Kona)
- 4) Oahu: *Star-Advertiser* with a calendar submission sent to *Honolulu Weekly*

A Media Release was sent to the DOT Public Information Office for distribution throughout their media contacts. A Short article announcing the Oahu meeting appeared in the *Star-Advertiser*. *The Maui News*, *The Garden Island*, and *West Hawaii Today* sent reporters to each of the meetings on their island, with articles about the HSTP meetings in their respective newspapers the following day.

Other targeted outreach was also conducted:

- 1) Emails were sent to all Legislators on each island to invite them to the Meeting and to pass out an electronic flyer to their constituents.

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- 2) Emails were also sent to individuals who have been involved in other transportation plans on each island as well as the Neighborhood Board Chairs on Oahu.
- 3) A Member of the HSTP Team met with several people on Kauai including: Kauai County Council, County of Kauai Economic Development, and Kauai Community College to promote the first HSTP Meeting on Kauai.
- 4) A banner was hung at a main Lihue intersection near a county building.
- 5) Members of the HSTP Team attended all three OahuMPO Oahu Regional Transportation Plan (ORTP) Meetings held in early August to pass out flyers and promote the Oahu Meeting held on August 31.

In addition to this outreach, the HSTP Team contracted with each of the Public Access Television Stations on each island to film the meetings.

- Kauai: Hoike Kauai Community Television
- Hawaii: Na Leo O Hawaii
- Maui: Akaku Maui Community Television
- Oahu: Olelo

Hawaii, Maui, and Oahu Community Television stations have an electronic bulletin board system, where they advertised the upcoming HSTP Public Informational Meetings in each County.

Section 3.0 Hawaii Statewide Transportation Plan: Making Connections

The HSTP Making Connections Booklet was handed out to each Meeting attendee along with the other Handouts outlined in the following section.

This Making Connections Booklet is truly the heart of the entire HSTP as it explains the Proposed Goals & Objectives. The Goals & Objectives are the basis for the public policies included in the HSTP. The Goals & Objectives are aligned with other statewide public policies such as the Hawaii Clean Energy Initiative.

In the Making Connections Booklet, each of the Proposed Goals and Objectives also included an explanation of what was in the previous 2002 HSTP as well as changes or additions that had been made to each Goal. A listing of research and discussion of that Goal, including applicable HSTP Issue Papers followed. Potential Performance Measures for the Goal were outlined with recommendations to move forward on the Goal.

This Booklet was meant to guide each of the meeting attendees as they gave verbal and written feedback. It was also something for the attendees to take home and refer to in the future.

Section 4.0 Handouts

When entering the room, each attendee was given several workshop handouts:

- 1) Agenda
- 2) A “How Did You Hear About This Meeting” Survey (except Kauai)
- 3) A comment sheet, which could be mailed back after the meeting
- 4) A Title VI/Environmental Justice form to be filled out on a volunteer basis for HDOT-Office of Civil Rights
- 5) Making Connections Booklet

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Section 5.0 Meeting Format

Upon entering the meeting facility, the attendees were invited to view the 12 Story Boards set up at various locations in an Open House Format, so they could familiarize themselves with elements of the Plan and see what was proposed for the HSTP Update.

The Story Boards were set up in different stations to facilitate a flow of people. Someone from the HSTP Team staffed each station to provide more information if needed.

Station 1 – Planning Function with HSTP Pyramid

- Board #1 HSTP Pyramid
- Board #2 Community Service Plan (CSP), Pedestrian Master Plan, Long Range Regional Land Transportation Plan (LRLTP) and Oahu Regional Transportation Plan (ORTP) are outlined in HSTP Pyramid. These plans were the subject of public informational meetings held at the same time as the HSTP Countywide Meetings. If a DOT/OahuMPO employee or related consultant was available from to represent any these plans, they joined in staffing the station.
 - The Community Service Plan had a representative at the Kauai and Hilo Meetings.
 - The Oahu Regional Transportation Plan had a representative at the Oahu Meeting.

Station 2 – Emerging Issues

- Board #3 Global Warming, Climate Change, and Sea Level Rise
- Board #4 Fuel and Energy Scenarios for Hawaii
- Board #5 Aging Population and Transportation
 - Issue Papers were prepared on 10 Emerging Issues as they related to Transportation. Three issues were selected for the Story Boards. The emerging issues were also highlighted in presentations on 2035 Socio-Economic Projects, HSTP Survey Results, and the Interactive Session on Proposed Goals & Objectives.

Station 3 – HSTP Survey Highlights

- Board #6 Survey Highlights
 - The Story Board highlighted the top 5 transportation priorities as ranked by all respondents statewide, and then tied these priorities to the Proposed HSTP Goals and Objectives.

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- The Story Board also highlighted some of the findings as outlined in the accompanying Survey Report, which was part of HSTP Task 2.7.

Station 4 – Land Use Map of Transportation Facilities (Island-Specific)

- Board #7 Land Use Map
 - A Land Use Map was created for each island using Geographical Information Systems software and highlighting each of the DOT transportation facilities. This map was used as a jumping off point for the later animated presentation of GIS and the Land Use Transportation Connection.

Station 5 – How a Locally Made Product Uses Transportation

- Board #8 Papalani Gelato on Kauai; Hilo Homemade Ice Cream in Hilo; Ono Gelato on Maui; La Gelateria on Oahu; and Lotus Café Gelato in Kona
 - On each island, the HSTP Team found a local provider of gelato or ice cream. The Story Board showed the commodity flow process for that locally made product and how intermodal transportation was used for everything from the ingredients to the containers.
 - Samples of the gelato or ice cream were handed out to the attendees.

Station 6 – HSTP Goals and Objectives

- Board #9 HSTP Goals I-II
- Board #10 HSTP Goals III-V
- Board #11 HSTP Goals VI-VIII
 - The Story Boards were arranged in order, from left to right. While they contained all of the information already given in the Making Connections booklet, seeing them all together in one place with their accompanying objectives lent the subject to various discussions.

Following the Open House portion of the meeting, a formal presentation was given.

First, A presentation was made on the Hawaii Statewide Transportation Plan:

- Description of the HSTP and why it is called Hawaii’s Multi-Modal and Inter-Modal Network
- Definition of the HSTP
- History of the HSTP, going back to the first one prepared in 1961
- Explanation of why the HSTP is prepared
- HSTP integration with other transportation plans was shown through a visual presentation of the HSTP in a Pyramid of Plans

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Tailored to each county, a presentation was made by SMS Consulting on 2035 Population & Socio-Economic Forecast with the following information:

- Population forecasts
- Age demographics to 2035
- Visitor Day projections to 2035 as an economic indicator

Tailored to each county, a presentation was made on the HSTP Statewide Telephone Survey Results by SMS Consulting:

- Transportation Issues by County
- Opinions on Transportation Safety
- What the Statewide Transportation Plans should include

Tailored to each county, a Geographical Information Systems (GIS) Visualization Presentation was made by Group 70. The presentation included:

- A primer on how GIS technologies are setup and used for analysis for mapping
- An explanation of how GIS “data layers” are stacked on one another to form a GIS Map
- A demonstration of how integration of other data, such as a facility master plan, can be integrated into an interactive map
- An animated visualization to show how GIS Mapping can be used to map Transportation Facilities in relation to land use on that island

Following the presentations, the meeting moved on to an interactive session on the Proposed HSTP Goals. Each of the five interactive sessions is described in the Sections to follow.

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Section 6.0 Participation and Feedback

Participation and feedback were gathered three different ways:

- 1) Handheld voting devices were used during an interactive session on the 8 Proposed HSTP Goals, with live feedback given during a PowerPoint presentation.

Each attendee was given a handheld voting device about the size of a car's remote control with instructions on how it operated. There were a maximum of five buttons to push, and each person could vote just once on each question. The questions gave anywhere from two to five options from which the attendee could select just one option.

In order to get the attendees used to using the technology, the presentation began with easy questions, such as indicating whether the attendee was male or female.

The handheld voting was run by a software program integrated with the PowerPoint Presentation on the Draft HSTP Goals and Objectives. The workshop attendees were given background information on each Goal and then asked questions relating to that Goal. It was noted that this was not a scientific poll with statistically significant results, but rather a way to use technology to garner feedback.

In the lower right hand corner of the PowerPoint Presentation, attendees could see how many of them had voted, realizing each attendee could only vote once. When all of the votes had been cast, the results were shown instantly on the same PowerPoint slide.

This allowed attendees to give feedback anonymously. It also served as a tool to engage the attendees in discussions about the feedback they had given. For example, the moderator could ask if anyone who voted one way wanted to speak about their vote.

A discussion of the voting and accompanying feedback appears in the following sections for each of the five countywide meetings.

- 2) A Goals & Objectives worksheet was handed out at the end of the presentation. Each attendee was given two dots of two different colors.

The exercise requested each attendee to place green or blue dots on the two Goals they believed ranked the highest among all eight Goals. The attendees

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were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

The attendees were next asked to place the two red dots on the two Goals they believed ranked the lowest among all eight Goals.

Results are described under each countywide meeting's summary to follow.

- 3) Feedback Form collected at end of meeting.

Section 7.0 County of Kauai Public Informational Meeting

Tuesday, August 10, 2010

5:30 pm-8:30pm

Kauai War Memorial Convention Hall, Lihue

Section 7.1 Attendees

This meeting kicked off the series of five Countywide Public Informational Meetings across the State. It was held at the Kauai War Memorial Convention Hall, centrally located in Lihue. The facility is operated by the County of Kauai Department of Parks and Recreation.

19 people signed in at the Kauai Meeting, but several left after the Open House portion and did not stay for the formal presentation.

Others said they were unable to get their friends to attend due to so many other transportation meetings happening on Kauai during the months of July and August. In conversations during the Open House, some attendees expressed that friends did not attend because they felt they were either not being heard or over extending themselves. Two elected officials attended, and one of the attendees was appointed to the Hawaii State Senate the following month. Two people from the County of Kauai government attended, one member of DOT Highways Division, and several interested members of the public made their way to the meeting. Attendees are listed in Table 1.

Table 1 Attendees at Kauai Public Informational Meeting

Organization	Name
	Ron Kouchi
	Joy Kouchi
Kanaka Maoli Power	Janos Sauu
HDOT – HWY Kauai	Raymond McCormick
State House Representative	Roland P. Sagum III
Kingdom of Hawaii	Timothy
The Garden Island	Dennis Fujimoto
	Ken Taylor
County of Kauai Planning	Imai Aiu
KPAA	Diane Zachary
State House Representative	Jimmy Tokioka
NKN Project Planning	Nadine Nakamura
Raising Islands Blog	Jan Tenbruggencate
Surfrider Foundation	Carl Berg
DTS County Transportation	Celia Mahikoa
	Deana Shelby
	David Klemer
	Pam Chock
	Chucky Boy Chock

Section 7.2 Interactive Session on Goals and Objectives

Handheld voting results from the Kauai Meeting included feedback anywhere from 10 to 14 respondents. This means that not all of the countywide meeting attendees voted on every question.

What sort of Handheld Voting Feedback did Kauai County give?

- The majority of the attendees, 54%, were aged 60 or above.
- 69% or 9 of the attendees were male.

Goal I: Mobility & Accessibility

- 62% or 8 of the attendees did not feel that Kauai already has a multi-modal system.
- 100% of the attendees said that more should be done for transit.
- 62% of the attendees answered that there are good connections to the airport.

Goal II: Safety

- The majority of the group felt that the air and water systems were very to somewhat safe.
- The majority of the attendees or 54% felt that the road system was somewhere between neither safe nor unsafe and very unsafe.
- The majority of the attendees did not feel the bike system was safe.
- The group was split on their ranking of safety for pedestrians on the island of Kauai.

Goal III: Security

- 91% of the group felt that the air system ranked between somewhat and very secure.
- The group was nearly evenly split between the water system being somewhat secure and neither secure nor unsecure.

Goal IV: Environment

- The majority of the attendees or 72% felt that the environmental impact assessment process did a somewhat poor to poor job of protecting the environment.
- The majority of the attendees believed the current transportation system is unsustainable.
- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, 82% felt it was a serious problem requiring immediate action and this was the highest out of all five countywide meetings.

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Goal V: Economy

- The majority of the respondents did not support expansion of roads, roads in designated growth areas, the Lihue Airport, and Nawiliwili Harbor.
- The attendees unanimously support more bike paths on Kauai.
- 10 or 91% of the attendees supported more sidewalks on Kauai.

Goal VI: Energy

- A majority of the attendees felt it was very important to achieve greater energy efficiency.
- The group unanimously ranked the reduced use of imported oil as very important.

Goal VII: Financial

- 8 respondents also said that transportation improvement should be paid from modest fee increases for identified projects while 2 said it should be paid from currently existing sources.
- 80% of the respondents said that transportation improvements should be paid from user-based special funds rather than the General Fund paid for by everyone.

Goal VIII: Planning

- The attendees unanimously supported performance measures for transportation.
- 90% of the attendees felt that public involvement was not adequate.
- 60% had never heard of the HSTP before this meeting.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Section 7.3 Goals & Objectives Worksheet Exercise, Kauai Meeting

A Goals & Objectives worksheet was handed out at the end of the public informational meeting. Each attendee was given two blue dots and two red dots. The exercise requested each attendee to place blue dots on the two Goals they believed ranked the highest among all eight Goals and red dots on the two Goals they believed ranked the lowest among all eight Goals. The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

9 worksheets were completed, with a summary of results to follow in Table 2. The two highest ranked goals are highlighted in blue and the lowest ranked goal is highlighted in orange.

Table 2 Goals and Objectives Worksheet Prioritization, Kauai Meeting

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
I	Mobility	4	3	2 votes each for Objective 1 Preserve and maintain the existing air, water, and land transportation systems, including motorized and non-motorized modes and measures in good condition or better, and give comparable consideration to funding preservation capital projects as is given to expansion projects. And Objective 3 : Ensure multi-modal and intermodal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multi-modal and intermodal projects, including bicycle and walking options. And Objective 5 : Address the special needs of Hawaii’s underserved populations, including the elderly, disabled, and Title VI/Environmental Justice (T6/EJ) populations.
II	Safety	0	2	
III	Security	0	2	
IV	Environment	6	1	4 votes for Objective 2 : “Implement sustainability and livability practices in existing and new facilities.”

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Appendix 6: Countywide Public Informational Meetings Report

Table 2 Goals and Objectives Worksheet Prioritization, Kauai Meeting (Continued)

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
V	Economy	2	3	1 vote each for Objective 1: Support the multi-modal transportation needs in the military, tourism, agriculture, health, education, energy, and technology sectors of Hawaii’s economy; and identify sector needs, current and projected, as they relate to movement of people and goods. And Objective 3: Provide reliability, dependability, and redundancy for commerce in the import and export goods movement system including inspection facilities at ports; address actions for security of commerce. And Objective 4: Create modern air, land, and water transportation systems that are part of a positive visitor experience.
VI	Energy	3	1	3 votes for Objective 2: Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT’s Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI).
VII	Financial	2	2	2 votes for Objective 2: “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems.”
VIII	Planning	1	4	2 votes for Objective 3: “Incorporate new and evolving methods of public involvement, communication, and social networking to keep others informed of transportation planning efforts, opportunities for participation in decision-making, and programming; continue to regularly update the DOT Public Involvement Policy.”

The majority of the attendees concentrated on two goals: Goal IV, Environment with 6 dots and Goal I, Mobility and Accessibility with 4 dots.

The group was evenly split on three top Objectives for Goal I with Objective 2 (System preservation), Objective 4 (intermodal and multi-modal system), and Objective 5 (addressing the needs of the Title 6/Environmental Justice populations).

The top Objective for Goal IV was Objective 2: “Implement sustainability and livability practices in existing and new facilities.”

Unlike other Countywide Meetings, no written feedback was received on the Goals and Objectives Worksheet.

What does all the Feedback from the Kauai Public Informational Meeting tell us?

The group asked several times for more clarification or definitions on the handheld voting, including the wording Goal II, Safety and a definition of “Green Standards” for roads.

The group felt that most of the transportation system was safe and secure except for the bike and pedestrian systems.

A long conversation started during Goal IV, Environment, regarding the Superferry. Some residents believed that DOT should not have been exempted from requiring a Superferry EIS.

This group held adaptation for global climate change as a higher priority than any other countywide meeting group. One attendee said that the 2050 Sustainability Plan did not go far enough to address the end to cheap oil.

Not surprisingly, Goal IV, Environment was their highest rank goal.

Generally, the group was not in support of any additional development of transportation facilities, except for bicycle facilities and pedestrian walkways. They also felt that supporting growth is different from widening roadways and wanted the wording of the questions changed.

The group did not support expanding Lihue Airport because the adjacent parcel is prime agricultural land. They also did not trust the tourism projection numbers from the 2035 Socio-Economic Projections provided by DBEDT.

The group wanted the Hawaii Clean Energy Initiative energy reductions included in the wording of Goal VI, not just in the Objectives. In response to this feedback, Goal VI was updated in all collateral for the remaining Countywide Meetings.

The attendees wanted to see more public outreach to increase public involvement. When told that there was an HSTP website and the meeting would be broadcast later on Hoike Community Television, the attendees were supportive. One person preferred the personal touch of a reminder phone call to encourage them to attend.

Section 8.0 County of Hawaii Public Informational Meeting--Hilo

August 18, 2010

5:30 pm-8:30pm

Aunty Sally Kaleohano's Luau Hale

Section 8.1 Attendees

This meeting was the second in the series of five Countywide Public Informational Meetings around the State. It was held at Aunty Sally's in Hilo, which is operated by the County of Hawaii Department of Parks and Recreation.

35 people signed in at the Hilo Meeting, and the majority stayed for the formal presentation as can be seen by the handheld vote counts.

The attendee count was so much higher than Kauai because the HSTP Team realized that even with all of our outreach efforts, only a small number of people would take the time to attend. The Kauai feedback of a personal phone call was taken seriously, and several members of the HSTP Team spent some time calling various members of the community to encourage them to attend. SSFM also has a relationship with members of the community due to work on other DOT projects, and several attendees expressed during the Open House that they attended because they knew what type of public meeting SSFM would produce. The Airports Division also sent out an email requiring all of their area airports managers to attend the meeting in their county, which may have in turn encouraged other DOT Divisions to attend.

Five elected officials attended, including three State Representatives, one State Senator, and one County Councilmember. Employees from each of the DOT Modal Divisions attended representing Airports, Harbors, and Highways. Three people from the State Department of Agriculture came to the meeting. Five people from the County of Hawaii government attended, and several interested members of the public attended the meeting. Table 3 lists all attendees.

Table 3 Attendees at Hawaii Public Informational Meeting--Hilo

Organization	Name
Kapuna O'Puna	Toby Hazel
DOT Harbors	Elton Sukanuma
County of Hawaii Councilmember Yoshimoto's Office	Shelly Ogata
County of Hawaii Office of Aging	Woody Kite
	Owen Koehnen
Puna Traffic Safety	Jon Olson
Hawaii Department of Agriculture	Kevin Horiuchi
Hawaii Department of Agriculture	Clayton Nagata
Hawaii Department of Agriculture	Carol Okada
EKNA	Brian Ishii
DOT Airports	Steven Santiago

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Table 3 Attendees at Hawaii Public Informational Meeting--Hilo (Continued)

Organization	Name
Pahoa Volleyball	Stephen Forester
Hawaii State Representative	Faye Hanohano
	Leslie Julian
Big Island Invasive Species Committee	Page Else
Ki Concepts	Brad Kurokawa
PATH	Marcia Prose
DOT Airports	Chauncey Wong Yuen
County of Hawaii Councilmember	Dennis Onishi
Puna CDP Advisory Council	Wes Owens
	Lilian Storino
DOT Highways Hawaii District	Stanley Tamura
Alumside Products	Conrad Hokama
	Donald Haumea
	Gail Yoshishige
County of Hawaii Research and Development	Dayday Hopkins
Hawaii State Representative	Jerry Chang
County of Hawaii Research and Development	Beth Dykstra
Hawaii State Senator	Russell Kokubun
County of Hawaii Research and Development	Randy Kurohara
	Liz Salfen
	Sawyer Salfen
Hawaii State Representative	Clift Tsuji
	Diane Renchler
	Jeannette Salfen

Section 8.2 Interactive Session on Goals and Objectives

Handheld voting results from the Hilo Meeting included feedback anywhere from 19 to 29 respondents. This means that not all of the countywide meeting attendees voted on every question.

What sort of Handheld Voting Feedback did Hilo give?

- The attendees were nearly evenly split between the age groups of 40-49, 50-59 and 60 and above.
- 63% or 17 of the attendees were male.

Goal I: Mobility & Accessibility

- 62% or 18 of the attendees did not feel that Hawaii Island already has a multi-modal system. This feedback was identical to Kauai.
- 100% of the attendees said that more should be done for transit. This feedback was also identical to Kauai.
- 77% of the attendees answered that there are not good connections to the airport.

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Goal II: Safety

- The majority of the group felt that the air and water systems were very to somewhat safe.
- The majority of the attendees or 60% felt that the road system was somewhere between neither safe nor unsafe and very unsafe. This was similar to the feedback on Kauai.
- Nearly all of the attendees did not feel the bike system nor the pedestrian system were safe.

Goal III: Security

- 67% of the group felt that the air system ranked between somewhat and very secure.
- The majority of the attendees ranked the water and road systems somewhere between neither secure nor unsecure and very unsecure.

Goal IV: Environment

- The majority of the attendees or 56% felt that the environmental impact assessment process did a somewhat well to well job of protecting the environment.
- The majority of the attendees believed the current transportation system is unsustainable.
- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, 44% felt it was a serious problem requiring immediate action.

Goal V: Economy

- The majority of the respondents or 96% supported expansion of roads, and 100% supported new or widened roads to support growth on Hawaii Island.
- 60% supported the expansion of Hilo Airport.
- 80% supported the expansion of Hilo Harbor.
- 96% of the attendees or 23 respondents supported more bike paths and sidewalks on Hawaii Island.

Goal VI: Energy

- Nearly all of the attendees or 92% felt it was very important to achieve greater energy efficiency.
- Nearly all of the attendees or 92% ranked the reduced use of imported oil as very important.

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Goal VII: Financial

- 18 respondents said that transportation improvements should be paid from modest fee increases for identified projects while 2 said it should be paid from currently existing sources.
- 53% of the respondents said that transportation improvements should be paid from user-based special funds rather than the General Fund paid for by everyone.

Goal VIII: Planning

- 95% of the attendees supported performance measures for transportation.
- 58% of the attendees felt that the methods for public involvement were not adequate.
- 58% or 14 people had heard of the HSTP before this meeting.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Section 8.3 Goals & Objectives Worksheet Exercise, Hilo Meeting

At the end of the presentation, we did not hand out the Goals & Objectives Worksheet; however, these were mailed to the attendees a few weeks after the meeting with instructions on how to conduct the exercise.

Each attendee was given two green dots and green red dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals and red dots on the two Goals they believed ranked the lowest among all eight Goals. The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

Even with these instructions, many of the respondents circled their top Objectives in all goals, which somewhat skewed the results.

14 worksheets were completed, with a summary of results to follow in Table 4. The two highest ranked goals are highlighted in blue and the lowest ranked goal is highlighted in orange.

Table 4 Goals and Objectives Worksheet Prioritization, Hilo Meeting

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
I	Mobility	10		4 votes for Objective 5: Address the special needs of Hawaii’s underserved populations, including the elderly, disabled, and Title VI/Environmental Justice (T6/EJ) populations.
II	Safety	3	3	1 vote each for Objective 1: Enhance system and user safety at transportation facilities both motorized and non-motorized, with the use of proper equipment, technology, and physical hazard reduction; and implement priority safety projects for each mode. And Objective 3: Continuously conduct assessment, preparedness, and emergency response for natural disasters as part of all planning efforts. And Objective 4: Use and consider a full range of transportation design techniques to improve personal safety for all travelers.
III	Security	0	9	1 vote for Objective 4: Provide continuous monitoring of critical infrastructure and communications systems to provide for appropriate emergency response capability.

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Table 4 Goals and Objectives Worksheet Prioritization, Hilo Meeting (Continued)

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
IV	Environment	3	3	2 votes each for Objective 3: Assess sustainability and livability for air, land, and water transportation facilities and operation practices. And Objective 5: Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii’s people, and that are consistent with land use plans.
V	Economy	4	4	3 votes for Objective 1: Support the multi-modal transportation needs in the military, tourism, agriculture, health, education, energy, and technology sectors of Hawaii’s economy; and identify sector needs, current and projected, as they relate to movement of people and goods.
VI	Energy	6	2	2 votes each for Objective 4: Expand the use of alternative fuel and electric vehicles; provide electric recharging at transportation facilities. And Objective 5: Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.
VII	Financial	2	2	1 vote for Objective 4: Maximize the use of Federal programs and funding for needed transportation infrastructure; use Federal non-recurring initiatives and funding sources such as American Recovery and Reinvestment Act (ARRA) and report on project and program achievements.
VIII	Planning	4	5	2 votes each for Objective 2: Maintain a dynamic planning process that ensures coordination and cooperation between the State, Federal, counties, private sector, and general public. And Objective 3: Incorporate new and evolving methods of public involvement, communication, and social networking to keep others informed of transportation planning efforts, opportunities for participation in decision-making, and programming; continue to regularly update the DOT Public Involvement Policy.

The majority of the attendees concentrated on two goals: Goal I, Mobility and Accessibility with 10 dots and Goal VI, Energy with 6 dots.

Four people selected Goal I, Objective 5, which discusses addressing the special needs of Hawaii’s underserved populations.

The top Objectives for Goal VI were Objective 2 and Objective 5, which support the expanded use of alternative fuel and electric vehicles as well as alternative energy at transportation facilities.

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Even though they were not instructed to, several mailed in written comments on the Goals and Objectives Worksheet. These are shown in Table 5.

Table 5 Goals and Objectives Worksheet Written Feedback, Hilo Public Informational Meeting

Goal	Name	Written Worksheet Comments
IV	Environment	Add “conserve natural resources” to after “adopt guidelines to” in Objective 1 : “Ensure that the air, land, and water transportation systems respect environmental, natural, cultural, and historic resources; and adopt guidelines to alleviate environmental degradation caused by motor vehicles.” Comment on Objective 1 : “These implementation practices should empower all other Objectives.”
VIII	Planning	General Comment on Goal VIII: “DOT process forgets that DOT serves the community, not the DOT bureaucracy.”

What does all the Feedback from the Hilo Public Informational Meeting tell us?

Much of the discussion on Goal I: Mobility involved perceptions about the Hele On Bus System. Several times attendees said they wanted a bus to Hilo Airport, and a DOT Airports Division representative said that the DOT would welcome a bus stop at the Hilo Airport. Other issues with the Hele On Bus System were that not all buses have bike racks, there weren’t bus shelters, and they would rather pay to get where they want to go. The Hele On Bus System is free to riders.

Not surprisingly, Goal I, Mobility and Accessibility, was the top ranked Goal.

Support was expressed for the Superferry as a means to ship goods and vehicles interisland.

Several attendees expressed concerns about the safety of the Hilo Bike System.

At various points in the Handheld Feedback presentation, attendees also expressed an interest in safer sidewalks; sidewalks that should be built without utilities blocking them; and Safe Routes to School.

One attendee brought up the point that safety depends on what area of the island you’re talking about since safety is inconsistent around the island.

Another discussion regarding EIS preparation brought up the perception that there is a failure in the process and that EIS preparers write whatever the State or County wants to hear.

75% of the respondents considered themselves somewhat aware of the State of Hawaii transportation planning going involving their island.

Section 9.0 County of Maui Public Informational Meeting

August 23, 2010

5:30 pm to 8:30 pm

Maui Arts and Cultural Center

Section 9.1 Attendees

This meeting was the third in the series of five Countywide Public Informational Meetings around the State. It was held at the Maui Arts and Cultural Center in Kahului, which is privately owned.

32 people signed in at the Hilo Meeting, and the majority stayed for the formal presentation as can be seen by the handheld vote counts.

In order to encourage participation, the HSTP team spent some time calling various members of the community to encourage them to attend. SSFM also has a relationship with members of the community due to work on other DOT projects, and several attendees expressed that they attended because they knew what type of public meeting SSFM would produce.

Two elected officials attended from Maui County Council. No state elected officials attended as they had at the two previous meetings. Two employees from DOT Airports attended. One person from the State Department of Agriculture, who had also attended the Hilo Meeting, came to the Maui Meeting. Five people from the County of Maui government attended, and several interested members of the public attended the meeting. Table 6 lists all attendees.

Table 6 Attendees at Public Informational Meeting—Maui County

Organization	Name
AARP	Robert Zahl
Councilmember – Maui County	Bill Medeiros
Maui County Farm Bureau	Warren Watanabe
Hawaii Farm Bureau Federation	Mae Nakahata
Hawaii Dept. of Agriculture	Carol Okada
Securitas USA	Ryan Aikala
DOT – Airports	Marvin Moniz
AARP	Marv Paularena
AARP	Michele Paularena
Maui Bicycle Alliance	Walter Enomoto
Self	Warren Shibuya
Council Candidate	Elle Cochran
Clean Energy Maui	Chris Mentzel
County of Maui, DPW – Engineering	Rodrigo “Chico” Rabara
Councilmember – Maui County	Michael Victorino
The Maui News	Harry Eagar
Kula Community Association	John J. Wilson

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Table 6 Attendees at Public Informational Meeting—Maui County (Continued)

Organization	Name
County of Maui	Wendy Taomoto
Pā'ia Main Street Association	Douglas Sameshima
Maui Economic Opportunity	Bill Cortes
Pacific Biodiesel	Larry Zolezzi
General Plan Advisory Commission	Dick Mayer
Pā'ia Road Alignment Group (PRAG)	Greg Godwin
Maui County Planning Department	John Summers
DOT – Airports	Freddie Cajigal
Maui County	Ron J. Siu
Pā'ia Road Alignment Group (PRAG)	Bill Kirton
Maui Tomorrow	Irene Bowie
Innovative Paradigms	Phil McGuire
County of Maui	Mark King
Sierra Club – Maui	Lucierne DeNaie
Noda & Associates	Brian Kimura

Section 9.2 Interactive Session on Goals and Objectives

Handheld voting results from the Maui Meeting included feedback anywhere from 19 to 28 respondents. This means that not all of the workshop attendees voted on every question.

What sort of Handheld Voting Feedback did Maui County give?

- 71% of the attendees were male.
- 61% of the attendees said they heard about the meeting from a source other than a friend, an advertisement, or a notice by mail. This is the first meeting where we asked the question both in writing and during the handheld feedback.

Goal I: Mobility & Accessibility

- 52% or 14 of the attendees felt that Maui already has a multi-modal system.
- 96% of the attendees said that more should be done for transit.
- 78% of the attendees answered that there are good connections to the airport.

Goal II: Safety

- The majority of the group felt that the air system was very to somewhat safe.
- The majority of the attendees or 60% felt that both the harbor and the road system were somewhere between very safe and somewhat safe.
- The majority did not feel the bike system nor the pedestrian system were safe.

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Goal III: Security

- 79% of the group felt that the air system ranked between somewhat and very secure.
- The group was evenly split on the ranking of the water system between somewhat secure and somewhat unsecure.
- 48% of the attendees felt the roadway system in Maui County was very to somewhat secure.

Goal IV: Environment

- The majority of the attendees or 62% felt that the environmental impact assessment process did a somewhat well to well job of protecting the environment.
- The group was split between the current transportation system's sustainability ratings.
- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, just 18% felt it was a serious problem requiring immediate action. This was the lowest ranking of all five meetings.

Goal V: Economy

- The majority of the respondents or 74% supported expansion of roads, but just 50% supported new or widened roads to support growth on Maui.
- 52% did not support the expansion of Kahului Airport.
- 57% supported the expansion of Kahului Harbor.
- 83% of the attendees or 19 respondents supported more bike paths within Maui County.
- 71% of the respondents supported more sidewalks within Maui County.

Goal VI: Energy

- 80% of the attendees felt it was very important to achieve greater energy efficiency.
- 78% ranked the reduced use of imported oil as very important.
- 2 of the attendees said they used a hybrid vehicle.

Goal VII: Financial

- 16 respondents or 76% said that transportation improvements should be paid from modest fee increases for identified projects while 5 respondents said it should be paid only from currently existing sources.
- 60% of the respondents said that transportation improvements should be paid from the General Fund paid for by everyone rather than user-based special funds.

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Goal VIII: Planning

- 91% of the attendees supported performance measures for transportation.
- 71% of the attendees felt that the methods for public involvement were not adequate.
- 68% or 13 people had heard of the HSTP before this meeting.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Section 9.3 Goals & Objectives Worksheet Exercise, Maui Meeting

A Goals & Objectives worksheet was handed out at the end of the public informational meeting. Each attendee was given two green dots and two red dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals and red dots on the two Goals they believed ranked the lowest among all eight Goals. The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

Even with these instructions, many of the respondents circled their top Objectives in all goals, which somewhat skewed the results.

20 worksheets were completed, with a summary of results to follow in Table 7. The two highest ranked goals are highlighted in blue and the lowest ranked goal is highlighted in orange.

Table 7 Goals and Objectives Worksheet Prioritization, Maui Meeting

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
I	Mobility	7	1	5 votes for Objective 2 : “Ensure the provision of essential and critical air, land, and water transportation operations and services for all communities throughout the islands.”
II	Safety	4	3	7 votes for Objective 4 : “Use and consider a full range of transportation design techniques to improve personal safety for all travelers.”
III	Security	1	15	6 votes for Objective 3 : “Implement security policies and strategies to minimize risks and threats of disruption of or damage to the transportation systems while maintaining the intended function of the system.”
IV	Environment	8	5	5 votes for Objective 5 : “Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii’s people, and that are consistent with land use plans.”

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Table 7 Goals and Objectives Worksheet Prioritization, Maui Meeting (Continued)

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
V	Economy	7	4	6 votes for Objective 3 : “Provide reliability, dependability, and redundancy for commerce in the import and export goods movement system including inspection facilities at ports; address actions for security of commerce.”
VI	Energy	11		5 votes each for Objective 2 : “Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT’s Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI).” And Objective 3 : “Identify ways to increase energy efficiency by 30% at transportation facilities; and identify projects and programs for increased efficiency of energy in support of the Hawaii Clean Energy Initiative (HCEI), Leadership in Energy & Environmental Design (LEED), and other green initiatives for more efficient use of energy.” And Objective 5 : “Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.”
VII	Financial	4	3	5 votes each for Objective 2 : “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems.” And Objective 4 : “Maximize the use of Federal programs and funding for needed transportation infrastructure; use Federal non-recurring initiatives and funding sources such as American Recovery and Reinvestment Act (ARRA) and report on project and program achievements.”
VIII	Planning	2	5	6 votes for Objective 2 : “Maintain a dynamic planning process that ensures coordination and cooperation between the State, Federal, counties, private sector, and general public.”

The majority of the attendees concentrated on two goals: Goal IV, Environment with 5 dots and Goal VI, Energy with 11 dots.

Goal III Security was ranked the lowest priority with 15 dots out of 20 respondents.

The top Objective for Goal IV was Objective 5: “Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii’s people, and that are consistent with land use plans.”

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The group was evenly split on three top Objectives for Goal VI with Objective 2 (renewable energy), Objective 3 (energy efficiency), and Objective 5 (alternative energy for transportation facilities).

Like the Worksheets returned from the Hilo Meeting, many of the Maui Meeting attendees gave written feedback directly on the Goals and Objectives Worksheet. That feedback is shown below in Table 8.

Table 8 Goals and Objectives Worksheet Written Feedback, Maui Public Informational Meeting

Goal	Name	Written Worksheet Comments
		Overall comment about Goals and Objectives Worksheet: “cannot see written words.”
I	Mobility	Add “enhance” to after “maintain” in Objective 1 : “Preserve and maintain the existing air, water, and land transportation systems, including motorized and non-motorized modes and measures in good condition or better, and give comparable consideration to funding preservation capital projects as is given to expansion projects.”
V	Economy	General Comments on Goal V: “Not more traffic signals. We need underpass and overpass. We need timely movement and reliably delivery arrivals.”
VI	Energy	General Comment on Goal VI: “We need to generate renewable power!”

What does all the Feedback from the Maui Countywide Public Informational Meeting tell us?

One attendee commented that asking if there is a multi-modal system does not mean it’s integrated or provides mobility/accessibility. This was followed by a comment that Goal I does not give standards for mobility and accessibility.

Several times the attendees commented that if the roads were closed off in West Maui due to either a brushfire or a car accident, there was no alternative access. Having no backup to Kahului Harbor was also mentioned. Some of the discussion throughout the evening covered Hana Airport, the expense to fly in and out of there, and the lack of connectivity to Kahului Airport. Another attendee mentioned that they had safety concerned about the interisland ferry system between Lanai, Molokai, and Maui.

This feeling of isolation, lack of backup modes of transportation and lack of interconnectivity between even a single mode was pervasive throughout the verbal feedback. However, the Mobility Goal was not the top ranked Goal, and as a matter of fact, Security was the lowest ranked Goal.

When discussing Goal II, Safety, there was a lot of verbal feedback on the safety of bicyclists, and the levels of experience of cyclists affecting their safety. There was a strong desire to have more bike paths throughout Maui County.

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One attendee expressed that all highway financing goes to Oahu and not their county. A large majority of the attendees answered that transportation improvements should be paid from modest tax and fee increases dedicated to those improvements. This could be helpful to DOT should they consider reintroducing the Highway Modernization Plan in the State Legislature.

Maui County Meeting attendees unanimously supported the Hawaii Clean Energy Initiative. Energy was also the highest ranking Goal with 11 votes out of 20 votes from the Goals & Objectives Worksheet exercise. A desire for more sustainability was expressed. This should be helpful to DOT as it moves towards more sustainable fleet and operations.

The majority of the attendees would like to see expanded roads, bike paths, and sidewalks. There was not as much support for expanding Kahului Airport, and only a slim majority supported expanding Kahului Harbor.

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Section 10.0 City and County of Honolulu Public Informational Meeting

August 31, 2010

5:30 pm-8:30pm

McKinley High School Cafeteria

Section 10.1 Attendees

This meeting was the fourth in the series of five Countywide Public Informational Meetings around the State. It was held at the McKinley High School Cafeteria in Honolulu.

32 people signed in at the Honolulu Meeting, which was the same attendance as the Hilo Meeting. The majority stayed for the formal presentation as can be seen by the handheld vote counts.

In order to encourage participation, several members of the HSTP team spent some time calling various members of the community to encourage them to attend. The HSTP Team also made an effort to reach out to all the Neighborhood Board Chairs as well as professional organizations such as the American Planning Association Hawaii Chapter and Institute of Transportation Engineers. Even with the additional outreach, the attendance was not as large as expected, considering that the City and County of Honolulu is the population base for the State of Hawaii.

Unlike the other four Countywide Meetings, no elected officials attended the Oahu Meeting. The Director of the City and County of Honolulu's Department of Transportation Services (DTS) did attend and participate in the feedback portion along with three other employees of DTS. The Executive Director of Oahu Metropolitan Planning Organization also attended and gave out information about the Oahu Regional Transportation Plan.

Representatives from DOT Highways and Airports division attended. Members of the OahuMPO Citizen's Advisory Council and the State's Transportation Commission came to the meeting. Several other interested members of the public were present at the meeting as well. A list of the attendees follows in Table 9.

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Table 9 City and County of Honolulu Meeting Attendees

Organization	Name
	Amy Kimura
OMPO – CAC	Charles H. Carole
DOT – Airport	James Pratt
	Angela Coloretti
	Marie Coloretti
	Tony Coloretti
OMPO - CAC	Tom Smyth
	Albert Del Rio
APA Hawaii Chapter	Peter Flachsbar
C&C – Department of Transportation Services	Wayne Y. Yoshioka
	Johnathan W. Lott
DOT-Highways Division	Ken Tatsuguchi
Aiea Neighborhood Board	Carmille Lim
DTS	Brian Suzuki
	James B. McBride
	Charles Willson
Group 70	George Atta
Young Brothers	Nami Ohtomo
	Laura Noda
	Martin Lee
	Ron Rex
Transportation Commission	Owen Miyamoto
	Kimber Nelon
	Patrick Bush
University of Hawaii Environmental Center	David Penn
PBR Hawaii	Vincent Shigekuni
DTS	Ryan Tam
	Ray Soon
SMS Research	Kekoa Soon
NHO Association	Rebecca Soon
Parsons Brinckerhoff	Reshawn Fields
DTS	Mark Kikuchi

Section 10.2 Interactive Session on Goals and Objectives

Handheld voting results from the Honolulu Meeting included feedback anywhere from 20 to 41 respondents. This means that not all of the workshop attendees voted on every question. Several members of the consulting firms for this project attended as interested citizens, which increased the number of possible respondents to 41 people.

What sort of Handheld Voting Feedback did Stakeholder the City and County of Honolulu give us?

- 74% or 29 of the attendees were male.
- 37% or 15 of the respondents said they were told about someone to attend this meeting.

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Goal I: Mobility & Accessibility

- 73% or 27 of the attendees felt that Oahu already has a multi-modal system. This was the highest of all five meetings.
- 93% of the attendees said that more should be done for public transit.
- Just 46% of the attendees answered that there are good connections to the airport.

Goal II: Safety

- The majority of the group felt that the air and water systems were very to somewhat safe.
- The majority of the attendees or 61% felt that the road system was somewhere between neither safe nor unsafe and very unsafe. This was similar to the feedback on Kauai and Maui.
- Nearly 80% of the attendees did not feel the bike system was safe.
- The respondents were nearly evenly divided on ranking the pedestrian system safe and unsafe.

Goal III: Security

- 88% of the group felt that the air system ranked between somewhat and very secure.
- 66% of the group felt that the water system ranked between somewhat and very secure.
- 57% of the group felt that the roadway system on Oahu ranked between somewhat and very secure.

Goal IV: Environment

- The respondents were nearly evenly split between ranking the environmental impact assessment process of doing a well or a poor job of protecting the environment.
- 41% of the attendees believed the current transportation system is unsustainable.
- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, 55% felt it was a serious problem requiring immediate action.

Goal V: Economy

- About half of the respondents supported expansion of roads and Honolulu Airport.
- 80% supported the expansion of Honolulu Harbor.
- The majority of the attendees supported more bike paths and sidewalks on Oahu.

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Goal VI: Energy

- 81% felt it was very important to achieve greater energy efficiency.
- 83% ranked the reduced use of imported oil as very important.
- When asked if they use a hybrid vehicle, a clarifying question was asked about bus riders. Since over 100 buses in TheBus fleet are hybrid, the attendees were allowed to answer yes. 5 people or 14% said they use a hybrid or electric vehicle, which was the highest response of all meetings.

Goal VII: Financial

- 20 respondents said that transportation improvements should be paid from modest fee increases for identified projects while 13 said it should be paid from currently existing sources.
- 59% of the respondents said that transportation improvements should be paid from the General Fund paid for by everyone rather than user-based special funds.

Goal VIII: Planning

- 90% of the attendees supported performance measures for transportation.
- 71% of the attendees felt that the methods for public involvement were not adequate.
- 82% or 27 people had heard of the HSTP before this meeting.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Section 10.3 Goals & Objectives Worksheet Exercise, Oahu Meeting

A Goals & Objectives worksheet was handed out at the end of the public informational meeting. Each attendee was given two green dots and two red dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals and red dots on the two Goals they believed ranked the lowest among all eight Goals.

The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest. Instead, many attendees circled the top two Objectives in all eight goals, even the goals ranked at the lowest priority.

Even with these instructions, many of the respondents circled their top Objectives in all goals, which somewhat skewed the results.

28 worksheets were completed, with results shown in Table 10 to follow.

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Appendix 6: Countywide Public Informational Meetings Report

Table 10 Goals and Objectives Worksheet Prioritization, Oahu Public Informational Meeting

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
I	Mobility	9	2	2 votes, Objective 2: Ensure the provision of essential and critical air, land, and water transportation operations and services for all communities throughout the islands
II	Safety	1	4	
III	Security	1	17	4 votes for Objective 2: Work with Federal, State, and County agencies as well as tenants to conduct vulnerability and risk assessments.
IV	Environment	10	7	3 votes each for Objective 2: Implement sustainability and livability practices in existing and new facilities, with “sustainability” defined as: “Respect the culture, character, beauty, and history of our State’s island communities; strike a balance among economic, social and community, and environmental priorities; and meet the needs of the present without compromising the ability of future generations to meet their own needs. And Objective 5: Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii’s people, and that are consistent with land use plans.
V	Economy	9	8	3 votes each for Objective 2: Create a commodity flow and freight handling system that is dependable, efficient, economical, secure, and rapid for connecting the ports, land transportation facilities, and industrial/commercial land use and storage areas. And Objective 4: Create modern air, land, and water transportation systems that are part of a positive visitor experience.
VI	Energy	12	4	6 votes each for Objective 2: Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT’s Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI). Objective 5: Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.

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Table 10 (Continued)

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
VII	Financial	7	2	6 votes for Objective 2 : “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems.”
VIII	Planning	4	5	2 votes each for Objective 2 : Maintain a dynamic planning process that ensures coordination and cooperation between the State, Federal, counties, private sector, and general public. And Objective 3 : Incorporate new and evolving methods of public involvement, communication, and social networking to keep others informed of transportation planning efforts, opportunities for participation in decision-making, and programming; continue to regularly update the DOT Public Involvement Policy.

The majority of the attendees concentrated on two goals: Goal IV, Environment with 10 dots and Goal VI, Energy with 12 dots. This prioritization was identical to Maui.

Goal III Security was ranked the lowest priority with 15 dots out of 20 respondents. This prioritization was also identical to Maui.

The group was evenly split on two top Objectives for Goal IV with Objective 2 to implement sustainability and livability practices in existing and new facilities and with Objective 5: “Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii’s people, and that are consistent with land use plans.” Maui ranked Objective 5 the highest.

The group was evenly split on two top Objectives for Goal VI with Objective 2 (renewable energy), and Objective 5 (alternative energy for transportation facilities). This was similar to Maui’s ranking of the top Objectives for Goal VI.

Like the Worksheets returned from both the Hilo Meeting and Maui Meetings, attendees gave written feedback directly on the Goals and Objectives Worksheet. That feedback is shown below in Table 11.

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Table 11 Goals and Objectives Worksheet Written Feedback, Oahu Public Informational Meeting

Goal	Name	Written Worksheet Comments
I	Mobility	<p>Add "...with the coming end of cheap oil." to end of Objective 2: Ensure the provision of essential and critical air, land, and water transportation operations and services for all communities throughout the islands.</p> <p>Delete Objective 4: "Expand air, water, and land transportation systems where directed growth and economic policies dictate."</p>
IV	Environment	<p>Delete both Objectives 5 and 6 because they could be mutually exclusive.</p> <p>Objective 5: Encourage transportation systems that improve the quality of life, public health, and welfare of Hawaii's people, and that are consistent with land use plans.</p> <p>Objective 6: Assist with streamlining environmental process by identifying categories of environmental mitigation that include but are not limited to critical habitat, environmentally sensitive areas, noise, and pollution avoidance.</p> <p>Define how much adaptation for Objective 7: Objective 7: Adapt to the effects of global climate change and build resilience in the transportation system. Address the effects of a sea level rise and extreme weather events anticipated to occur during and by the end of the 21st Century on Hawaii's air, land, and water transportation facilities and provide responses to this threat in modal facility plans.</p>
V	Economy	<p>General Comment: "Depends on 1) who controls the economy and 2) the objectives selected."</p>
VI	Energy	<p>Delete (GHG) from Objective 1: Support the national goal to reduce transportation-related greenhouse gas (GHG) emissions and reliance on foreign oil.</p> <p>Comment on Objective 4, "Depends on fuel source": Objective 4: Expand the use of alternative fuel and electric vehicles; provide electric recharging at transportation facilities.</p> <p>Comment on Objective 5, "Not all": Objective 5: Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.</p>

What does all the Feedback from the Oahu Public Informational Meeting tell us?

Much of the feedback in the beginning of the meeting involved safety concerns. Attendees were concerned about drivers' illegal cell phone use, bicycles on sidewalks, and visibility when cars are parked on the side of the road.

While 73% of the attendees felt that Oahu already has a multi-modal system, which was the highest of all five Countywide Meetings, less than half of the attendees felt there were good connections to the airport. This was surprising given the extensive public transit system connections to Honolulu Airport not seen on any of the other islands.

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At various points in the meeting, several people requested bike paths throughout the island at specific location.

Some frustration was also expressed by attendees who felt that plans just sat on a shelf for decades and that promised improvements or transportation facilities were never built.

Several people expressed wanting to get involved with transportation planning but not knowing how to get the information. This tracked with 71% of the respondents answering that public outreach methods were not adequate.

The support for expansion of transportation facilities was high, except when it came to roadways. Surprisingly, there wasn't any verbal feedback on traffic congestion.

The highest ranked Goal was Goal VI Energy, with 12 of the 28 respondents ranking it as a Top Priority. Surprisingly, there was not any verbal feedback on Goal VI at this meeting.

The second highest ranked Goal was Goal IV Environment, with 10 respondents ranking it as a Top Priority. The only verbal comment to Goal IV was that the economics won't drive the changes needed fast enough; however, it appears the goal was still highly valued.

Section 11.0 County of Hawaii Public Informational Meeting--Kona

September 9, 2010

5:00 pm-8:00pm

PATH Office, Kailua-Kona

Section 11.1 Attendees

This meeting was the final one in the series of five Countywide Public Informational Meetings around the State. It was held at the PATH office in Kailua-Kona, which is owned by the non-profit.

18 people signed in at the Kona Meeting, and the majority stayed for the formal presentation as can be seen by the handheld vote counts.

In order to encourage participation, several members of the HSTP team spent some time calling and emailing various members of the community to encourage them to attend.

One elected official attended from the State House of Representatives. No county elected officials attended as they had at the two previous meetings, but one person from the County of Hawaii Planning Department did attend. One employee from DOT Airports attended, and he had been to the Hilo Community Meeting the previous month. The majority of the attendees consisted of interested members of the public made their way to the meeting. The list of attendees is shown below in Table 12.

Table 12 Kona Public Informational Meeting Attendees

Organization	Name
KEDP AZ	Ken Melrose
SKTSC, KLRC, HCHSC	Gunner Mench
Hawaii Organic Farmers Association, UNFI	Franz Weber
West Hawaii Today	Chelsea Jensen
Kohala Coast Resort Association	Sharon Sakai
PATH	Ann Peterson
State House Representative	Denny Coffman
Friends of Save Holualoa Bay	Joy Mills
Self	Rod Hinmai
Self	Bob Ward
self	Tom Kelly
County of Hawaii Planning Department	Bennett Mark
Big Island Gear	Diana Auila
HSPE	John Moore
WHCHC	Jasmin Kierinan
	Linda Morabito
	Brenda LeClair
DOT-HWYS – Hawaii District	Stanley Tamura

Section 11.2 Interactive Session on Goals and Objectives

Handheld voting results from the Kailua-Kona Meeting included feedback anywhere from 9 to 18 respondents. This means that not all of the workshop attendees voted on every question.

What sort of Handheld Voting Feedback did Stakeholder the Kona Countywide Meeting give us?

- 64% or 11 of the attendees were male.
- 83% of the attendees were over the age of 50.

Goal I: Mobility & Accessibility

- 73% or 11 of the attendees felt that Hawaii Island does not have a multi-modal system.
- The respondents unanimously believed that more should be done for public transit.
- 63% of the attendees answered that there are not good connections to the airport.

Goal II: Safety

- The majority of the group felt that the air and water systems were very to somewhat safe.
- The majority of the attendees or 69% felt that the road system was somewhere between somewhat unsafe and very unsafe.
- Nearly all of the attendees did not feel the bike system nor the pedestrian system were safe.

Goal III: Security

- 88% of the group felt that the air system ranked between somewhat and very secure. This was identical to Oahu.
- 47% of the group felt that the water system was neither secure nor unsecure, and 40% of the group felt that the water system was somewhat unsecure.
- 43% of the group felt that the roadway system was neither secure nor unsecure and 21% of the group felt that the roadway system was somewhat unsecure.

Goal IV: Environment

- The respondents were nearly evenly split between ranking the environmental impact assessment process of doing a well or a poor job of protecting the environment.
- 57% of the attendees believed the current transportation system is unsustainable.

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- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, just 19% felt it was a serious problem requiring immediate action. This was second only to Maui, which came in at 18%.

Goal V: Economy

- 85% of the respondents supported new or widened roadways on Hawaii Island.
- 92% supported the expansion of Kona Airport.
- The respondents unanimously supported expansion of Kawaihae Harbor.
- The respondents unanimously supported more bikepaths on Hawaii Island, with 92% supporting more sidewalks.

Goal VI: Energy

- 92% felt it was very important to achieve greater energy efficiency. This was identical to Hilo.
- 92% ranked the reduced use of imported oil as very important.

Goal VII: Financial

- 64% of the attendees said that transportation improvements should be paid from modest fee increases for identified projects.
- 62% of the respondents said that transportation improvements should be paid from user-based special funds rather than the General Fund paid for by everyone.

Goal VIII: Planning

- 90% of the attendees supported performance measures for transportation.
- 89% of the attendees felt that the methods for public involvement were not adequate.
- 82% had heard of the HSTP before this meeting.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Goals and Objectives Worksheet Prioritization

A Goals & Objectives worksheet was handed out at the end of the public informational meeting. Each attendee was given two green dots and two red dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals and red dots on the two Goals they believed ranked the lowest among all eight Goals.

The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

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Instead, many attendees circled the top two Objectives in all eight goals, even the goals ranked at the lowest priority.

10 Worksheets were returned. Results are shown in Table 13 below.

Table 13 Goals and Objectives Worksheet Prioritization, Kona Meeting

Goal	Name	Top Priority	Low Priority	Top Corresponding Objectives
I	Mobility	7		3 votes for Objective 3 : “Ensure multi-modal and intermodal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multi-modal and intermodal projects, including bicycle and walking options.”
II	Safety	1	3	1 vote for Objective 1 : Enhance system and user safety at transportation facilities both motorized and non-motorized, with the use of proper equipment, technology, and physical hazard reduction; and implement priority safety projects for each mode.
III	Security	2	4	1 vote for Objective 3 : “Implement security policies and strategies to minimize risks and threats of disruption of or damage to the transportation systems while maintaining the intended function of the system.”
IV	Environment	2	1	2 votes for Objective 2 : Implement sustainability and livability practices in existing and new facilities, with “sustainability” defined as: “Respect the culture, character, beauty, and history of our State’s island communities; strike a balance among economic, social and community, and environmental priorities; and meet the needs of the present without compromising the ability of future generations to meet their own needs.
V	Economy	3		1 vote each for Objective 3 : Provide reliability, dependability, and redundancy for commerce in the import and export goods movement system including inspection facilities at ports; address actions for security of commerce. And Objective 4 : Create modern air, land, and water transportation systems that are part of a positive visitor experience.
VI	Energy	1	1	1 vote for Objective 5 : Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities.
VII	Financial	4	4	2 votes for Objective 2 : “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems.”
VIII	Planning		6	No Objectives Selected.

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The majority of the attendees concentrated on two goals: Goal I, Mobility with 7 dots and Goal VII, Financial with 4 dots.

Goal VIII, Planning was ranked the lowest priority with 6 dots out of 10 respondents.

The group selected Goal I, Objective 3 ensuring multi-modal and intermodal connections for passengers and commodities as this goal's top prioritized Objective.

The group selected Goal VII, Objective 2 to identify sources and develop secure funding for state transportation systems as this goal's top prioritized Objective

Unlike the Hilo, Maui, and Oahu Meetings, there was not any written feedback provided on the worksheets.

What does all the Feedback from the Kona Public Informational Meeting tell us?

Much of the feedback in the beginning of the meeting involved the Hele On Bus System, much like at the Hilo Meeting. One person brought up the point that while the bus does not charge a fare to riders, it is not really free as it is paid for by taxpayers.

Some people discussed the steep inclines throughout the island. This not only made riding bicycles difficult, but it also made ADA improvements to the sidewalks and roads expensive. One person asked for a switchback kind of bike path in order to traverse the steep inclines.

A long discussion took place on the need to expand Kawaihae Harbor, safety of the vessels during storms, and the piers getting shut down due to storms or earthquakes. Since most of the commerce goes through Kawaihae Harbor for the entire island, a desire for the infrastructure needs at the harbor was also expressed.

A desire to expand Kona Airport was also expressed while lamenting the loss of Japan Airlines and its associated revenue.

Several attendees said that our fees are not high enough in the areas of vehicle registration and gas tax in order to pay for the needed improvements. Another person was concerned about paying fees in other areas such as the California Clean Air Act rather than keeping those fees on island.

The highest Goal was Goal I, Mobility and Accessibility, which is not surprising given the low ranking for interconnectivity in the transportation system. Even with all the talk about what transportation facilities and connections are needed, nobody ranked Goal VIII, Planning as a prioritized Goal.

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Towards the end of the meeting, frustration was expressed about the transportation planning process in general. Several people said there was a forum provided for input, but then nothing happened. Others felt that planning for Kona was done for a distance. One person said there's a lot of frustration, particularly on the neighbor islands.

The tone of the meeting was like a small neighborhood coffee hour, with attendees answering each other's questions about things like international airlines and the bus service.

Section 12.0 Analysis of Feedback from Five Countywide Meetings

The HSTP Team tried different methods to get attendance up at the five Countywide Meetings. Typically, maybe a dozen or less take the time to attend public informational meetings, and maybe even less attend when the meeting is not project or topic centric.

Postcards were mailed out to area legislators and several individuals. Elected officials at the State and/or County levels attended all meetings except on Oahu.

The HSTP Team also made contact with individuals via email and phone calls to encourage participation at the HSTP Meeting.

Flyers were hung in various places on Kauai and in Hilo. Hanging flyers is labor intensive, and you must have someone on that island to handle that function. A banner was hung on the island of Kauai. We found that the production of the banner is several hundred dollars, and getting permission to hang the banner in a high traffic area is also difficult.

The meetings were also advertised on the HSTP Website, and an effort was made to provide a link on the front DOT Webpage. The link ended up on the right side of the page and did not present any meeting information, so webpage viewers may not have been encouraged to explore it any further.

When an electronic bulletin board was available at the local public access television station, an ad for the meeting was posted. At the time of the Countywide Meetings, no electronic bulletin board was available on Kauai.

The email from the Airports Division to its area managers required each of them to attend in their respective counties. This not only gained their participation and feedback, but it also may have encouraged staff from other DOT Divisions to attend.

What would have been helpful is perhaps more outreach on the part of the DOT Public Information Office. Several suggestions for future DOT meeting participation are:

- 1) call into local morning radio stations on the neighbor islands as this is a typical way many hear about meetings
- 2) plug the meeting on the morning news casts
- 3) For Honolulu, a short film could be produced to plug the meeting and be broadcast on Olelo
- 4) Film a short video and broadcast it on YouTube and/or on the DOT Website.

Goals and Objectives Feedback

What the Handheld Voting exercise did do was gather voting feedback, and each of the presentations contained similar enough questions for us to draw conclusions. The Goals and Objectives Worksheet Exercise also helped to drill down to specific feedback, and some of the Countywide Meetings also gave written feedback to the worksheet.

General Feedback

The majority, on average 68%, of the attendees were male.

When age was asked, the majority of the attendees were over the age of 40.

Elected officials attended all meetings except on Oahu.

All eight Goals were supported at all five Countywide Public Informational Meetings, and while suggestions were given to tweak a word here and there or add on to the Objectives, the general response was wide support for the Proposed Goals and Objectives.

Goal I: Mobility

On the islands of Kauai and Hawaii, the majority of the attendees felt that the transportation system was not intermodal. The highest was at the Kona Meeting, with 73% answering the system was not intermodal.

On Maui, barely over half or 52% felt the system was intermodal.

On Oahu, the large majority or 73% felt the system was intermodal.

It appears that the more rural an island is, the more people feel that the system is not connected.

When asked if more should be done for transit, nearly all attendees answered yes, and on some islands this was unanimous. Even with the negative verbal feedback on their individual transit systems, most attendees were still supportive of even more public transit on their island.

The Hilo and Kona Meeting both ranked this as their top priority Goal. The Kauai Meeting ranked this as their second top priority Goal.

Goal II: Safety

All five Countywide Meetings' attendees answered that they felt the air and water systems were safe.

On Maui, the attendees also felt the road system was safe. A little less than 50% of the Kauai attendees felt the road system was safe, but it was still the majority.

Hilo, Kona, and Oahu felt that the road system was unsafe.

All five Countywide Meetings' attendees answered that they felt the bicycle and pedestrian systems were unsafe. Much of the verbal feedback echoed this sentiment. For some islands, it was the lack of sidewalks. On Oahu, the concerns tended towards the mix of pedestrians, cars, and parked vehicles.

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Perhaps with DOT's production of the first Pedestrian Master Plan and with the Complete Streets Task Force recommendations, things can be done to improve the perception of safety with pedestrian and bicycle facilities statewide.

Goal III: Security

When asked to rank the security of the air, water and road transportation systems on each island, all answered that the air system was secure.

On Oahu, the attendees answered that generally the air, water, and road systems were secure.

On Kauai, the attendees answered that the road systems were secure but the water systems trended towards neither secure nor insecure and unsecure. This was mirrored at the Kona and Maui Meetings.

At the Hilo Meeting, while the attendees felt that the air system was secure, they also felt that the road and water systems were unsecure.

In discussions, it appeared that while the TSA measures at airports were considered time consuming, it also gave travelers a sense of security to have so much scrutiny. On the other hand, several people commented that basically anyone and anything can get into and through our harbors.

This was ranked as the lowest Priority Goal on Oahu and in Hilo.

Goal IV: Environment

This Goal had the most groups prioritizing it as a high priority in the Goals and Objectives Worksheet exercise: Kauai, Maui, and Oahu all ranked it as a high priority.

When asked how well the environmental impact assessment process protects the environment, Kona, Hilo and Maui answered that they felt it protected the environment very well to somewhat well. Oahu answered somewhere in the middle, and Kauai answered somewhat poor to very poor. So even though the attendees on Oahu and Kauai believed that the process wasn't working as well, they still held Goal IV, Environment in high regard.

When asked how sustainable the current transportation system was, only Maui answered very to somewhat sustainable. The majority at both the Oahu and Kona Meetings answered neither sustainable nor unsustainable. The majority at both the Hilo and Kauai Meetings answered somewhat to very unsustainable. Much of the verbal comments at all meetings focused on alternative energy and smart growth, which would make the system more sustainable.

When asked how serious a problem was global warming and sea level rise for their island, Kauai answered 82% Very Serious, which was the highest of all Meetings. The following islands answered Very Serious with these percentages: Oahu at 55%; Hilo at 44%; Kona at 19%; and Maui at 18%. This issue is perhaps the most demanding in terms of time and cost for all transportation planners. While planning for sea level rise is

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mandatory in California for all Capital Improvement Projects, Hawaii has not yet mandated a single policy across the board.

Goal V: Economy

A series of questions regarding support for expansion of different transportation facilities was asked on each island. The responses were as follows:

County	Expand/Widen Roads	Expand Island's Harbor	Expand Island's Airport	Build more bike paths	Build more sidewalks
Kauai	No	No	50% support	Yes	Yes
Hilo	Yes—100%	Yes	Yes	Yes	Yes
Maui	50% support	Yes	No	Yes	Yes
Oahu	50% support	Yes	Yes	Yes	Yes
Kona	Yes	Yes—100%	Yes	Yes	Yes

Of all five Countywide Meetings, the Kauai attendees were the least supportive of any kind of expansion of transportation facilities.

Hilo and Kona, both on Hawaii Island, were supportive across the board of any kind of expansion, including 100% of the respondents supporting Road expansion in Hilo and 100% of the respondents supporting Kawaihae Harbor expansion in Kona.

Oahu was also supportive of any kind of expansion, but to a lesser extent with just 50% supporting road expansion or widening.

Maui was supportive of all expansion except the expansion of Kahului Airport. One person said that the Kahului Terminal was adequate but that the length of the runway needed to be expanded. At the Kauai meeting, feedback was received that the problems at LIH are not its size but rather the lack of weekend parking, not enough interconnectivity with mass transit and long security lines.

Goal VI: Energy

This Goal was given a high priority by the attendees of the Maui, Oahu, and Hilo Meetings.

After explaining the Hawaii Clean Energy Initiative (HCEI), the attendees were asked a series of questions. All groups supported the elements of the HCEI. For example, when asked how important it is to achieve greater energy efficiency, Hilo and Kona answered 92%, Maui answered 86%, Kauai answered 82%, and Oahu answered 81%.

While it was given this high priority, there was minimal discussion or verbal feedback on it.

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Goal VII: Financial

The attendees were asked two questions about paying for transportation improvements.

When asked if transportation improvements should be paid by Special Funds paid for by users or from General Fund paid for by everyone, the majority of each group gave a different answer:

Maui (60%) and Oahu (59%): General Funds

Kauai (80%), Kona (62%), and Hilo (53%): Special Funds

The moderator did explain that transportation improvements are paid by Special Funds in our state.

The majority at all five Countywide Meetings said they would support modest fee increases dedicated to pay for transportation improvements. Kona was the highest at 80% in support all the way to Oahu at 61% in support of modest fee increases. The way the question was worded said the fees or taxes had to be dedicated to those transportation improvements, which may be why there was such high approval statewide. Perhaps the Hawaii DOT can consider this when updating the Highways Modernization Plan at the State Legislature.

Goal VIII: Planning

All five Countywide Meeting groups supported developing Performance Measures for transportation, with the average at 90%. This is encouraging given that the latest Oberstar Blueprint for Transportation is considering transportation performance measures in the transportation reauthorization bill. A separate report under Task 8.4, Performance Measures, discusses this issue in greater detail.

The majority of all attendees at all five Countywide Meetings felt that the methods for public involvement were not adequate. Earlier in this section we discussed some of the outreach done for this series of meetings. While all these different approaches were taken, the perception is that more needs to be done by the DOT to involve the public in the planning process.

Another question asked if the respondents had ever heard of the HSTP before this meeting. The answers ranged from 18% in Kona to 82% on Oahu. Perhaps because the HSTP is only updated every 8-10 years, many have not heard of this policy level plan. The answer on Oahu was encouraging, and given the variety of transportation planners and even the DTS Director attending, the message is getting out to some but not all.

This Goal received a low prioritization ranking during the worksheet exercise for Kauai and Kona.

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Much of the verbal feedback focused on the frustration of the attendees with the planning process. Many felt that the plans just sat on the shelf and took decades to come to fruition. Others said that they had an avenue for input but wondered out loud if they were really being heard.

Written Feedback

A total of 14 written feedback forms were received at all five Countywide Meetings. All written comments are attached as Appendix 7 in their entirety.

Kauai had no written feedback.

Hilo had the highest return of written feedback forms with 6 people giving comment.

Much of the feedback from two people discussed their needs and wants for the Hele On bus system.

One person wanted an Objective 8 added to Goal IV, Environment to say, “Prevent and minimize the transport of invasive species.”

That same attendees wanted an Objective 5 added to Goal III, Security to say, “Ensure that transportation systems protect bio security.”

One person’s final comment summed up their feeling about statewide transportation planning—they believed it was most critical for policy to be translated institutionally to implementation.

Maui had two individuals submitting written feedback.

One person gave feedback to specific desired projects in the Hana area.

Another said that for Goal I, Mobility and Accessibility, they are concerned about the State DOT’s ability to manage the system.

For Goal V, Economy, one person wanted output measures to include people as well as freight.

For Goal VII, Financial, there was written feedback submitted that the legislative committees on transportation need to buy into this goal and its accompanying objectives.

For Goal VIII, Planning, there was written feedback that performance measures should be based on accomplishments and not plans completed.

Oahu received five written comments.

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Two people said they were on several mailing lists and did not receive any notice about the HSTP Meeting.

One person wanted DOT to avoid adding capacity for more private vehicles and first maintain and maximize efficiency of existing transportation system.

One comment asked for longer traffic lights for the elderly.

Another person wrote that Rail should cover the island of Oahu.

Kona received just one written comment. That person wanted the mauka communities connected to Queen Kaahumanu Highway by adding a middle road. This feedback also included the suggestions of avoiding multiple merging accesses to major highways, addition of a signal light with connecting frontage roads and requiring developers to build frontage roads.

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Volume 3: Reports and Public Involvement Summaries

Appendix 7 Stakeholder Workshops Report

HAWAII *Statewide* TRANSPORTATION PLAN

November 2010
A Report Prepared for the
Hawaii State Department of Transportation



Prepared by SSFM

SSFM
INTERNATIONAL

Section 1.0 Meeting Purpose

The purpose of the three stakeholder workshops was to gather feedback on the HSTP Proposed Goals & Objectives from different interest groups. The first Stakeholder Workshop consisted of transportation providers, large employers, and transportation user groups across all modes. The second Stakeholder Workshop consisted of natural resource agencies and environmental interest groups. The third and final Stakeholder Workshop consisted of area boards and commissions.

Section 2.0 Invitations

The three Stakeholder Workshops were held on September 7 and 8, 2010, at the Dole Cannery Ballrooms in Honolulu. An effort was made to include video-teleconferencing so that neighbor island attendees would not have to fly to Oahu, but that technology was unavailable.

Between 60 and 70 individuals were invited to each Workshop, with an effort to include representatives from different sectors of business, government, affected Boards and Commissions, and non-profits representing transportation users. Actual attendees are listed in the sections to follow on each Stakeholder Workshop.

Section 3.0 Hawaii Statewide Transportation Plan: Making Connections

The HSTP Making Connections Booklet was handed out to each Meeting attendee along with the other Handouts outlined in the following section.

This Making Connections Booklet is truly the heart of the entire HSTP as it explains the Proposed Goals & Objectives. The Goals & Objectives are the basis for the public policies included in the HSTP. The Goals & Objectives are aligned with other statewide public policies such as the Hawaii Clean Energy Initiative.

In the Making Connections Booklet, each of the Proposed Goals and Objectives also included an explanation of what was in the previous 2002 HSTP as well as changes or additions that had been made to each Goal. A listing of research and discussion of that Goal, including applicable HSTP Issue Papers followed. Potential Performance Measures for the Goal were outlined with recommendations to move forward on the Goal.

This Booklet was meant to guide each of the meeting attendees as they gave verbal and written feedback. It was also something for the attendees to take home and refer to in the future.

Section 4.0 Handouts

When entering the room, each attendee was given several workshop handouts:

- 1) Agenda
- 2) HSTP Making Connections Booklet
- 3) A handout of the PowerPoint presentation for that day, which is included as Appendix 1 to this report.
- 4) A comment sheet, which could be mailed back after the meeting
- 5) A request for volunteers to read any of the 10 Issue Papers and give feedback
- 6) A Title VI/Environmental Justice form to be filled out on a volunteer basis for HDOT-Office of Civil Rights

Section 5.0 Meeting Format

A presentation was made on the Hawaii Statewide Transportation Plan

- Description of the HSTP and why it is called Hawaii's Multi-Modal and Inter-Modal Network
- Definition of the HSTP
- History of the HSTP, going back to the first one prepared in 1961
- Explanation of why the HSTP is prepared
- HSTP integration with other transportation plans was shown through a visual presentation of the HSTP in a Pyramid of Plans
- HSTP tasks completed
- Issue Papers on the 10 Emerging Issues were summarized with a request for volunteers to read these papers and give feedback within two weeks of receipt

For Stakeholder Workshops #1 and #3, a presentation was made on the 2035 Population & Socio-Economic Forecast with the following information:

- Sources of the 2035 forecast data
- Population forecasts
- Age demographics to 2035
- Job growth demographics by county and sector
- Visitor Day projections to 2035 as an economic indicator

For Stakeholder Workshops #1 and #2, a presentation was made on the HSTP Financial Issues. Stakeholder Workshop #3 attendees were given this information in their PowerPoint handout:

- Financial Overview of HDOT Airports, Harbors and Highways Divisions
- Financial Overview of County Transit Organizations
- Sources of Revenue for both Operating and Capital Budgets
- Future Revenue Opportunities for all modes were explored

A PowerPoint presentation can be found at Appendix 1 to this report.

Section 6.0 Participation and Feedback

Participation and feedback were gathered four different ways:

- 1) Handheld voting devices were used during an interactive session on the 8 Proposed HSTP Goals, with live feedback given during a PowerPoint presentation.

Each attendee was given a handheld voting device about the size of a car's remote control with instructions on how it operated. There were a maximum of

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five buttons to push, and each person could vote just once on each question. The questions gave anywhere from two to five options from which the attendee could select just one option.

In order to get the attendees used to using the technology, the presentation began with easy questions, such as indicating whether the attendee was male or female.

The handheld voting was run by a software program integrated with the PowerPoint Presentation on the Draft HSTP Goals and Objectives. The workshop attendees were given background information on each Goal and then asked questions relating to that Goal. It was noted that this was not a scientific poll with statistically significant results, but rather a way to use technology to garner feedback.

In the lower right hand corner of the PowerPoint Presentation, attendees could see how many of them had voted, realizing each attendee could only vote once. When all of the votes had been cast, the results were shown instantly on the same PowerPoint slide.

This allowed attendees to give feedback anonymously. It also served as a tool to engage the attendees in discussions about the feedback they had given. For example, the moderator could ask if anyone who voted one way wanted to speak about their vote.

Interestingly, none of the stakeholder groups engaged in much discussion during this part of the workshop. Most of the verbal feedback we received was during the breakout groups.

A Break between Goals I-VI and VII-VIII was taken to do the next two exercises.

The Handheld Voting Results can be seen for each workshop at Appendix 2 to this report.

- 2) Breakout Groups to discuss Strategies for Attainment and Performance Measures. Each breakout group had their feedback recorded on large easel-sized sheets.

- 3) A Goals & Objectives worksheet was handed out in the middle of the presentation, between the handheld voting on Goal VI, Energy and Goal VII, Financial. Each attendee was given two green dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals. The attendees were then asked to circle up to two

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Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

Results are described under each workshop's summary to follow.

- 4) Feedback Form collected at end of meeting.

Section 7.0 Stakeholder Workshop #1

September 7, 2010

1:30 pm-3:30pm

Dole Cannery Ballrooms

Transportation Providers, Large Employers, and User Groups

Section 7.1 Invitations and Attendees

61 people were invited to this workshop, including representatives from commercial airlines, shipping companies, tour companies, package delivery companies, taxi companies and the Hawaii Transportation Association.

Of those invited, 26 people attended this stakeholder workshop. There were representatives from Air, Land, and Marine based modes of transportation. This first workshop was the largest of the series of three workshops in terms of attendance.

Table 1 Attendees at Workshop #1

Organization	Name
Alexander & Baldwin	Paul Oshiro
City & County of Honolulu Department of Transportation Services	Bruce Nagao
City & County of Honolulu Department of Transportation Services, Public Transit Division	James Burke Eileen Mark Sandra Abelaye
DR Horton and LOTMA Board Member	Cameron Nekota
Executive Office on Aging	David Kanno
First Hawaiian Bank	David Morikawa
Gentry Homes Hawaii & LOTMA President	Debbie Luning
go! Mokulele	Ryan Pa'ahana Chris Van Den Heuvel
Hawaii Centers for Independent Living	Charlene Ota
Kamehameha Schools Bishop Estate	Hilarie Alomar
Kamehameha Schools Bishop Estate & LOTMA Board Member	Catherine Camp
Land Use Research Foundation	David Z. Arakawa
Matson	Vic Angoco Enriqueta Tanaka
PATH-People's Advocacy for Trails Hawaii and Hawaii Bicycling League	Jennifer Milam
Queen's Health Systems	Todd Kanja
Robert's Hawaii	Percy Higashi
Waikiki Improvement Association	Rick Egged
Young Brothers, Ltd.	Jeff Low Nami Ohtomo
SDOT - Airports	Dean Watase
TheBus	Roger Morton
Vanpool Hawaii	Vicki Harris

Section 7.2 Interactive Session on Goals and Objectives

Appendix 2 includes the actual PowerPoint slides showing each question and how the attendees voted. Note that the votes can be anywhere from 19 to 25 respondents. This means that not all of the workshop attendees voted on every question.

In this session, the team worked to accommodate the needs of a visually impaired attendee. A team member stood near the attendee to ensure that the attendee could hear and understand the questions being asked as well as operate the handheld voting tool. All results were read off in their entirety so that the attendee could hear the results and be able to fully participate in the workshop. The Making Connections Booklet was translated into Braille.

What sort of Handheld Voting Feedback did Stakeholder Group 1 give?

- The majority of the attendees, 16, identified with the land mode of transportation, which included highways, transit, and bicycle/pedestrian.
- Nearly half of the attendees, 42%, were direct providers of service.

Goal I: Mobility & Accessibility

- An overwhelming 83% of the attendees believed that a Superferry type of service would return at some time.
- Over 50% of the attendees said that the connections for the airport are okay for cars but less for transit or bicycles.
- A large majority of 83% of the attendees believe that by 2035, the transit in the state will be Rail on Oahu and expanded bus service on the other major islands.

Goal II: Safety

- The group was nearly evenly split on the greatest safety threat facing the land transportation system between 1) driver licensing & training; 2) Mix of vehicles on the road; and 3) roadway design.
- The group was evenly split for rating congestion as a possible safety issue, with Very High, High, and Medium each getting 24% of the votes.

Goal III: Security

- Respondents were evenly split at 40% each for the most important security threat facing the air system between 1) Weather & natural disasters and 2) Terrorism.
- Nearly 50% of the attendees felt that the existing transportation system security measures were okay but more could be done. One quarter of the attendees felt it was inadequate.

Goal IV: Environment

- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, 25% felt it was a serious problem requiring immediate action and 58% felt it was a potential concern with time to address it.
- 63% of the respondents felt that while the state has many endangered species and critical habitats that impact how transportation facilities are located and designed, it needed to be done even though it added to the cost of projects.
- 43% responded that by 2035, a higher priority should be given to the allocation of water for critical state infrastructure and that the availability of water would limit where growth occurs while there will be technological solutions for this.

Goal V: Economy

- 88% of the respondents believe that by 2035, the State will need new or expanded airport facilities.
- 92% believed that by 2035, the State will need new or expanded harbor facilities.
- 96% felt that transportation planning should keep ahead of growth.

Goal VI: Energy

- When asked what was the biggest energy problem facing the transportation sector, 39% said it was price, 26% said it was availability, and 22% said it was passing price increases onto consumers.
- The group was nearly evenly split between research on alternate source of energy and greater energy efficiency as ways to shift the transportation system's reliance on oil.

After returning from two other feedback exercises, the handheld voting commenced on Goals VII and VIII.

Goal VII: Financial

- 75% of the respondents said that transportation improvements should be paid from the General Fund paid for by everyone rather than user-based special funds.
- 14 respondents also said that transportation improvement should be paid from modest fee increases for identified projects while 5 said it should be paid from currently existing sources.

Goal VIII: Planning

- We received mixed responses on the question regarding the level of planning in which the respondents were most interested. 37% were interested in broad policy level planning like the HSTP while 32% were interested in statewide sector plans. 11% said they were interested in specific facility master plans while 16% were interested in detailed development plans.

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- 38% of the respondents said they knew how to find the right plan for something.
- 57% responded that they've participated in a plan update.
- Half responded that Master Plans and System Plans were helpful in their jobs.
- 29% said that they feel Policy plans are used in project decision making.

For each Goal, nearly 100% responded that the subject Goal should be kept in the HSTP.

Verbal feedback was only given on Goal IV, the Environment and Goal VI, Energy.

GENERAL FEEDBACK ON GOALS & OBJECTIVES DURING HANDHELD VOTING	
Goal Wording	Goal IV: Environment
Goal IV: "Protect and enhance Hawaii's unique environmental and quality of life."	HSTP is not able to "enhance" Hawaii's unique environment. Just say "protect." -R. Egged
Goal Wording	Goal VI: Clean Energy
Goal VI: "Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy-efficiency, ensuring the reliability and security of energy sources."	This goal is not realistic. -R. Egged

Section 7.3 Goals & Objectives Worksheet Exercise, Stakeholder Workshop 1

A Goals & Objectives worksheet was handed out in the middle of the presentation, between the handheld voting on Goal VI, Energy and Goal VII, Financial. Each attendee was given two green dots. The exercise requested each attendee to place green dots on the two Goals they believed ranked the highest among all eight Goals. The attendees were then asked to circle up to two Objectives that corresponded to the two top ranked Goals, resulting in the four Objectives they felt ranked the highest.

24 worksheets were completed, with a summary of results to follow in Table 2.

Table 2 Goals and Objectives Worksheet Prioritization, Stakeholder Workshop 1

Goal	Name	Number of Votes	Top Corresponding Objectives
I	Mobility	11	5 votes, Objective 5: "Address the special needs of Hawaii's underserved populations, including the elderly, disabled, and Title VI/Environmental Justice (T6/EJ) populations."
II	Safety	1	1 vote for each Objective 3: "Continuously conduct assessment, preparedness, and emergency response for natural disasters as part of all planning efforts." And Objective 4: "Use and consider a full range of transportation design techniques to improve personal safety for all travelers."
III	Security	2	2 votes for Objective 3: "Implement security policies and strategies to minimize risks and threats of disruption of or damage to the transportation systems while maintaining the intended function of the system."
IV	Environment	1	1 vote for Objective 3: "Assess sustainability and livability for air, land, and water transportation facilities and operation practices."
V	Economy	13	9 votes for Objective 2: "Create a commodity flow and freight handling system that is dependable, efficient, economical, secure, and rapid for connecting the ports, land transportation facilities, and industrial/commercial land use and storage areas."
VI	Energy	0	
VII	Financial	13	8 votes for Objective 2: "Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems."
VIII	Planning	6	4 votes for Objective 2: "Maintain a dynamic planning process that ensures coordination and cooperation between the State, Federal, counties, private sector, and general public."

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The majority of the attendees concentrated on two goals: Goal V, Economy and Goal VII, Financial, with each getting 13 dots. This was closely followed by Goal I, Mobility and Accessibility with 11 dots.

The top Objective for Goal V was Objective 2: “Create a commodity flow and freight handling system that is dependable, efficient, economical, secure, and rapid for connecting the ports, land transportation facilities, and industrial/commercial land use and storage areas.

The top Objective for Goal VII was Objective 2: “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation, replacement, and expansion of the state transportation systems.”

Section 7.4 Supplemental Stakeholder Group #1 Feedback

In addition to the interactive feedback from those who attended the meeting on September 7, 2010, stakeholders who did not attend the meeting were solicited by mail survey for their opinions on transportation goals and issues. These supplemental stakeholders were chosen based on their expertise on transportation issues. Members of this stakeholder group were primarily made of transportation providers, large employers, government agencies, and user groups. Supplemental stakeholders were given until October 27, 2010, to return their survey for analysis. Below is a breakdown of the supplemental stakeholder group:

Supplemental Stakeholder Group 1	Count	Percentage
Area Boards and Commissions	0	0%
Transportation Providers	33	56%
Large Employers	4	7%
User Groups	14	24%
Government Agencies	8	14%
Natural Resource Groups	0	0%

59 stakeholders from this group were sent surveys through the mail; a total of 17 responses from this stakeholder group were returned. Supplemental stakeholders from group #1 were asked the exact same questions as those stakeholders who attended the meeting from group #1. Please note, however, that the questions varied slightly between meeting attendees and supplemental stakeholders in group #1 and those meeting attendees and supplemental stakeholders in group #2 and group #3.

What sort of Supplemental Feedback did Stakeholder Group 1 give?

Respondents for Supplemental Stakeholder Group 1				
	C & C of Honolulu	Hawaii County	Kauai County	Maui County
County Represented	76%	6%	6%	12%
	Direct Provider	User of Service	Government Agency	Other
Transportation Involvement	70%	6%	12%	12%
	Water	Air	Highways or Transit	
Transportation Sector	6%	29%	65%	

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- Similar to the handheld voting, a majority of the respondents, 11 or 64%, identified with the land mode of transportation, which included highways, transit, and bicycle/pedestrian.
- Over 70% of the respondents were direct providers of service.

Goal I: Mobility & Accessibility

- Similar to the meeting attendees, 76% of supplemental stakeholders believed that a Superferry type of service would return at some time.
- While 35% of supplemental stakeholders said the connections for the airport are okay for cars but less for transit or bicycles, an equal number said the connection system at the airport worked well.
- A majority of supplemental stakeholders, 64% also believe that by 2035, the transit in the state will be Rail on Oahu and expanded bus service on the other major islands.

Goal II: Safety

- This highest concern for this group, from the greatest to least safety threat, were (1) Roadway design, (2) Mix of vehicles on the road, and (3) Driver licensing and training.
- Nearly a majority of supplemental stakeholders, 47%, believed that rate congestion was a very high safety problem.

Goal III: Security

- Respondents said that terrorism (47%) was the most important security threat facing the air system, followed by Weather and Natural disasters (35%) and Invasive species (6%).
- Over 50% of supplemental stakeholders felt that the existing transportation system security measures were adequate. While 35% thought they were okay but more could be done. Only 11% felt it was inadequate.

Goal IV: Environment

- When asked about their perception of global warming, sea level rise and climate change as a problem for the State's transportation system, 12% felt it was a serious problem requiring immediate action and 53% felt it was a potential concern with time to address it.
- 47% of the respondents felt that while the state has many endangered species and critical habitats that impact how transportation facilities are located and designed, it needed to be done even though it added to the cost of projects.
- 47% responded that by 2035, quality and availability of water will limit where growth occurs, while only 17% thought that technological solutions would be found to solve this problem. Moreover, 12% thought a higher priority should be given to allocate for critical state infrastructure.

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Goal V: Economy

- 76% of the respondents believe that by 2035, the State will need new or expanded airport facilities.
- 76 % believed that by 2035, the State will need new or expanded harbor facilities.
- 94% felt that transportation planning should keep ahead of growth.

Goal VI: Energy

- When asked what was the biggest energy problem facing the transportation sector, 53% said it was price, 6% said it was availability, and 29% said it was passing price increases onto consumers.
- Unlike the meeting attendees, supplemental stakeholders overwhelming thought that research on alternate sources of energy (70%) was a better solution to shift the transportation system away from its reliance on oil. By comparison, only 17% thought that greater energy efficiency was the solution to relying on oil.

Goal VII: Financial

- 59% of the respondents said that transportation improvements should be paid from the General Fund paid for by everyone, while 41% thought they should be paid for by user-based special funds.
- Unlike the meeting attendees, supplemental stakeholders were split on how to pay for transportation improvements – half believed they should be paid for only through currently existing sources, while the other half believed that modest fee increases for identified projects were necessary.

Goal VIII: Planning

- Similar to the meeting attendees, there were mixed responses on the question regarding the level of planning in which the respondents were most interested. 23% were interested in broad policy level planning like the HSTP while 12% were interested in statewide sector plans. 23% said they were interested in specific facility master plans while 35% were interested in detailed development plans.
- 17% of the respondents said they knew how to find the right plan for something.
- 23% responded that they've participated in a plan update.
- Over half (58%) of supplemental stakeholders believed that Master Plans and System Plans were helpful in their jobs.
- 64% said that they feel Policy plans are used in project decision making.

What does all the Feedback from Stakeholder Group 1 tell us?

The majority of the group identifies with land-based transportation, and this may be due to their daily use of the roads to traverse between home and work. Many of the attendees worked in the transportation modes of Air and Marine.

The majority of the attendees believed that a Superferry type of service would return to Hawaii. No discussion was offered by the attendees at this point. We have found that throughout our public meetings in each county, this was the sentiment, except for on the island of Kaua'i. The HSTP Statewide Survey also provided similar results, with Kaua'i being the least supportive of the Superferry.

The Land Breakout Group spent their entire session on Goal I, Mobility, with issues such as system preservation, maintenance, and population growth dominating the discussion. The conversation then turned towards the Land Use-Transportation connection, with many stating that living where we work and reducing our personal miles traveled would help with traffic. Several group members felt that infrastructure needed to be done in order to support smart growth, and this was reflected with 96% answering that transportation planning should keep ahead of growth.

The Land Breakout Group did not have time to move on to other goals.

The Marine Breakout Group was assigned Goal II, Safety. Much of the discussion focused on access and egress from harbor facilities to the surrounding area.

While about half of the attendees felt that the existing transportation system security measures were fine but more could be done, one quarter of the attendees responded that the security measures were inadequate. No discussion was offered during the handheld voting, but during the Air breakout group, many responses centered on the need for interconnectivity of communication at the airports amongst agencies at all levels. The Marine breakout group also discussed communication improvements for security as a strategy for attainment.

One person gave verbal feedback that Goal IV, Environment should not include the word "enhance" because he believed that the Hawaii Statewide Transportation Plan can't enhance Hawaii's environment.

83% of this group responded that action should be taken to address global warming, sea level rise and climate change as it relates to the State's transportation system. This was higher than the actual HSTP Statewide Telephone Survey results, which totaled 68%. Perhaps it was the mix of Air and Marine based businesses in the group that gave this kind of result as they also need to deal with the effects of sea level rise and global climate change for their businesses.

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Nearly 90% of the respondents in this stakeholder workshop believe that the State will need new or expanded harbor and airport facilities. Only the Air Breakout Group discussed Goal V, Economy. In this breakout session, they discussed specific changes that should be made at each major airport and that the improvements should be attractive to both the carriers and outside vendors. This group discussed the need to review best practices at mainland airports and consider adopting them in Hawaii. This group also listed user fees as a way to fund these upgrades. Goal V, Economy was tied as the highest ranked Goal with the C during the Worksheet exercise.

When asked to rank the two highest Goals with the Goals & Objectives Worksheet exercise, none of the attendees ranked Goal VI, Energy. The only verbal feedback given during the presentation was that the goal was unrealistic, and no breakout groups discussed this Goal. The handheld voting feedback only gave price as the biggest energy problem facing the transportation sector, and that was only at 39% selecting that option. Perhaps because the Hawaii Clean Energy Initiative was signed into law recently, people did not feel the need to discuss it or give lots of feedback.

While 75% of the respondents said that transportation improvements should be paid from the General Fund, the moderator explained that these improvements are instead paid by user-based special funds. Goal VII, Financial tied for the top ranked Goal during the Worksheet exercise. Other Objectives circled for priority were Objective 4, maximizing use of federal programs and Objective 5, consider innovative and non-traditional financing. No verbal feedback was given on this Goal, but a little more than half of the attendees said that improvements should be paid from modest fee increases for identified projects. This has appeared to hold true at Countywide Public Informational Meetings and may be something to consider when restructuring the Highway Modernization Plan.

The pyramid of plans for transportation means people do not always know the difference between the different plans. Most people attending Stakeholder Workshop 1 did not know how to find the right plan for what interested them nor did they feel a policy plan are used for project decision making. The HDOT may want to consider more outreach on their plans and online library so that interested citizens can find what they need. When asked in other workshops and public meetings why people felt the policy plans are not used for project decision making, the answer was that politics got in the way. HDOT may want to consider drawing a clearer line between the policy level plan and what actually gets built so that the public can see the value in a policy level plan such as the HSTP.

The meeting attendee group and supplemental stakeholders shared many of the same characteristics. Both groups were predominantly made up of the land mode of transportation group, which included highways, transit, and bicycle/pedestrians. A great portion of the supplemental stakeholders provided direct service (70%) compared to the meeting attendee group (42%). Many of the results from supplemental

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stakeholders were similar to the results from meeting attendees. Supplemental stakeholders tended to project many of the same views as meeting attendees; they differed only in a few areas such as energy, finance, and planning. While meeting attendees were split on how best to reduce the transportation system's reliance on oil; supplemental stakeholders overwhelmingly favored research on alternative energy sources. Moreover, while meeting attendees overwhelmingly favored (73%) modest fee increases for identified projects; supplemental stakeholders were split between modest fee increases for identified projects (47%) and funding only from currently existing sources (47%). Finally, though less supplemental stakeholders participated in a plan update and were less likely to know how to find the right plan, they felt more than meeting attendees that policy plans were used in the decision making process.

Section 8.0 Stakeholder Workshop #2

September 8, 2010

8:30 am-11:00pm

Dole Cannery Ballrooms

Natural Resource Agencies and Environmental Interest Groups

Section 8.1 Invitations and Attendees

69 people were invited to this workshop, including representatives from Army Corps of Engineers, National Oceanic and Atmospheric Administration, State office of Planning, the Military, renewable energy companies, environmental non-profits, and state agencies such as Department of Land and Natural Resources.

Of those invited, 21 people attended this stakeholder workshop. There were representatives from state and county government, the military, Hawaiian Electric Company, Sierra Club, and NOAA.

Table 3 Attendees at Workshop #2

Organization	Name
City & County of Honolulu Department of Emergency Management	Melvin Kaku
Hawaii Department of Health	Nalani Aki
Hawaiian Electric Company, Inc.	Floyd Shiroma Jon Arakaki Susan Char
Honolulu Police Department	Lt. Neville Colburn Lt. Baron Lee
NOAA Fisheries Pacific Islands Regional Office Habitat Division	Robert Schroeder
OahuMPO	Randolph Sykes
Sierra Club Hawaii	Robert Harris
State Department of Hawaiian Home Lands	Julie Cachola Jeffrey Fujimoto
State Department of Land & Natural Resources, DOBOR	Edward Underwood Eric Yuasa
State Department of Agriculture	Carol Okada Domingo Cravalho
State Department of Economic Development & Tourism, State Energy Office	Kathy McKenzie
State Department of Economic Development & Tourism, State Office of Planning	Abbey Seth Mayer Mary Lou Kobayashi
US Army Garrison, Hawaii	James Jefferson
Department of the U.S. Army	Howard Killian

Section 8.2 Interactive Session on Goals and Objectives

Appendix 2 includes the actual PowerPoint slides showing each question and how the attendees voted. Note that the votes can be anywhere from 14 to 20 respondents. This means that not all of the workshop attendees voted on every question.

What sort of Handheld Voting Feedback did Stakeholder Group 2 give?

- The majority of the attendees, 14, identified their duties as statewide.
- Nearly half of the attendees, 45%, identified mainly with a State Agency.
- All attendees were from Oahu.

Goal I: Mobility & Accessibility

- 68% of the attendees answered that mobility needs can be satisfied in a more sustainable manner by 2035.
- A large majority of 88% believe the by 2035, transit in Hawaii will be Rail on Oahu and expanded bus service on the Neighbor Islands.

Goal II: Safety

- 50% of the attendees answered that the greatest safety threat facing the land transportation system as a combination of: 1) poor driving habits; 2) Mix of vehicles on the road; and 3) roadway design. 33% of the attendees believed that the greatest safety threat was poor driving habits.
- A combined 72% of the attendees rated either very high or high congestion as a possible safety problem.

Goal III: Security

- 42% of the attendees said that Terrorism was the most important security threat faced by the air system while 37% answered that it was weather & natural disasters.
- 11 out of 18 or 61% of the attendees answered that existing transportation system security measures are OK but more could be done.

Goal IV: Environment

- In regards to global warming, sea level rise and climate change as a problem for the state's transportation system, 47% answered that it was a serious concern that requires action now. This was the highest percentage of all three stakeholder workshops.
- When asked for the top priority concern in Hawaii for transportation facilities' impact on the environment, 44% responded that destruction of valued resources is the top priority. The next highest priority was marked as other, while impact on water quality and non-point source air pollution each garnered 17% of the handheld votes.

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- When asked what are the most important and needed changes to HRS Chapter 343 (EIS Law) under review, 42% responded that expediting and streamlining the process was the most important while 32% answered the highest priority was a combination of: 1) Change what projects need to be given review; 2) Expand the coverage of environmental review; and 3) Expedite and streamline the process.

Goal V: Economy

- When asked if the state will need new or expanded airport facilities by 2035, 14 attendees or 74% responded yes. The response rate was similar for the question asking about expanded harbor facilities.
- 16 attendees or 89% answered that transportation planning should keep ahead of growth vs. lagging growth.

Goal VI: Energy

- 6 attendees or 32% answered that availability was the biggest energy problem facing the transportation sector, while 26% responded that it was price.
- A little more than half the attendees, or 10 people, answered that the transportation system can shift its reliance on oil by researching alternate resources. 16% responded that greater energy efficiency was the answer to shifting reliance on oil, while 32% answered “other.”

Goal VII: Financial

- When asked if transportation improvements should be paid for by special funds paid by users or the General Fund paid by everyone, 81% answered special funds.
- 10 attendees or 59% responded that transportation improvements should be paid from modest fee increased for identified projects.

Goal VIII: Planning

- 31% of the attendees were most interested in broad policy planning like the HSTP. Another 31% of the attendees were most interested in sector plans statewide.
- Just 40% of the attendees said they knew where to find the right plan of interest.
- 50% of the respondents said they feel Policy plans are used in project decision making. This was actually the highest percentage of all three stakeholder workshops.

Section 8.3 Goals & Objectives Worksheet Exercise, Stakeholder Workshop 2

As in the previous Stakeholder Workshop, A Goals & Objectives worksheet was handed out in the middle of the presentation, between the handheld voting on Goal VI, Energy, and Goal VII, Financial, with dots and the same instructions to prioritize the Proposed HSTP Goals and Objectives. 19 worksheets were completed, with results shown in Table 4 below.

Table 4 Goals and Objectives Worksheet Prioritization, Stakeholder Workshop 2

Goal	Name	Number of Votes	Top Corresponding Objectives
I	Mobility	5	5 votes, Objective 3: “Ensure multi-modal and intermodal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multi-modal and intermodal projects, including bicycle and walking options.”
II	Safety	1	No Objectives prioritized
III	Security	4	2 votes for Objective 3: “Implement security policies and strategies to minimize risks and threats of disruption of or damage to the transportation systems while maintaining the intended function of the system.”
IV	Environment	9	7 votes for Objective 1: “Ensure that the land, air, and water transportation systems respect environmental, natural, cultural, and historic resources; and adopt guidelines to alleviate environmental degradation caused by motor vehicles.”
V	Economy	8	7 votes for Objective 1: “Support the multi-modal transportation needs in the military, tourism, agriculture, health, education, energy, and technology sectors of Hawaii’s economy; and identify sector needs, current and projected, as they relate to the movement of people and goods.”
VI	Energy	6	5 votes for Objective 2: “Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT’s Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI).”
VII	Financial	3	2 votes for Objective 2: “Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems.”
VIII	Planning	2	2 votes for Objective 4: “Create and implement an Integrated Sub-Area Planning (ISP) initiative that links strategic planning to project implementation for all modes through a visioning process; and seek funding to begin the ISP planning for one or more areas of critical State importance.”

Section 8.4 Supplemental Stakeholder Group #2 Feedback

In addition to the interactive feedback from those who attended the meeting on September 8, 2010, stakeholders who did not attend the meeting were solicited for their opinions on transportation goals and issues. Supplemental stakeholders were chosen based on their expertise on transportation issues. Members of this stakeholder group were comprised primarily of natural resource agencies, environmental interest groups, and government agencies. Supplemental stakeholders were given until October 27, 2010, to return their survey for analysis. Below is a breakdown of the supplemental stakeholder group:

Supplemental Stakeholder Group 2	Count	Percentage
Area Boards and Commissions	0	0%
Transportation Providers	1	2%
Large Employers	2	4%
User Groups	0	0%
Government Agencies	19	35%
Natural Resource Groups	32	59%

54 stakeholders from group #2 were sent surveys through the mail; a total of 8 responses from this stakeholder group were returned. Supplemental stakeholders from group #2 were asked the exact same questions as those stakeholders who attended the meeting from group #2. Please note however, that the questions varied slightly between meeting attendees and supplemental stakeholders in group #2 and those meeting attendees and supplemental stakeholders in group #1 and group#3. Moreover, with such a small sample size, the data can be influenced by a small number of opinions. This was the smallest number of supplemental stakeholder responses of any of the three stakeholder groups.

What sort of Supplemental Feedback did Stakeholder Group 2 give?

Respondents for Supplemental Stakeholder Group 2 Feedback				
	C & C of Honolulu	Hawaii County	Kauai County	Maui County
County Represented	100%	0%	0%	0%
Primary Involvement				
	Natural Resources	Regulatory	Other	
Primary Involvement	70%	6%	12%	
Industry Sector				
	Federal Agency	State Agency	Non-profit Agency	
Industry Sector	43%	43%	14%	

- All supplemental stakeholders identified their duties as statewide or on the state level and beyond.
- Respondents were evenly mixed between Federal Agencies and State Agencies. One respondent was neither federal nor state, and came from the nonprofit field.
- All supplemental stakeholders were from Oahu.

Goal I: Mobility & Accessibility

- 87% of supplemental stakeholders answered that mobility needs can be satisfied in a more sustainable manner by 2035 varies by their mode.
- Unlike the meeting attendees, supplemental stakeholders were split on what public transit would look like by the year 2035. 25% thought it would be similar to today, 37% thought transit in Hawaii would include rail on Oahu and expanded bus service on the neighbor islands, and 37% thought there would be less travel because people would find other ways to travel.

Goal II: Safety

- 75% of supplemental stakeholders answered that the greatest safety threat facing the land transportation system as a combination of: 1) poor driving habits; 2) Mix of vehicles on the road; and 3) roadway design. Only 12% thought that poor driving habits or roadway design alone were a safety threat.
- A combined 75% of supplemental stakeholders rated either very high or high congestion as a possible safety problem.

Goal III: Security

- 37% of supplemental stakeholders said invasive species was the most important security threat facing the air system. 25% of supplemental stakeholders said that Terrorism was the most important security threat faced by the air system while 25% answered that it was weather & natural disasters.
- 37% of respondents said that transportation system security measures were adequate, while 25% of the attendees answered that existing transportation system security measures are OK but more could be done. The remaining 37% thought security measures were inadequate.

Goal IV: Environment

- In regards to global warming, sea level rise and climate change as a problem for the state's transportation system, supplemental stakeholders were evenly split between favoring this issue as a serious concern that requires action now and a potential concern with time to address it.
- When asked for the top priority concern in Hawaii for transportation facilities' impact on the environment, 36% responded that destruction of valued resources

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is the top priority. The next highest priority was impact on water quality at 27%, with non-point source air pollution garnering 18% of responses.

- When asked what are the most important and needed changes to HRS Chapter 343 (EIS Law) under review, 25% responded that expediting and streamlining the process was the most important while 50% answered the highest priority was a combination of: 1) Change what projects need to be given review; 2) Expand the coverage of environmental review; and 3) Expedite and streamline the process.

Goal V: Economy

- When asked if the state will need new or expanded airport facilities by 2035, 62% responded yes. When asked if the state will need new or expanded harbor facilities, 87% responded yes.
- 75% of respondents answered that transportation planning should keep ahead of growth vs. lagging growth.

Goal VI: Energy

- 25% of respondents answered that availability was the biggest energy problem facing the transportation sector, while 37% responded that it was passing price increases on to consumers. Only 12% felt that price of energy was the biggest energy problem.
- A little more than half of the respondents answered that the transportation system can shift its reliance on oil by researching alternate resources. 33% responded that greater energy efficiency was the answer to shifting reliance on oil, while 11% answered “other.”

Goal VII: Financial

- When asked if transportation improvements should be paid for by special funds paid by users or the General Fund paid by everyone; respondents were evenly split between the two.
- 43% responded that transportation improvements should be paid from modest fee increased for identified projects.

Goal VIII: Planning

- 37% of respondents were most interested in specific facility master plans. Another 37% of the respondents were most interested in sector plans statewide, while 12% were most interested in detailed development plans or other.
- Just 33% of the respondents said they knew where to find the right plan of interest.
- 25% of the respondents said they feel Policy plans are used in project decision making.

What does all the Feedback from Stakeholder Group 2 tell us?

The majority of the group identifies the State Agency sector, with just one person identifying with a non-profit agency. While many environmental interest non-profits were invited, the majority of the attendees identified with one level of government or another. Even with this cross-section of government agency attendees, 70% defined their duties as Statewide.

The breakout session gained the most participation from the attendees. The first breakout group came up with an extensive list of key natural resource and land management agencies at all levels of government, as well as several outstanding resources for planners. The second breakout group had a more extensive discussion on strategies for attainment for Goal IV: Environment.

One useful resource for planners given was www.green.gov, which covers the President's 2009 Executive Order on Federal Leadership in Environmental, Energy, and Economic Resource. This website includes Federal Energy Management programs, information on "green" procurement, as well as Sustainability Performance Plans. While at the Federal Level, many of the resources discussed and guidelines shared could be useful at the State and even County levels.

While Stakeholder Group 1 did not select Goal IV: Environment as a prioritized goal, it was not surprising that Stakeholder Group 2 comprised of environmental interest groups would select this Goal as a top priority.

Responses from the supplemental stakeholders' group were similar to those of the meeting attendees. Moreover, the two stakeholder groups job levels (statewide and beyond) as well as job location (all were from Oahu) were similar. Unsurprisingly, supplemental stakeholders respondents tended to project many of the same views as meeting attendees; they differed only in a few areas such as mobility and accessibility, financial, and planning. In mobility and accessibility, while 88% of meeting attendees thought that by 2035, transit in Hawaii would include rail on Oahu with bus service on the major neighbor islands, supplemental stakeholders were split on what transit in Hawaii will be. In regards to financial issues, while 81% of meeting attendees thought that transportation improvements should be paid for by special funds, supplemental stakeholder respondents were evenly split between paid for by special funds and by general funds. Finally, while half of all meeting attendees answered that policy plans were used in project decision-making, only a quarter of all supplemental stakeholders agreed.

Section 9.0 Stakeholder Workshop #3

September 8, 2010

1:30 pm-3:30pm

Dole Cannery Ballrooms

Area Boards and Commissions

Section 9.1 Invitations and Attendees

79 people were invited to this workshop, including representatives from Commission on Transportation, Honolulu Planning Commission, Board of Agriculture, Historic Hawaii Foundation, Hawaii Tourism Authority, OahuMPO Policy and Technical Advisory Committees, as well as professional organizations such as the American Planning Association.

Of those invited, 14 people attended this stakeholder workshop. There were representatives from boards and commissions on transportation, tourism, agriculture, planning and OahuMPO. There was also an attendee from a professional organization for landscape architects.

Table 5 Attendees at Workshop #3

Organization	Name
City & County of Honolulu Department of Transportation Services	Brian Suzuki
Commission on Transportation	Lester Fukuda Owen Miyamoto Michael Tresler
Hawaii Board of Agriculture Executive Board	Thomas Lim
Hawaii Tourism Authority	Momi Akimseu
Historic Hawaii Foundation	Wendy Wichman
Honolulu Planning Commission	Beadie Dawson
HTA Board	Vernon Char Michael Kobayashi Lawson Teshima
OahuMPO TAC	Randolph Hara, DPP Eugene Tian, DBEDT
American Society of Landscape Architects	Tomo Murata

Section 9.2 Interactive Session on Goals and Objectives

Appendix 2 includes the actual PowerPoint slides showing each question and how the attendees voted. Note that the votes can be anywhere from 8 to 12 respondents. This means that not all of the workshop attendees voted on every question.

What sort of Handheld Voting Feedback did Stakeholder Group 3 give?

- When asked which type of Board or Group each attendee represented, 2 people answered Commission on Transportation or OahuMPO; 1 person answered County Planning Commission; 3 answered Non-Profit or professional association; and 6 or 50% answered “other.”
- All attendees answered that their service on a board is advisory rather than regulatory.
- 7 or 70% of the respondents answered that they have served on their board or commission for four or more years.
- 58% answered that their advisory or decision-making role has to do with Land, while 42% answered that it was a combination of Air, Water, and Land.
- All attendees were from Oahu.

Goal I: Mobility & Accessibility

- 68% of the attendees answered that mobility and accessibility needs will be different in ways we cannot conceive by 2035. The rest of the attendees answered that it will require a new approach.
- 58% believe that by 2035, transit in Hawaii will be Rail on Oahu and expanded bus service on the Neighbor Islands. 17% answered that there will be less transit because people will find other ways to travel such as telecommuting.
- 78% answered that a plan with policies regarding mobility and accessibility would be helpful to them in their advisory or decision-making role.

Goal II: Safety

- A large majority of the attendees, 83%, answered that the greatest safety threat facing the land transportation system is a combination of: 1) poor driving habits; 2) Mix of vehicles on the road; and 3) roadway design.
- A combined 63% of the attendees rated either very high or high congestion as a possible safety problem.
- 89% answered that a plan with policies addressing safety would be helpful to them in their advisory or decision-making role.

Goal III: Security

- The respondents were equally divided at 33% for each answer to the most important security threats facing the air system: 1) Weather & Natural disasters; 2) Terrorism; and 3) Invasive species.
- Half of the attendees responded that the existing transportation system security measures are adequate.
- 89% answered that a plan with policies addressing security would be helpful to them in their advisory or decision-making role.

Goal IV: Environment

- In regards to global warming, sea level rise and climate change as a problem for the state's transportation system, 73% answered that it was a potential concern and that there was time to address it.
- When asked for the top priority concern in Hawaii for transportation facilities' impact on the environment, 45% responded that destruction of valued resources is the top priority. The next highest priorities were tied at 18% as "Other" and "Noise." Impact on water quality and non-point source air pollution each garnered 9% of the handheld votes.
- When asked what are the most important and needed changes to HRS Chapter 343 (EIS Law) under review, 42% responded that the highest priority was a combination of: 1) Change what projects need to be given review; 2) Expand the coverage of environmental review; and 3) Expedite and streamline the process. 33% answered that the highest priority was to expedite and streamline the process.

Goal V: Economy

- When asked if the state will need new or expanded airport facilities by 2035, 10 attendees or 83% responded yes.
- 92% of the attendees answered that the state will need new or expanded harbor facilities by 2035.
- 10 attendees or 91% answered that transportation planning should keep ahead of growth vs. lagging growth.
- When asked if attendees currently reference existing transportation infrastructure plans for their advisory or decision-making role, 40% answered sometimes while 30% answered often.

Goal VI: Energy

- A majority of the attendees, 83% or 9 people, answered that the transportation system can shift its reliance on oil by researching alternate resources.
- The respondents were evenly split at 25% each for price, availability, and other being the biggest energy problem facing the transportation sector. 17% or two people answered that passing the price increases on to consumers was the major challenge faced by the transportation sector regarding energy.
- 70% of the respondents answered that they do not reference the State Energy goal in their advisory or decision-making roles.

Goal VII: Financial

- When asked if transportation improvements should be paid for by special funds paid by users or the General Fund paid by everyone, half answered special funds and the other half answered General Fund.
- 10 attendees or 100% of the respondents said that transportation improvements should be paid from modest fee increased for identified projects.

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Goal VIII: Planning

- 40% of the attendees were most interested in broad policy planning like the HSTP. Another 30% of the attendees were most interested in sector plans statewide.
- 70% of the attendees said they knew where to find the right plan of interest. This was the highest percentage of all three stakeholder workshops.
- 36% of the respondents said they feel Policy plans are used in project decision making.

Section 9.3 Goals & Objectives Worksheet Exercise, Stakeholder Workshop 3

As in the previous Stakeholder Workshop, A Goals & Objectives worksheet was handed out in the middle of the presentation, between the handheld voting on Goal VI, Energy and Goal VII, Financial, with dots and the same instructions to prioritize the Proposed HSTP Goals and Objectives.

12 worksheets were completed, with results shown in Table 6 below.

Table 6 Goals and Objectives Worksheet Prioritization, Stakeholder Workshop 3

Goal	Name	Number of Votes	Top Corresponding Objectives
I	Mobility	4	2 votes, Objective 3: "Ensure multi-modal and intermodal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multi-modal and intermodal projects, including bicycle and walking options."
II	Safety	1	1 vote for each Objective 1: "Enhance the system and user safety at transportation facilities both motorized and non-motorized, with the use of proper equipment, technology, and physical hazard reduction; and implement priority safety projects for each mode." And Objective 4: "Use and consider a full range of transportation design techniques to improve personal safety for all travelers."
III	Security	0	
IV	Environment	7	3 votes for Objective 1: "Ensure that the land, air, and water transportation systems respect environmental, natural, cultural, and historic resources; and adopt guidelines to alleviate environmental degradation caused by motor vehicles."
V	Economy	5	5 votes for Objective 1: "Support the multi-modal transportation needs in the military, tourism, agriculture, health, education, energy, and technology sectors of Hawaii's economy; and identify sector needs, current and projected, as they relate to the movement of people and goods."
VI	Energy	3	2 votes each for Objective 2: "Actively pursue actions in transportation which help to achieve the State Clean Energy Goal of 40% renewable energy by 2030; and use integrated action plans from DBEDT's Lead by Example Energy Initiatives with priority transportation actions that would support the Hawaii Clean Energy Initiative (HCEI)." And Objective 5: "Use opportunities where and when practicable and available, to use solar (heating and photovoltaic), wind, geothermal, and ocean resources to supply power to create electricity for transportation facilities."
VII	Financial	3	2 votes for Objective 2: "Identify sources and develop and secure funding for the sustainable delivery, maintenance, operation, rehabilitation and replacement, and expansion of the state transportation systems."
VIII	Planning	2	1 votes each for Objectives 2, 3, 4 and 6: Dynamic planning process, public involvement, ISP initiative, and geospatial technologies.

Section 9.4 Supplemental Stakeholder Group #3 Feedback

In addition to the interactive feedback from those who attended the meeting on September 8, 2010, stakeholders who did not attend the meeting were solicited for their opinions on transportation goals and issues. Supplemental stakeholders were chosen based on their expertise on transportation issues. Members of this stakeholder group were made primarily of those serving on an area board and/or commission. Supplemental stakeholders were given until October 27, 2010, to return their survey for analysis. Below is a breakdown of the supplemental stakeholder group:

Supplemental Stakeholder Group 3	Count	Percentage
Area Boards and Commissions	60	100%
Transportation Providers	0	0%
Large Employers	0	0%
User Groups	0	0%
Government Agencies	0	0%
Natural Resource Groups	0	0%

60 stakeholders from group #3 were sent surveys through the mail; a total of 13 responses from this stakeholder group were returned. Supplemental stakeholders from group #3 were asked the exact same questions as those stakeholders who attended the meeting from group #3. Please note however, that the questions varied slightly between meeting attendees and supplemental stakeholders in group #3 and those meeting attendees and supplemental stakeholders in group #1 and group#2.

What sort of Supplemental Feedback did Stakeholder Group 3 give?

Respondents for Supplemental Stakeholder Group 3 Feedback					
	C & C of Honolulu	Hawaii County	Kauai County	Maui County	
County Represented	69%	0%	8%	23%	
	Commission on Transportation	State Land Use Commission	County Planning Commission	Nonprofit or Professional Association	Other
Type of Board or Group	24%	12%	12%	35%	18%

- When asked which type of Board or Group each respondent represented, 4 people answered Commission on Transportation or OahuMPO; 2 answered the State Land Use Commission or Land and Natural Resources; 2 people answered County Planning Commission; 3 answered Non-Profit or professional association; and 2 answered “other.”

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- 61% served on a board in an advisory capacity while 39% served on regulatory capacity.
- 69% of the respondents answered that they have served on their board or commission for four or more years.
- 15% answered that their advisory or decision-making role has to do with Land, while 77% answered that it was a combination of Air, Water, and Land.
- 69% of respondents lived on Oahu, while three respondents or 23% came from Maui. Only one respondent or 7% came from Kauai.

Goal I: Mobility & Accessibility

- When asked how they felt mobility and accessibility needs would change by the year 2035; 54% of respondents believed it would require a new approach, 38% felt it would be different, but that we know a lot about the likely changes, while only 7% thought it would be different in ways we cannot currently conceive.
- 67% believe that by 2035, transit in Hawaii will be Rail on Oahu and expanded bus service on the major neighbor Islands. 17% answered that there will be less transit because people will find other ways to travel such as telecommuting; while 17% thought it would be pretty similar to today.
- 85% answered that a plan with policies regarding mobility and accessibility would be helpful to them in their advisory or decision-making role.

Goal II: Safety

- Unlike the meeting attendees, supplemental stakeholders were evenly mixed on what they thought was the greatest safety threat facing land transportation. 25% thought that poor driving habits were the greatest safety threat, while 33% answered that roadway design was to blame. An equal number (33%) thought that it was a combination of roadway design and poor driving habits.
- A combined 63% of supplemental stakeholders rated either very high or high congestion as a possible safety problem.
- 89% answered that a plan with policies addressing safety would be helpful to them in their advisory or decision-making role.

Goal III: Security

- When asked what the most important security threat facing the air system, 31% responded with weather and natural disasters, 31% responded with terrorism, 23% responded with invasive species, while 15% responded with other.
- 54% responded that the existing transportation system security measures are adequate, 38% answered it was okay but more could be done, while 8% answered it was inadequate.
- 78% answered that a plan with policies addressing security would be helpful to them in their advisory or decision-making role.

Goal IV: Environment

- In regards to global warming, sea level rise, and climate change as a problem for the state’s transportation system, 61% answered that it was a potential concern and that there was time to address it, 31% answered it was a serious concern that requires action now, while 8% felt it was outside of our ability to do anything.
- When asked for the top priority concern in Hawaii for transportation facilities’ impact on the environment, 31% responded that destruction of valued resources is the top priority. The next highest priorities were tied at 23% as “Other” and Non-point source air pollution. Impact on water quality garnered 15% of responses, while Noise garnered 8% of responses.
- When asked what are the most important and needed changes to HRS Chapter 343 (EIS Law) under review, 39% responded that the highest priority was a combination of: 1) Change what projects need to be given review; 2) Expand the coverage of environmental review; and 3) Expedite and streamline the process. An equal number, 39% answered that the highest priority was to expedite and streamline the process. 8% respondents felt that highest priority should be given to change what projects need to be given review, while an equal number (8%) wanted to expand the coverage of environmental review.

Goal V: Economy

- When asked if the state will need new or expanded airport facilities by 2035, 92% responded yes.
- All respondents answered that the state will need new or expanded harbor facilities by 2035.
- 92% answered that transportation planning should keep ahead of growth vs. lagging growth.
- When asked if respondents currently reference existing transportation infrastructure plans for their advisory or decision-making role, 54% answered sometimes while 46% answered often.

Goal VI: Energy

- A majority of the respondents, 50%, answered that the transportation system can shift its reliance on oil by researching alternate resources.
- Price was the most cited challenge regarding energy in the transportation sector with 43% of respondents. Availability of energy and passing the price increases on to consumers were tied at 21% of respondents each. Competition from other places in the world was the least cited challenge with 7% of respondents.
- 46% of the respondents answered that they reference the State Energy goal in their advisory or decision-making roles.

Goal VII: Financial

- When asked if transportation improvements should be paid for by special funds paid by users or the General Fund paid by everyone, one-third (33%) answered special funds and two-thirds (66%) answered General Fund.
- When asked how they favor paying for transportation improvement, the respondents were split evenly between “Only from currently existing sources” and “modest fee increases for identified projects.”

Goal VIII: Planning

- 46% of respondents were most interested in broad policy planning like the HSTP. 31% were interested in specific facility master plans, while another 15% of the attendees were most interested in sector plans statewide.
- 61% of respondents said they knew where to find the right plan of interest.
- 54% of the respondents said they feel Policy plans are used in project decision making.

What does all the Feedback from Stakeholder Group 3 tell us?

Stakeholder Group 3 was the smallest of the three stakeholder group meetings. Due to the size, the mediators decided to keep everyone in one group to discuss the Draft Goals and Objectives.

This group had an extensive interest in the 2035 Socio-Economic Projections presented at the beginning of the workshop, and was the only stakeholder group that commented on this portion of the presentation. Several attendees inquired about how government used these projections to plan distribution of housing, jobs, and transportation facilities.

This Stakeholder Group included several members of the Hawaii Tourism Authority, so much of the verbal feedback on Goal V: Economy and Growth, centered on the tourism industry.

Although the make up of the meeting attendees and supplemental stakeholder groups was different, responses from the supplemental stakeholder group were similar to those of the meeting attendees. While all of the meeting attendees were located on Oahu, the supplemental stakeholder respondents were made up of Oahu, Maui, and Kauai respondents. Moreover, more of the supplemental stakeholder respondents’ job roles involved land, sea, and air as opposed to the meeting attendees, many of whom were primarily decision makers involving land. Also while all meeting attendees answered that their board capacity was advisory, 61% of supplemental stakeholders were on boards in an advisory capacity and 39% on regulatory capacity.

Supplemental stakeholder respondents tended to project many of the same views as meeting attendees; they differed only in a few areas such as safety and financial issues. While 83% of meeting attendees answered that a combination of poor driving habits,

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mix of vehicles on the road, and roadway design were the greatest safety threat, only 33% of supplemental stakeholders agreed. On the contrary, supplemental stakeholders were evenly split between poor driving habits and roadway design as single issues as the greatest safety threat. Moreover, while meeting attendees were evenly split between how transportation improvements should be paid for; two thirds of supplemental stakeholders thought they should be paid from the general fund, while one-third thought from special funds. Finally, while all meeting respondents were in favor of funding projects through modest fee increases for identified projects; supplemental stakeholders were evenly split between modest fee increases and only from currently existing sources.

Section 10.0 Analysis of Feedback from All Three Workshops

While the Countywide Public Information Meetings held in August and September were open to the public on each island, the Stakeholder Workshops were by invitation only. Many of the attendees came as a function of their job, perhaps even with other people from their company or organization. We do not know if attending this workshop in a professional capacity prevented people from giving verbal feedback in front of their peer groups; however, the Handheld Voting exercise did not gather much commentary from attendees at any of the Stakeholder Workshops.

Section 10.1 Handheld Voting Feedback

What the Handheld Voting exercise did do was gather voting feedback, and each of the presentations was tailored to the attending group. While each group was not asked exactly the same questions, we were able to draw some conclusions from the common questions.

Goal I: Mobility

Over 80% of the attendees in Stakeholder Groups 1 and 2 said that by 2035, public transit would be Rail on Oahu and expanded bus service on the neighbor islands. 58% of the attendees in Stakeholder Group 3 actually answered that there would be less transit since people would find other ways to travel such as telecommuting. This was interesting because Stakeholder Group 3 represented a small group of diverse boards and commissions. This response may have been more expected from the environmental and natural resource groups, which were in Stakeholder Group 2.

Goal II: Safety

When asked what was the greatest safety threat facing the land transportation system, each Stakeholder Group answered differently. Stakeholder Group 1 was nearly evenly split on the greatest safety threat facing the land transportation system between 1) driver licensing & training; 2) Mix of vehicles on the road; and 3) roadway design. Stakeholder Groups 2 and 3 said it was a combination of all three, with over 80% of Stakeholder Group 3 selecting that option. This could have been because Stakeholder Group 1 consisted of mostly Transportation Providers and Large Employers, so their experience with transportation was varied across transportation modes, rather than most people who use land transportation as their primary transportation mode.

Goal III: Security

No one stakeholder group ranked any once security threat to the air system over 50% between the choices of 1) Weather & Natural Disasters; 2) Terrorism; and 3) Invasive Species. This was probably due to the diverse professional backgrounds in each Stakeholder Group. Because this was not a survey with scientific significance, we did not have cross-tab information like if the Military representatives in Stakeholder Group

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2 selected Terrorism versus the natural resource groups who may have selected invasive species.

When asked if existing transportation system security measures were adequate, less than 30% of the attendees in Stakeholder Groups 1 and 2 ranked it as adequate. Just 50% of Stakeholder Group 3 ranked it as adequate. This Goal was only discussed by Stakeholder Group 1 in the Marine Breakout Group, and the discussion centered on communications systems rather than natural or manmade disasters.

Goal IV: Environment

Not surprisingly, only Stakeholder Group 2 ranked their perception of global warming, sea level rise and climate change the highest as a serious concern that requires action now. What was surprising that it was not higher than 47% of the attendees. The other two Stakeholder Groups answered that their perception on Global Climate Change saw it as a potential concern with time to be addressed.

Just Stakeholder Groups 2 and 3 were asked about HRS Chapter 343 currently under review at the Hawaii State Legislature, which was mistakenly named “Land Use Law” rather than “Environmental Impact Statement Law.” 42% in Group 2 answered that expediting and streamlining the process was the most important and needed change, while 42% of Group 3 answered that 1) Changing what projects needed to be reviewed; 2) Expanding the coverage of environmental review; and 3) Expediting and streamlining the process were all important. Generally speaking, in most forums the environmental groups are not the ones requesting an expedited and streamlined EIS process, so this was a surprising result.

Goal V: Economy

All three groups answered that by 2035, the airports and harbors systems would both need to be expanded. This question was asked after the 2035 Socio-Economic Projections presentation, so perhaps the projected growth affected their answers.

All three groups also answered that transportation planning should be ahead of growth rather than lag growth. There was an extensive discussion in Stakeholder Group 3 about the second city of Kapolei and which infrastructure should go in first when building a city from the ground up.

Goal VI: Energy

When asked what was the biggest energy problem facing the transportation sector, Group 1 answered that it was Price; Group 2 answered that it was availability; and Group 3 answered equally between price, availability, and other. Group 1 deals with large amounts of fuel purchases since they represented the Transportation industry, so it is not surprising that they would be more sensitive to fuel pricing.

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Goal VII: Financial

Note that Group 3 did not see the PowerPoint presentation on Finances, but they did receive the information in their Handouts.

When asked if transportation improvements should be paid by Special Funds paid for by users or from General Fund paid for by everyone, the majority of each group gave a different answer:

Stakeholder Group 1: General Funds

Stakeholder Group 2: Special Funds

Stakeholder Group 3: Equally split between both

The moderator did explain that transportation improvements are paid by Special Funds in our state.

The majority of all three Stakeholder groups said they would support modest fee increases to pay for transportation improvements. This was 100% for Stakeholder Group 3. Perhaps the Hawaii DOT can consider this when updating the Highways Modernization Plan at the State Legislature.

Goal VIII: Planning

The majority of Stakeholder Group 3, 70%, stated that they knew how to find the plan that interested them. This is not surprising as they are members of Boards and Commissions. The majority of Groups 1 and 2 answered that they did not know how to find plans.

The majority of Stakeholder Group 1, 57%, answered that it has participated in the updated of different plans, while it was less than 50% for Groups 2 and 3. Perhaps as Transportation Providers, Stakeholder Group 1 received more invitations and/or information to participate in updating these kinds of plans.

While all three Stakeholder Groups gave handheld voting feedback that they did not see the connection between the plans and decision making, Stakeholder Group 3 was the only group that said outright the system is too political during the Plenary Group Discussion. This was also the group that contained Board and Commission members, many of whom are political appointees.

Section 10.2 Goals and Objectives Worksheet Prioritization

Even with a very diverse group from Stakeholder Group 2, which consisted of attendees from Environmental Interest groups and agencies, Stakeholder Group 3 prioritized the same Goals: Goal IV: Environment and Goal V: Economy.

Stakeholder Group 1 did not give any priority to Goal IV: Environment, but evenly split their highest priority between Goal V: Economy and Goal VII: Financial, with Goal I: Mobility coming in a close second priority.

This means that all three Stakeholder Groups ranked Goal V: Economy as a priority, regardless of their very diverse backgrounds and professional associations. Note that this exercise was done before any of the groups saw the Financial Presentation, so this shows how the Economy as it relates to transportation was foremost on their minds. Stakeholder Group 1 ranked Objective 2, to create an efficient and economical commodity flow and freight handling system, as its highest priority. Groups 2 and 3 ranked Objective 1, to support the multi-modal transportation needs in all economical sectors as the highest priority. Because Group 1 represented Transportation Providers, it is not surprising that an efficient and economical system would be in their best interest.

One member of Stakeholder Group 3 wrote below Goal VII: Financial, “Public/Private Ventures” and “Get rid of Jones Act.” We also received this same set of comments in the Written Feedback.

Both Stakeholder Groups 2 and 3 both selected Goal IV Environment, Objective 1 as their prioritized Objective. Objective 1 says, “Ensure that the land, air, and water transportation systems respect environmental, natural, cultural, and historic resources; and adopt guidelines to alleviate environmental degradation caused by motor vehicles.”

Two different members of Stakeholder Group 2 hand wrote in, “transportation systems” and “all modes” as additional items for the end of Objective 1. We did not get verbal feedback, but this shows that they felt “degradation caused by motor vehicles” was not broad enough.

Section 10.3 Breakout Group Feedback

Each group was given a different Goal to discuss as well as different tasks. While there was not one commonality between the Goals discussed, what we did see was a willingness to participate in this section of the Stakeholder Workshop.

Stakeholder Group 1 was broken out into the three modes of transportation: Air, Land, and Marine. This group gave specific feedback on actual DOT assets in each of the modes.

Hawaii Statewide Transportation Plan Update

Appendix 7: Stakeholder Workshops Report

Stakeholder Group 2 was divided into two groups, by which side of the room they were sitting. This group had extensive and specific feedback in both sections on inventory of natural resources and resources for planners. Less time was spent on Strategies for Attainment for Goal IV: Environment.

Stakeholder Group 3 did not break out into groups because the initial group was about a dozen participants. This group gave detailed feedback on the 2035 Socio-Economic Projections session prior to discussing Goal V: Economy. This group was the only one to say the system is too political, and because of the attendees from the Hawaii Tourism Authority, several expressed concerns about growing tourism.

Section 10.4 Written Feedback

A total of 10 written feedback forms were received at all three workshops. Some submitted their feedback anonymously.

Stakeholder Group 1 had just one written feedback form, and that person felt that there was not enough public participation in the HSTP. That person suggested more public workshops and public programs.

It appears they were not aware of the Countywide Public Informational meetings held on four islands prior to the Stakeholder Workshops. Similar feedback about wanting more public outreach was given at each Countywide Public Informational meeting. It appears that the traditional methods of outreach, such as posting legal notices in each community's newspaper, are not working. DOT may want to consider other methods of outreach, which will be discussed in a separate Task in the HSTP.

Stakeholder Group 2 gave written feedback on Goal III: Security; Goal IV: Environment, Goal VI: Energy; and Goal VIII: Planning.

A concern was expressed about the need for a "biosecurity" plan for Transportation was expressed.

A suggestion was made for DOT complete the HSTP Goals and Objectives then review the same in HRS 226-17, the Hawaii State Plan, and propose legislative changes.

Another suggestion was made for DOT to take a leadership role in the use of native plants in its development projects.

Not surprisingly, this group focused more on environmental types of feedback, such as clean energy and native plants. The biosecurity plan may be something DOT can consider for its performance measures.

Hawaii Statewide Transportation Plan Update

Appendix 7: Stakeholder Workshops Report

Stakeholder Group 3 gave written feedback on highway projects and general feedback on how to move forward.

One person felt that Transportation as a supporting element to economic growth needed to be clarified in the HSTP.

Another attendee wanted DOT to find solutions to accidents on specific Oahu highways and coordinate the traffic light system.

Another attendee suggested, among other things, a 25-50 year Maintenance Management database for infrastructure. This database for all infrastructure may be something DOT can consider for its performance measures.

Appendix 1: PowerPoint Presentation

HAWAII STATEWIDE TRANSPORTATION PLAN: Hawaii's Multi-Modal and Intermodal Network

STAKEHOLDER WORKSHOP # 1
Focus Area: Transportation Providers and Large
Employers
September 7, 2010

WELCOME



WORKSHOP # 1 PURPOSE

- To inform participants on transportation planning in general and the Hawaii Statewide Transportation Plan in particular
- To gauge the reaction of transportation providers to draft ideas
- To brainstorm on performance measures and ways to attain the objectives of the plan
- To learn how the HSTP can be most helpful to users

AGENDA

- What is the Hawaii Statewide Transportation Plan?
- Work Completed to Date
- 2035 Forecasts
- Goals & Objectives
- Strategies for Attainment and Performance Measures
- Finance and Planning
- Next Steps

HAWAII *Statewide* TRANSPORTATION PLAN

HAWAII STATEWIDE TRANSPORTATION
PLAN:

HAWAII'S MULTI-MODAL
AND INTER-MODAL NETWORK

What is it?



Why is it called Multi Modal and Intermodal?

- Multi Modal refers to several things:
 - It includes Air, Water and Land Transportation
 - Land transportation includes motorized modes (like autos, trucks, and buses) and it includes non-motorized modes (like pedestrians and bicyclists)
- Intermodal refers to the connections between modes, for example when a cargo container moves from a ship to a truck (land) or when a person transfers from being a pedestrian to riding a bus.



What Is the HSTP ?



- HSTP is a Policy Level Plan meant to guide other planners in making plans for airports, harbors, highways and other transportation facilities
- HSTP is a forward looking document that anticipates issues and trends that could impact transportation
- HSTP provides a set of Goals and Objectives to achieve the best transportation system for Hawaii

CONTEXT

- This is the sixth update of the HSTP and it has a forecast year of 2035
- The first HSTP was prepared in 1961



Why Is the HSTP Prepared?

- ▣ The last one was completed in 2002 for a forecast year of 2025
- ▣ Since then, **new Federal laws and regulations** have passed that impact transportation
- ▣ Since then, **new environmental and energy** issues have come to the forefront
- ▣ Since then, **population in Hawaii has grown** and all the Counties have adopted **new land use plans**
- ▣ **In short, the demands on transportation have expanded and been reshaped**

State Law and the HSTP

- The HSTP is a requirement under State Law
- It embraces all the Federal requirements plus many others unique to Hawaii, such as conformity with the State Energy Policy and the State 2050 Sustainability Plan

What are some of the emerging issues?

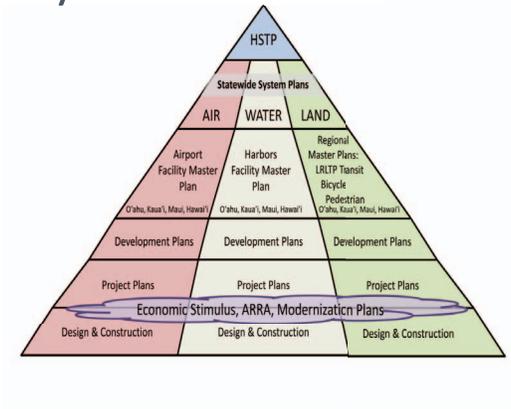


- The aging of the population in Hawaii
- Global climate change and sea level rise affect our island state
- Desire to make our communities more walkable to improve the quality of life
- Desire to have more public transit and bikepaths available as an alternative to autos
- Need for greater security at harbors and airports

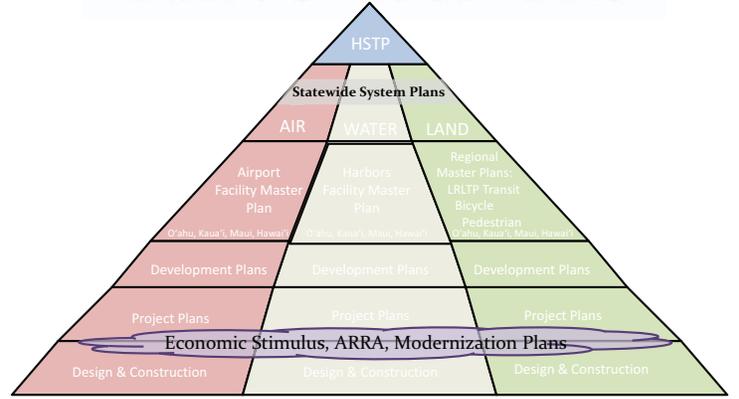
How Does the HSTP Integrate with other Transportation Plans?



The Pyramid of Plans



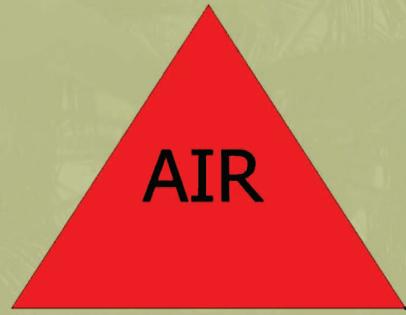
LAYERS OF HDOT PLANS



STATE AND COUNTY SYSTEM OF PLANS



HDOT 3D PYRAMID



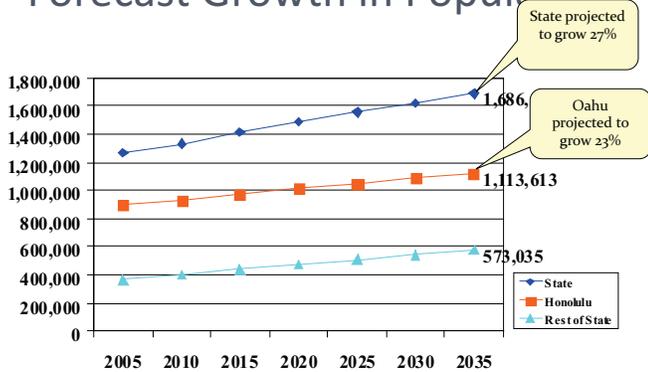
2035 Population & Socio-Economic Forecast



Sources of Forecast Information

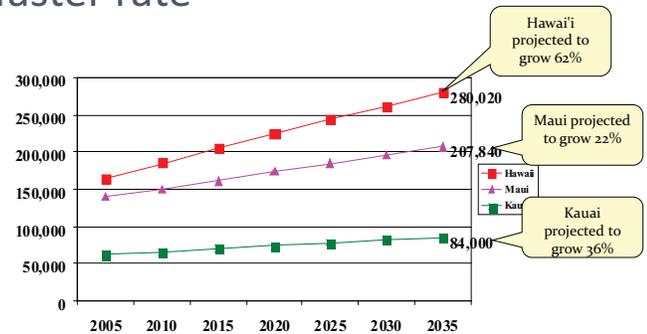
- December 2008 DBEDT forecast prepared for HDOT
- July 2009 DBEDT forecast
- US Census
 - American Community Survey
 - 2010 Census

Forecast Growth in Population



December 2008 DBEDT Forecast

Hawai'i forecast to grow at a faster rate



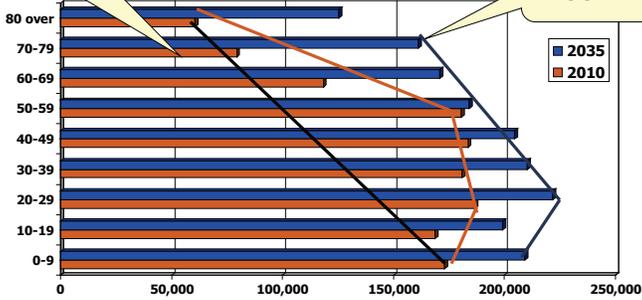
December 2008 DBEDT Forecast

Change in population by age

2010 compared with 2035

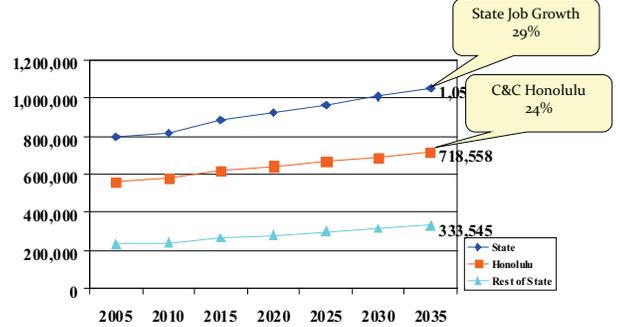
In 2010 Residents age 70+ make up 10.5% of population

In 2035 Residents age 70+ make up 16.9% of population



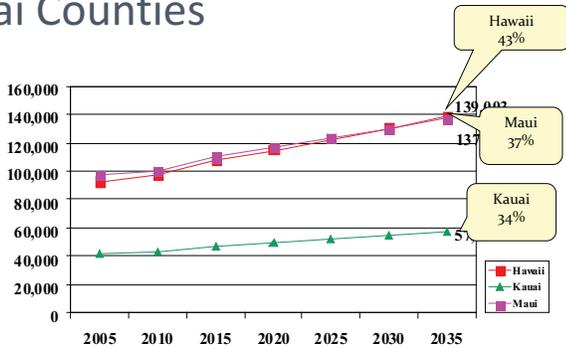
December 2008 DBEDT Forecast

Job Growth – State & Honolulu



December 2008 DBEDT Forecast

Job Growth in Hawaii, Maui and Kauai Counties



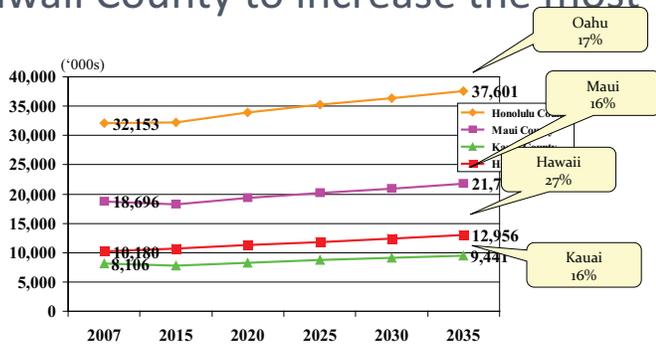
December 2008 DBEDT Forecast

Job Growth by Sector for each County

- Largest Sector
 - Government (Honolulu & Hawaii)
 - Retail (Maui & Kauai)
- Largest Increase 2010 to 2035
 - Health Services
 - Hawaii (68%)
 - Maui (58%)
 - Kauai (54%)
 - Other Services (Honolulu 40%)

December 2008 DBEDT Forecast

Economic Indicator – Visitor Days Hawaii County to increase the most



July 2009 DBEDT 2035 Forecast

Questions & Discussion

Mahalo

Presentation Available at
www.hawaiistatewidetransplan.com



HSTP TASKS COMPLETED

- Review of the Planning Process
- Review of applicable federal and state laws
- Review of land use
- Data, Trends, and 2035 Forecasts
- Research on Existing Conditions for Airports, Harbors, Transit, and Non-Motorized Modes
- Review of the Finance Systems

EMERGING ISSUES

Ten emerging issues were selected for further examination and preparation of Issue Papers

- The issue and its impact in Hawaii was reviewed
- Review was made of how this topic was addressed in the last plan and what has since changed
- Best practices in other states were found
- Recommendations for the current HSTP Update

1 Federal Planning Requirements: Addressing the Eight Planning Factors

- Support economic vitality
- Increase Safety
- Increase Security
- Integration and Connectivity of transportation
- Accessibility and Mobility
- Protect and Enhance the environment, conserve energy, improve the quality of life and promote consistency between planned growth and economic development
- Promote transportation system management
- Preserve existing transportation system

#2 Global Warming, Climate Change and Sea Level Rise

- Most of Hawaii's transportation infrastructure is located along coastal areas which are most heavily impacted by changes
- Strategies for adaptation need to be developed and implemented
- Other infrastructure used by transportation, including water, electricity, and sewer treatment are also located along coastal areas and will be impacted



3 Aging Population and Transportation

- Hawaii's population is aging faster than the national average
- By 2035 18% of the population will be over age 65
- Hawaii's pedestrian fatality rate is three times the national average and is highest in the age group over 65. The Complete Streets program aims to address that.
- 12 % of the statewide population has to travel for healthcare, but 60% of the populations of Molokai and Lanai and 40% of Kaua'i have to travel for healthcare
- Hawaii's airports have been upgraded for larger information displays, larger holding areas and more seating

4 Fuel and Energy

- Hawaii's clean energy goal was set in 2008 to meet 70% of needs from clean energy
- Hawaii uses 800,000 BTU of liquid fuel for highway and aviation purposes
- Marine transportation uses 1.5 million bunkering barrels per year
- Higher energy efficiency and alternate fuel are among the strategies to address the goal
- Hawaii's economy is greatly affected by fuel price and availability



5 Land Use

- Hawaii State and the Counties have a well formulated land use regulatory system
- Transportation facilities support access, and this is critical in both rural and urban areas
- The Counties most recent updates of their General Plan and Development Plans emphasize the integration of land use and transportation to achieve community growth and redevelopment objectives
- Planning and design choices are aided by GIS and visualization tools

6 Integration of Transportation Planning and Design

- Current best practices for planning emphasize "sustainability," defined as that development which can improve, not harm, the environment using only as many resources as can be replaced for a future generation
- Transportation facilities are part of urban form
- Several practices for designing transportation elements have emerged, such as:
 - Context Sensitive Solutions
 - Complete Streets
 - Smart Growth
 - Transit Oriented Development



7 Transportation Security

- Preparation for and response to natural disasters such as hurricanes, tsunamis, landslides and earthquakes
- Concern for human acts of destruction, including terrorism
- Best practices call for incorporating security preparation and response plans into ongoing plan updates
- Disaster planning includes vulnerability and risk assessment, increased use of technology, and reallocation of budgets
- Requires greater collaboration at the Federal, State, and local levels

8 System Preservation and Asset Management

- Asset management, as defined in GASB 34, involves keeping an asset inventory, condition and needs assessment, cost and trade-off analysis, performance measurement compared to design life expectations
- Each division of HDOT has an asset management system
 - Airports tracks the condition of airfield pavement and runways
 - Harbors assesses conditions every two year as part of Bond covenants
 - Highways tracks conditions of bridges and pavement as well as all four tunnels and buildings



9 Financial Scenarios

- Describes the current special funds for Airports, Harbors and Highways, as well as the County Transit funds
- Examines future shortfalls
- Identifies opportunities for future balances
- Reviews federal legislation under discussion

10 Environmental Coordination

- Reviews new requirements in SAFETEA-LU for consultation with natural resources agencies, for connection to resource plans, maps and inventories, and provides advisory guidance on linking transportation planning and NEPA (LPN)
- Provides example GIS resource maps for Hawaii Island
- Reviews environmental mitigation issues



Next comes the handheld voting on Goals & Objectives

BREAK OUT GROUPS

- Strategies for Attainment
- Performance Measures

Hawaii State Transportation Plan Stakeholder Meetings Financial Issues Presentation

Presented by
Cheryl Soon, SSFM Team

Presentation Outline

- Financial Overview of the HDOT Divisions and County Transit Organizations
 - Sources of revenue
 - Annual \$\$ levels by category, both operating and capital
 - How the modernization program works for that mode
 - Future opportunities to be explored

Presentation Outline (cont.)

List of HDOT Divisions and County Transit Organizations Analyzed:

- A. HDOT Divisions
 1. Airports Division
 2. Harbors Division
 3. Highways Division
- B. Transit Organizations
 1. C & C Honolulu DTS and OTS
 2. Hawaii County
 3. Kauai County
 4. Maui County

B. HDOT Divisions

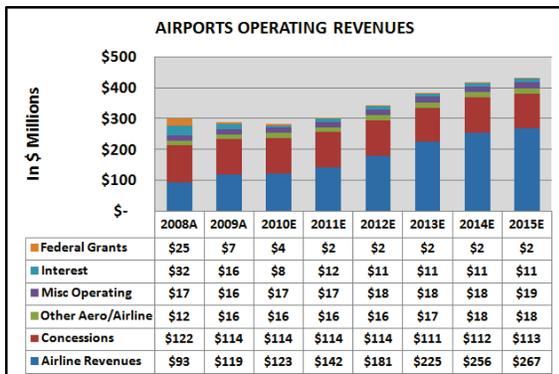
1. Airports Division
2. Harbors Division
3. Highways Division

1. HDOT Airports Current Fund Sources



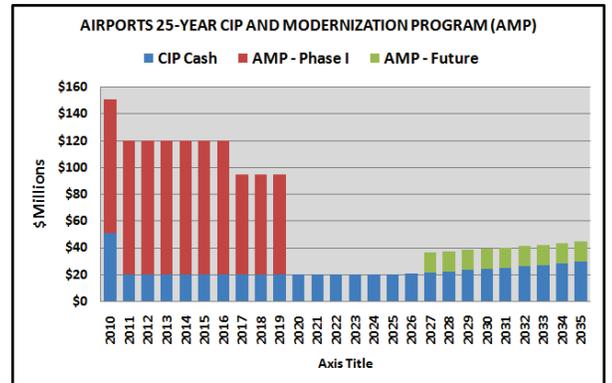
- Concession fees
- Aviation fuel taxes (2 cents / gal.)
- Building space and land rentals
- Airport use charges and landing fees
- Interest earnings
- Passenger facility charges PFCs (\$4.50 / passenger)
- Airport revenue bond proceeds
- Federal Grants in Aid (FAA)
- Federal economic recovery (ARRA) funds

HDOT Airports Operations Projections



HNTB

HDOT Airports Capital Projections



HNTB

Airport Modernization Program



- \$2.4 billion capital improvement plan
- Funded from revenue bonds, Federal grants and cash outlays; debt-funding coordinated with airlines
- Phase 1 - \$1.7 billion to expand Honolulu Int'l Airport passenger capacity, improve/upgrade facilities
- Overall plan includes expanding gate space and improving facilities at Kahului (Maui), Kona and Hilo Int'l Airports (Hawaii), Lihue (Kauai) and smaller airports

HDOT Airports Future Funding Issues



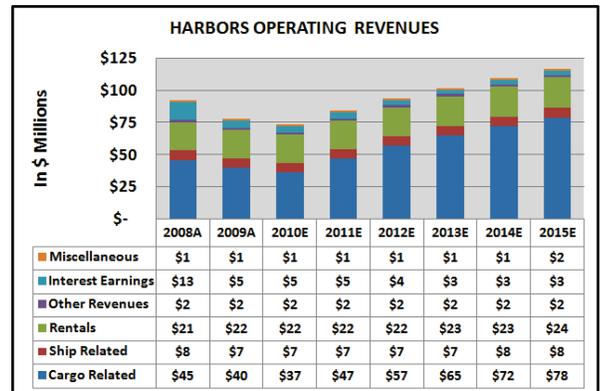
- Airport Modernization Program CIP initial phase costing \$1.3 billion currently underway.
- Additional debt capacity in the long term allows Airports to start to fund the second phase of the AMP.
- Future Funding:
 - Use PFCs for the payment of debt service
 - Increase commercial concession revenues at the airports
 - Seek out additional FAA grants and economic recovery grants

2. HDOT Harbors Current Fund Sources



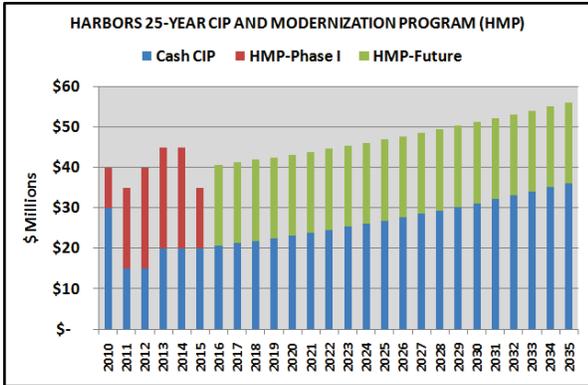
- Cargo-related fees including wharfage and cargo handling assessments (new tariff rate and structure to be implemented)
- Ship-related fees including port entry and dockage charges
- Rental fees including charges for private storage and processing facilities
- Harbors revenue bonds
- Interest earnings

HDOT Harbors Operations Projections



HNTB

HDOT Harbors Capital Projections



HNTB

Harbors Modernization Program



- \$618 million capital improvement plan
- Funded from Harbors Special Fund through revenue bond proceeds
- Initial phase \$120 million to begin improvements of harbor facilities on Hawaii, Maui and Oahu
- Overall plan includes construction of new breakwaters, cruise and cargo terminals, pier and deep-draft wharves, and related support facilities, roads and infrastructure on the 4 major islands

HDOT Harbors Future Funding Issues



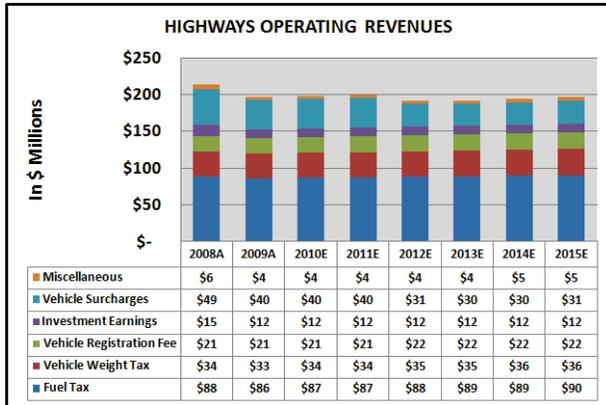
- Primary focus is on implementing proposed tariff increase
- Next step is to implement new tariff structure that is indexed to inflation, preventing recurrence of revenue/expenditure structural gap
- Harbors Modernization Program CIP initial phase of \$120 million underway. Remaining phase based on available debt capacity.
- Future review of terminal leasing policies
- MARAD allows Harbors to access new funds

3. HDOT Highways Current Fund Sources



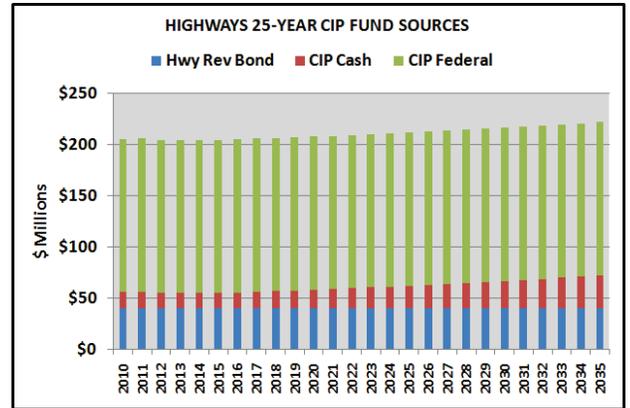
- Fuel tax (16 cents per gallon)
- Car rental (\$3 per vehicle) & tour vehicle surcharge (\$15-\$65 per vehicle)
- Vehicle weight tax (\$20 per vehicle)
- Vehicle registration fee
- Interest earnings
- Federal FHWA funds

HDOT Highways Operations Projections



HNTB

HDOT Highways Capital Projections



HNTB

HDOT Highways Future Funding Issues



- State Funds
 - The future enactment of new state revenues (potential modernization program)
- Federal Funds
 - Federal economic recovery grants
 - Reauthorization of the Federal Surface Transportation Act
- Innovations
 - Pricing and Private Investment
 - Innovative Finance
 - Expedited Project Delivery

C. Transit Agencies

- C and C of Honolulu DTS-Public Transit Division (The Bus and Handi-Van)
- C and C of Honolulu DTS-Rapid Transit Division (High Capacity Transit Corridor Project)
- Kauai County – Kauai Bus and Para-transit
- Hawaii County – Hele-On
- Maui County – Maui Bus and Para-transit

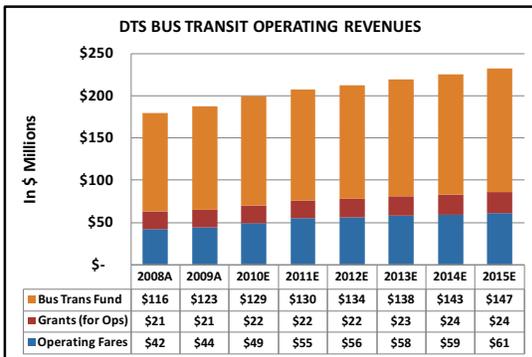
Transit Current Fund Sources

- Federal Transit Administration (FTA) formula grant programs and earmarked funds
- Federal economic recovery (ARRA) funds
- Fare box and other operating revenues
- Local highway fund (C and C Honolulu) and county general funds

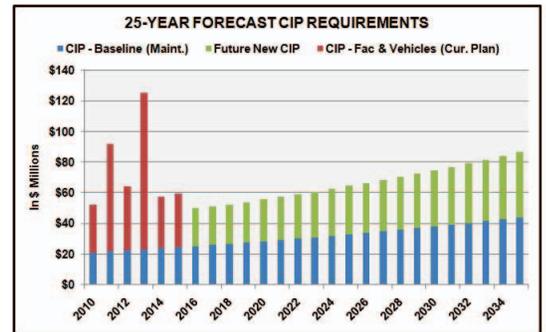
Transit Future Funding Opportunities

- Federal Transit Administration New Grants
 - Livability Initiative - Urban Circulator Grants (DOT/HUD/EPA)
 - New Mobility Options
 - Bus "State of Good Repair"
 - TIGER Grants
 - Use of Federal Funds for Operations
- Reauthorization of Federal Funding Bill
 - Potential for dedicated transit funding for Neighbor Islands

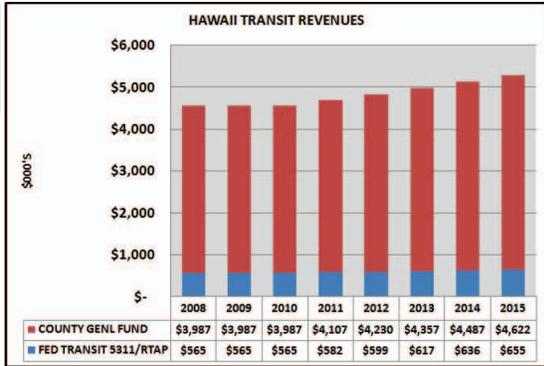
1. C and C Honolulu Transit Operating Revenue



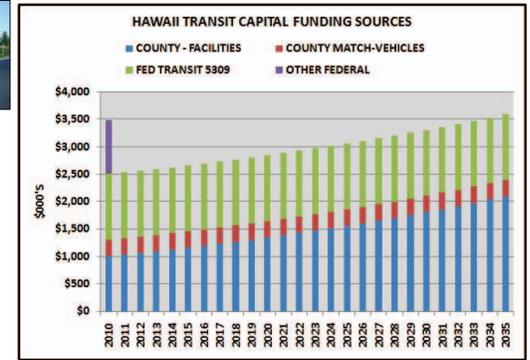
1. C and C Honolulu Transit Capital Program



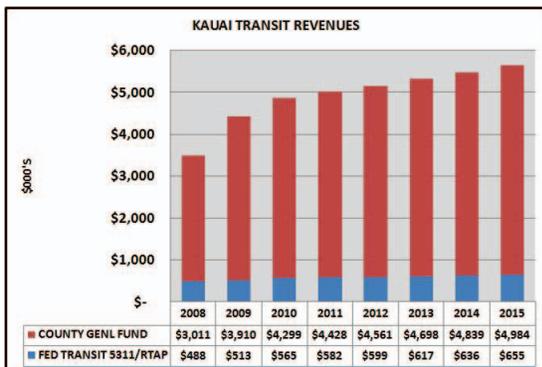
2. Hawaii County Transit Operating Revenues



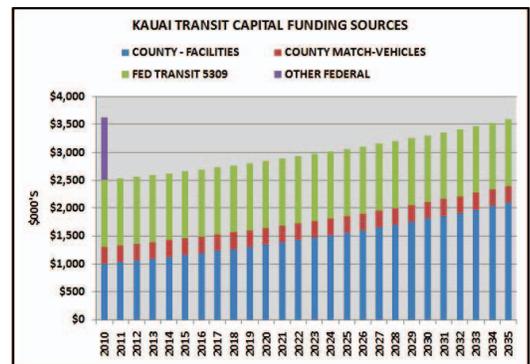
2. Hawaii County Transit Capital Funding



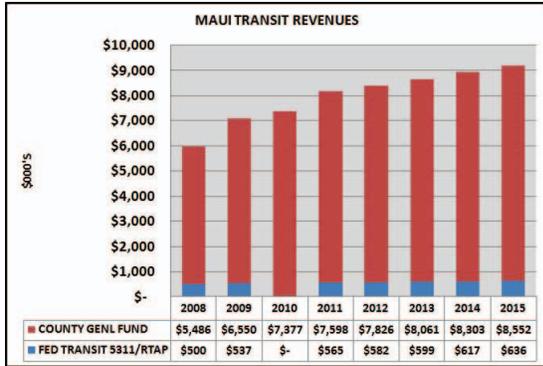
3. Kauai County Transit Operating Revenues



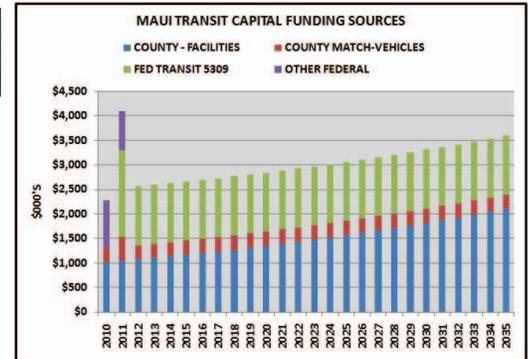
3. Kauai County Transit Capital Funding



4. Maui County Transit Operating Revenues



4. Maui County Transit Capital Funding



F. Next Steps for HSTP – Financial Component

- Receive final comments from HDOT Divisions and County transit organizations
- Finalize Financial Issues Report including financial models
- Finalize Financial Goals for HSTP
- Prepare Finance Chapter of HSTP

PLANNING FOR THE FUTURE

- HSTP provides an umbrella, including presentation of overarching goals and objectives for all modes of transportation
- HSTP provides a framework for conducting transportation planning, including inter-modal and multi-modal planning
- HSTP describes the network for participation including agency coordination, consultation with all levels of government, and participation by stakeholders and the public

- *NEXT COMES THE HANDHELD VOTING FOR GOALS VII AND VIII*

NEXT STEPS

- You will receive a follow-up survey from us by mail or email confirming issues raised at today's meeting
- Draft HSTP will be available in October
- It will be distributed for comment and will be posted on the website.
- Final Plan should be completed by the end of the year
- Final Sign-off is by the Director of Transportation and the Governor

WAYS TO PROVIDE YOUR INPUT

- Check the website
- Participate in the follow-up mail survey
- Review and comment on the Draft HSTP
- Fill out the comment form

www.hawaii.statewidetransplan.com

MAHALO



Appendix 2: Handheld Voting Results

Stakeholder Workshop #1

Focus Area: Transportation Providers and Large Employers

September 7, 2010

Handheld Voting Results

HAWAII Statewide TRANSPORTATION PLAN

HAWAII STATEWIDE TRANSPORTATION PLAN:
HAWAII'S MULTI-MODAL
AND INTER-MODAL NETWORK

1

01:00

Your turn

What County are you from?

- 1: C&C of Honolulu
- 2: Hawaii
- 3: Kauai
- 4: Maui
- 5: Outside state

County	Percentage	Count
Honolulu	96%	22
Hawaii	0%	0
Kauai	0%	0
Maui	4%	1
Outside S...	0%	0
Total		23

4

01:00

About You

What sector do you most identify with?

- 1: Water
- 2: Air
- 3: Highways
- 4: Transit
- 5: Bicycle or Pedestrian

Sector	Percentage	Count
One	21%	5
Two	13%	3
Three	17%	4
Four	38%	9
Five	13%	3
Total		24

4

01:00

About you

Are you mostly...

- 1 - A direct provider of service
- 2 - A user of service
- 3 - Government Agency
- 4 - Other

Role	Percentage	Count
One	42%	10
Two	25%	6
Three	25%	6
Four	8%	2
Total		24

4

GOAL I

- ▣ Create and manage an integrated and multi-modal transportation system that provides mobility and accessibility for people and goods

HSTP

01:00

Goal 1 – Mobility & Accessibility

Freight system for cargo is mostly hub & spoke through Honolulu Harbor, by 2035 do you envision it will be...

- 1 - Pretty similar to today
- 2 - More direct shipments to Neighbor Islands
- 3 - New expansion harbors being build

Response	Count	Percentage
One	5	23%
Two	9	41%
Three	8	36%
Total	22	

HSTP

01:00

Goal 1 – Mobility & Accessibility

Do you expect the return of a SuperFerry type service?

- 1 - Yes
- 2 - No

Response	Count	Percentage
Yes	20	83%
No	4	17%
Total	24	

HSTP

01:00

Goal 1 – Mobility & Accessibility

Harbors and airports transfer to ground transportation - what is the greatest need?

- 1 - Creating designated truck routes
- 2 - Creating truck wait and inspection areas
- 3 - Restricting access to registered vehicles & drivers
- 4 - Creating consolidation facilities for LCL cargo
- 5 - Other

Response	Count	Percentage
One	5	24%
Two	3	14%
Three	2	10%
Four	8	38%
Five	3	14%
Total	21	

HSTP

01:00

Goal 1 - Mobility & Accessibility

How well do connections to the airport work for people? Which of these statements do you agree with?

- 1 - The connection system works well
- 2 - It's OK for cars, but less so for transit or bicycles
- 3 - There are different systems for residents and tourists and they both work well
- 4 - There are different systems on Oahu and the Neighbor Islands and they all work well
- 5 - None of the above

Statement	Agreement Level	Percentage	Count
1 - The connection system works well	One	17%	4
2 - It's OK for cars, but less so for transit or bicycles	Two	58%	14
3 - There are different systems for residents and tourists and they both work well	Three	13%	3
4 - There are different systems on Oahu and the Neighbor Islands and they all work well	Four	0%	0
5 - None of the above	Five	13%	3
Total:			24

9

01:00

Goal 1 - Mobility & Accessibility

Public transit is part of the intermodal system. All of the major islands now have a public transit system. By 2035, do you envision transit in the state will be....

- 1 - Pretty similar to today
- 2 - Rail on Oahu & expanded bus on the other major islands
- 3 - Less because people will find other ways to travel, telecommute, etc.

Statement	Agreement Level	Percentage	Count
1 - Pretty similar to today	One	13%	3
2 - Rail on Oahu & expanded bus on the other major islands	Two	83%	19
3 - Less because people will find other ways to travel, telecommute, etc.	Three	4%	1
Total:			23

10

01:00

GOAL I

Create and manage an integrated and multi-modal transportation system that provides mobility and accessibility for people and goods

Overall, do you support keeping Goal I in the plan?

- 1 - Yes
- 2 - No

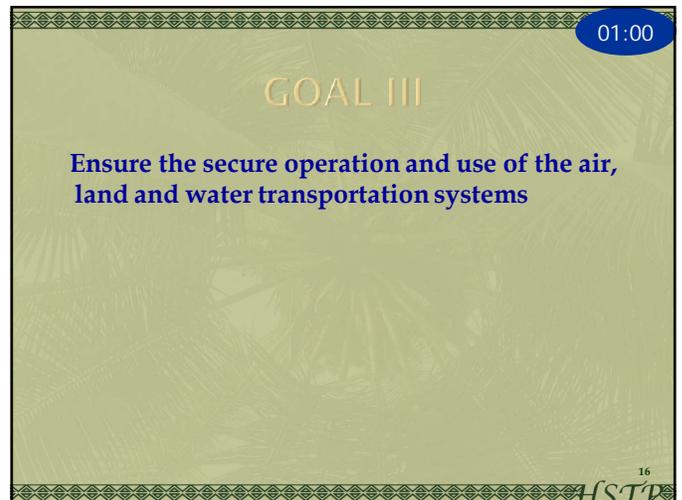
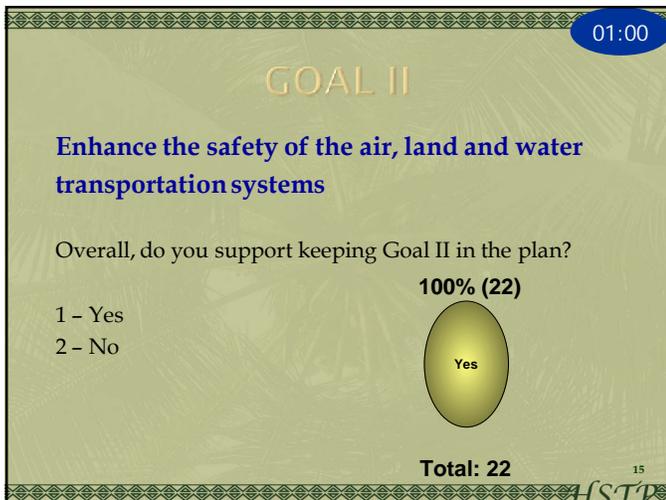
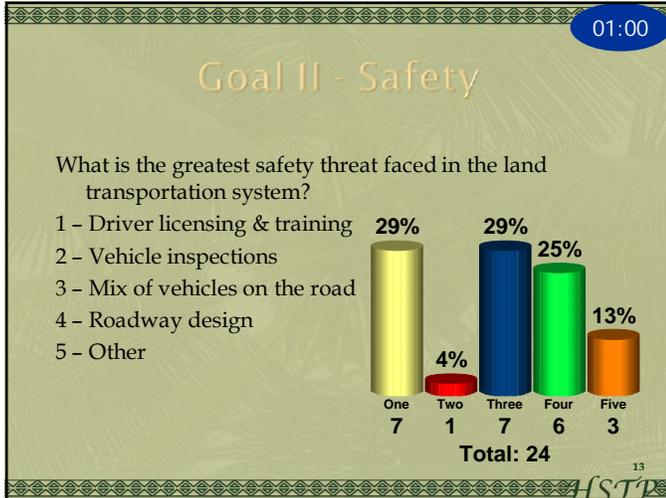
Response	Percentage	Count
1 - Yes	95%	20
2 - No	5%	1
Total:		21

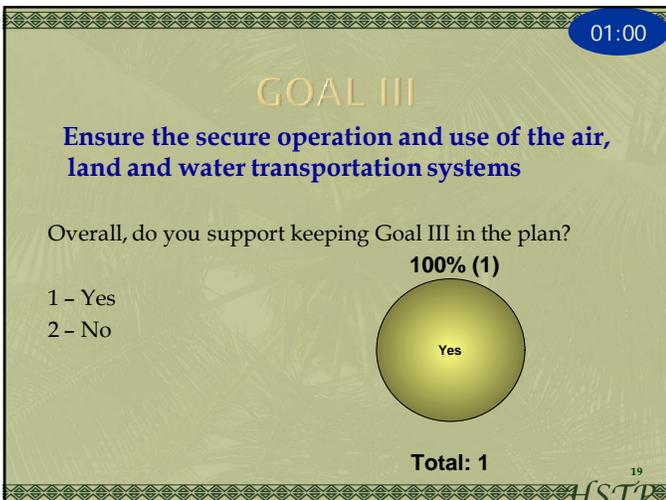
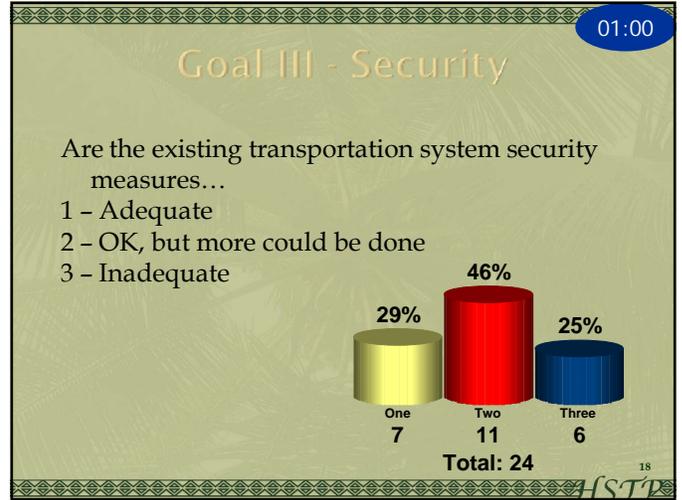
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Goal II

Enhance the safety of the air, land and water transportation systems

11

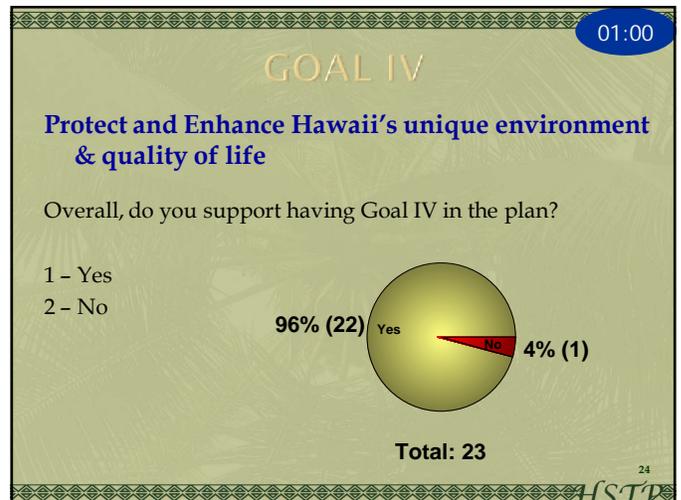
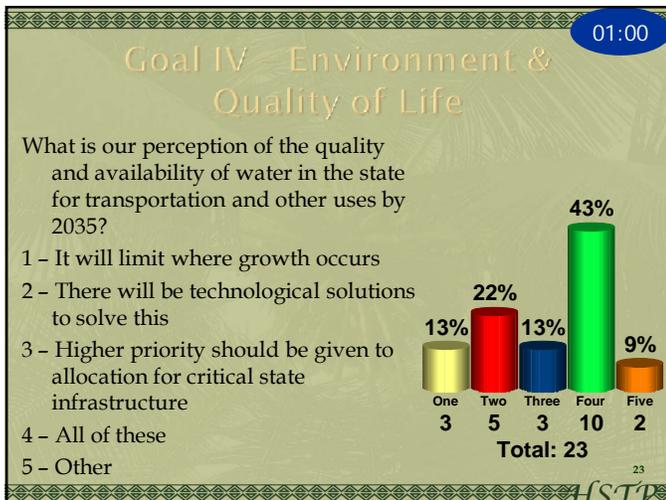
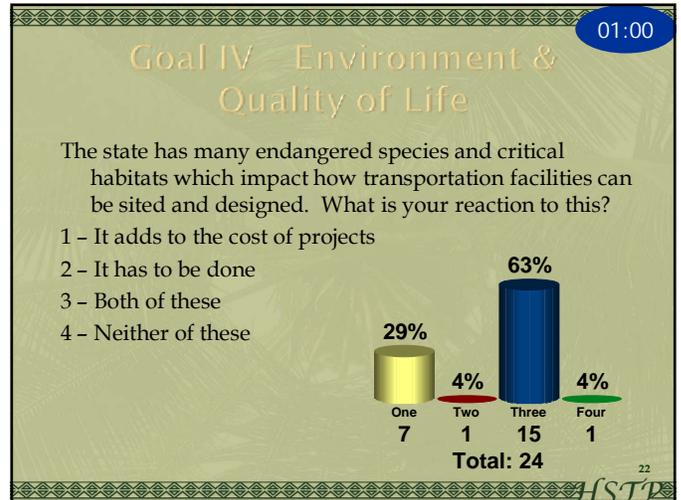
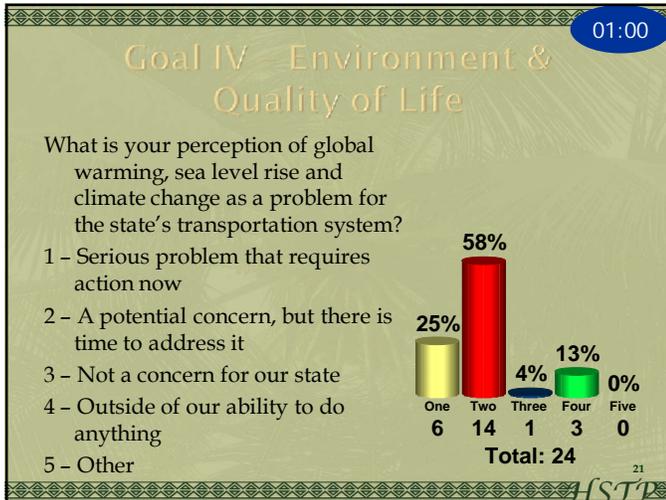




GOAL IV

- ▣ **Protect and enhance Hawaii's unique environment and quality of life**

20 *HSTP*



GOAL V

- **Ensure that the air, land, and water transportation facility systems support Hawaii's economy and future growth objectives.**

HSTP

01:00

GOAL V - Economy & Growth

By 2035 do you expect the state will need new or expanded airport facilities?

1 - Yes
2 - No

Response	Percentage	Count
Yes	88%	21
No	13%	3
Total		24

HSTP

01:00

GOAL V - Economy & Growth

By 2035 do you expect the state will need new or expanded harbor facilities?

1 - Yes
2 - No

Response	Percentage	Count
Yes	92%	22
No	8%	2
Total		24

HSTP

01:00

GOAL V - Economy & Growth

Should transportation planning keep ahead of growth or lag growth?

1 - Ahead
2 - Lag

Response	Percentage	Count
Ahead	96%	24
Lag	4%	1
Total		25

HSTP

01:00

GOAL V

Ensure that the air, land and water transportation facility systems support Hawaii's economy and future growth objectives.

Overall, do support having Goal V in the plan?

100% (25)

Yes

Total: 25

1 - Yes
2 - No

29

HSTP

GOAL VI

- **Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.**

30

HSTP

01:00

GOAL VI - Clean Energy

What is the biggest energy problem facing the transportation sector?

- 1 - Price
- 2 - Availability
- 3 - Competition from other places in the world
- 4 - Passing price increases on to consumers
- 5 - Other

Problem	Percentage	Count
One (Price)	39%	9
Two (Availability)	26%	6
Three (Competition from other places in the world)	4%	1
Four (Passing price increases on to consumers)	22%	5
Five (Other)	9%	2

Total: 23

31

HSTP

01:00

Goal VI - Clean Energy

How can the transportation system shift its reliance on oil?

- 1 - Research on alternate sources
- 2 - Greater energy efficiency
- 3 - Other

Method	Percentage	Count
One (Research on alternate sources)	46%	11
Two (Greater energy efficiency)	42%	10
Three (Other)	13%	3

Total: 24

32

HSTP

01:00

GOAL VI

Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.

Overall, do you support adding Goal VI to the plan?

- 1 - Yes
- 2 - No



Total: 21

33

HSTP

DOT Exercise

01:00

GOAL VII

- Create secure, flexible and sustainable revenues and funding sources for transportation needs

GOAL VII - Funding

Should transportation improvements be paid for by...

- 1 - From Special Funds paid for by users
- 2 - from General Fund paid for by everyone

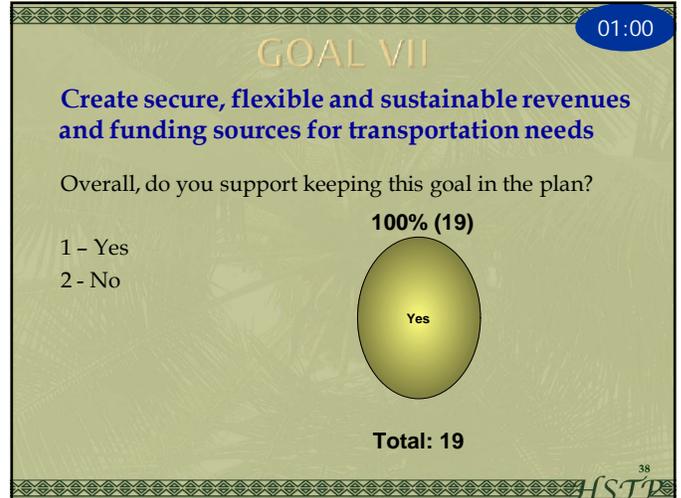
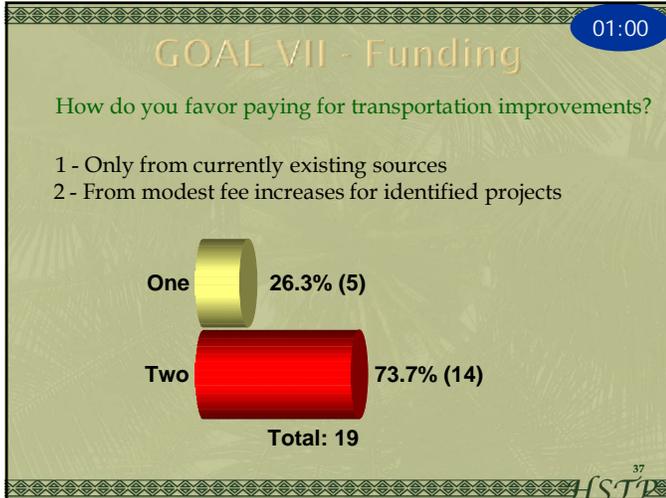


Total: 20

36

HSTP

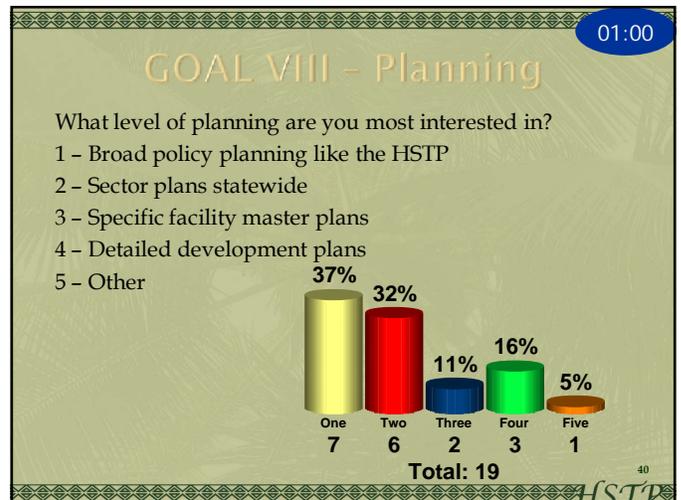
HSTP

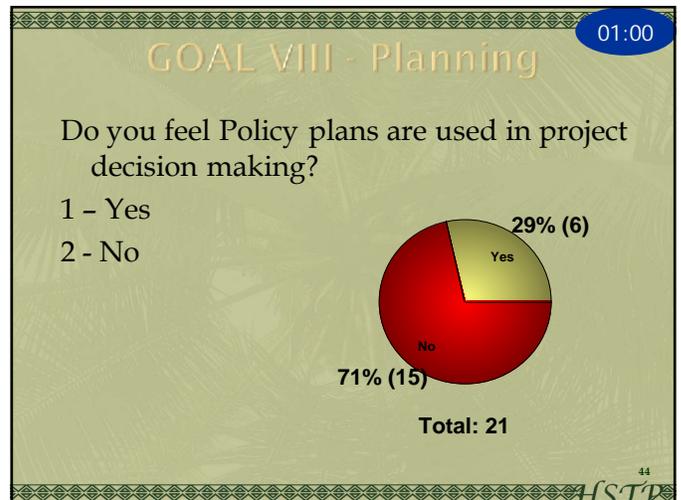
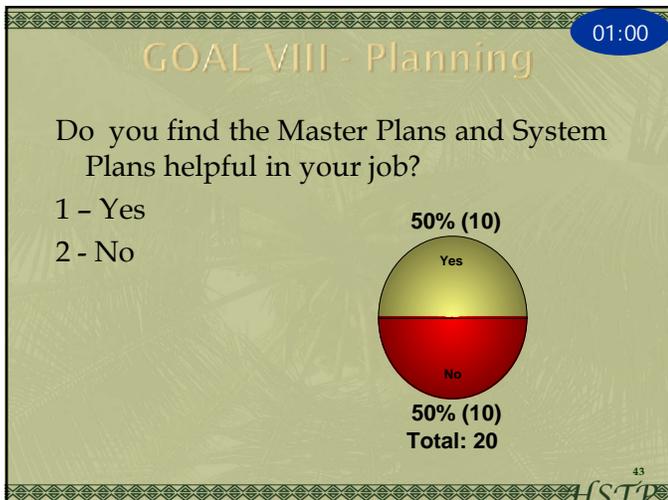
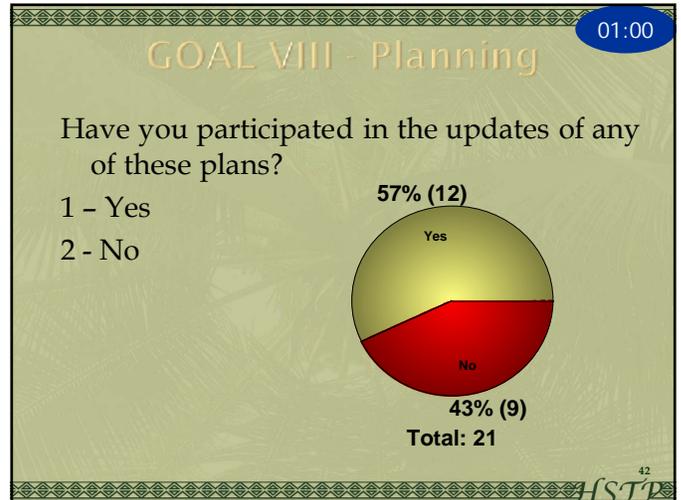


GOAL VIII

□ **Conduct a statewide planning process that assists decision-making and programming and that leads to an integrated comprehensive multi-modal transportation system**

HSTP





01:00

GOAL VIII - Planning

Conduct a statewide planning process that assists decision-making and programming and that leads to an integrated comprehensive multi-modal transportation system

Do you support keeping goal VIII in the plan?

1 - Yes
2 - No



100% (21)

Yes

Total: 21

45 HSTP

Thank You

www.hawaiistatewidetransplan.com

46 HSTP

Stakeholder Workshop #2

Focus Area: Natural Resources and the Environment

September 8, 2010

Handheld Voting Results

HAWAII Statewide TRANSPORTATION PLAN

HAWAII STATEWIDE TRANSPORTATION PLAN:
HAWAII'S MULTI-MODAL
AND INTER-MODAL NETWORK



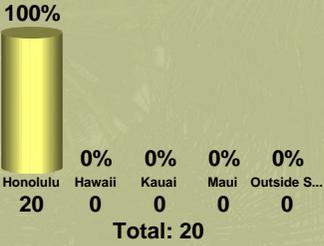
HSTP

01:00

Your turn

What County are you from?

- 1: C&C of Honolulu
- 2: Hawaii
- 3: Kauai
- 4: Maui
- 5: Outside state



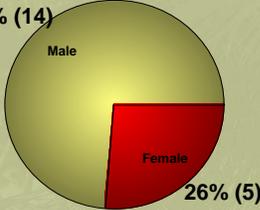
County	Percentage	Count
Honolulu	100%	20
Hawaii	0%	0
Kauai	0%	0
Maui	0%	0
Outside S...	0%	0
Total		20

HSTP

01:00

Are you...

- 1 - Male
- 2 - Female



Gender	Percentage	Count
Male	74%	14
Female	26%	5
Total		19

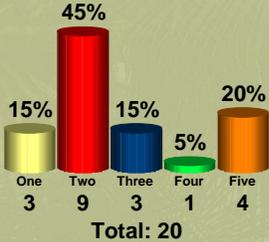
HSTP

01:00

About You

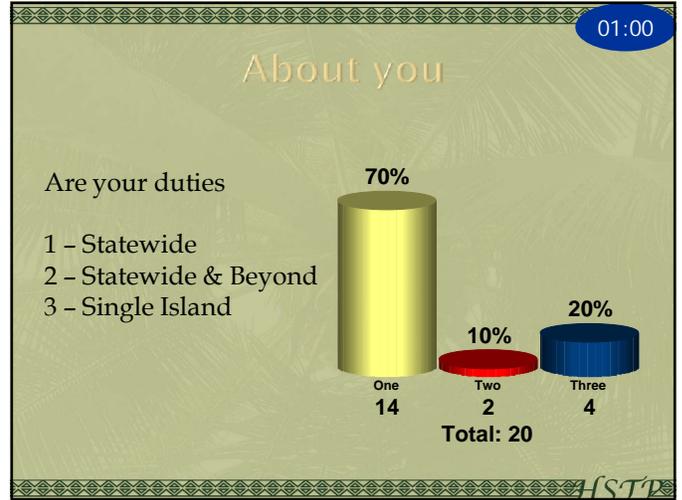
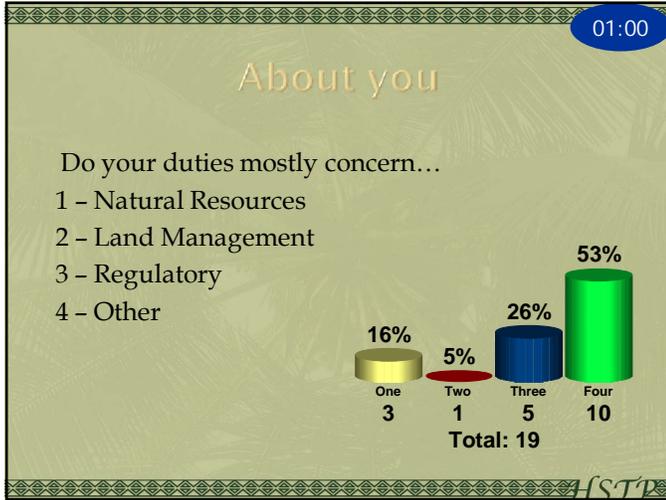
What sector do you most identify with?

- 1: Federal Agency
- 2: State Agency
- 3: County Agency
- 4: Non-profit Agency
- 5: Other



Sector	Percentage	Count
One	15%	3
Two	45%	9
Three	15%	3
Four	5%	1
Five	20%	4
Total		20

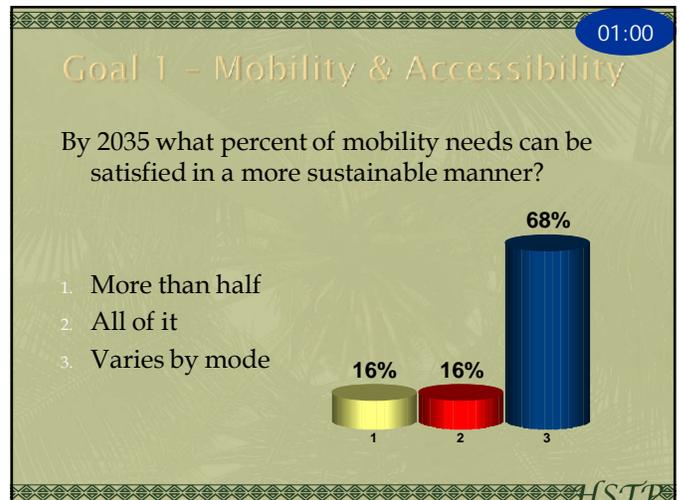
HSTP



GOAL I

- **Create and manage an integrated and multi-modal transportation system that provides mobility and accessibility for people and goods**

HSTP



01:00

Goal 1 – Mobility & Accessibility

Public transit is part of the intermodal system. All the major islands have a public transit system. By 2035 do you envision transit in Hawaii will be...

- 1 - Pretty similar to today
- 2 - Rail on Oahu and expanded bus on the Neighbor Islands
- 3 - Less travel because people will find other ways to travel – telecommute, etc.,

Option	Count	Percentage
One	1	6%
Two	15	88%
Three	1	6%
Total	17	

HSTP

01:00

GOAL I

Create and manage an integrated and multi-modal transportation system that provides mobility and accessibility for people and goods

Overall, do you support keeping Goal I in the plan?

- 1 - Yes
- 2 - No

Response	Count	Percentage
Yes	19	100%
No	0	0%
Total	19	

HSTP

Goal II

Enhance the safety of the air, land and water transportation systems

HSTP

01:00

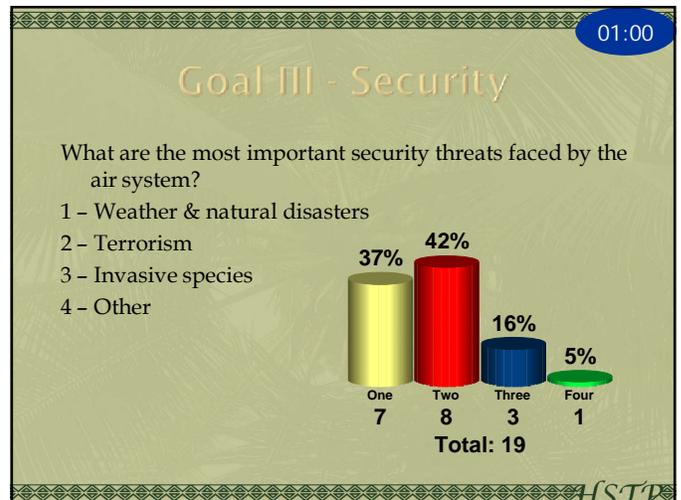
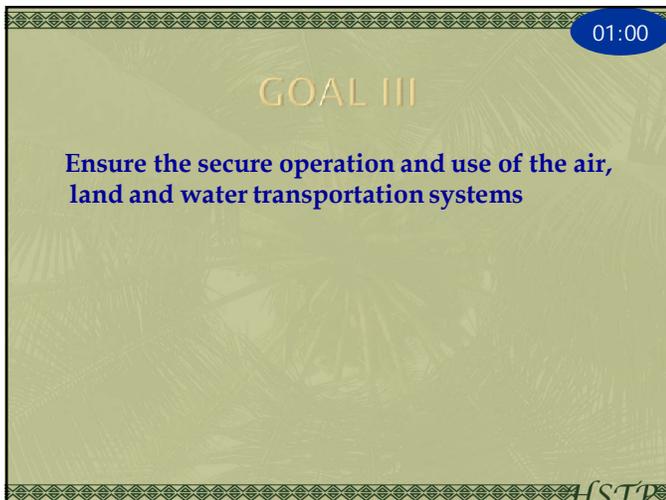
Goal II - Safety

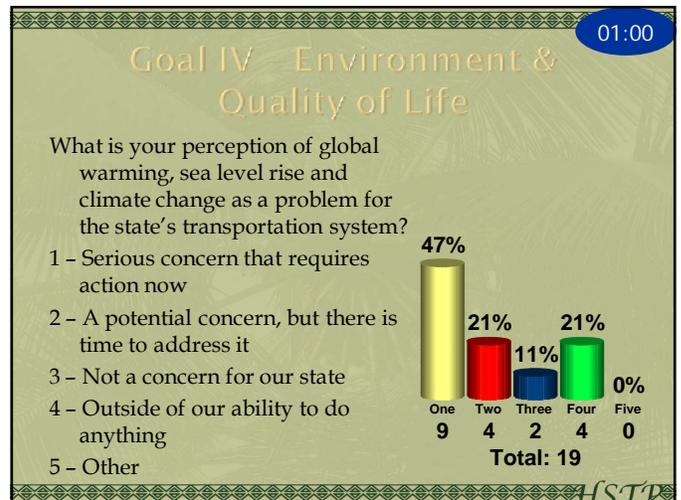
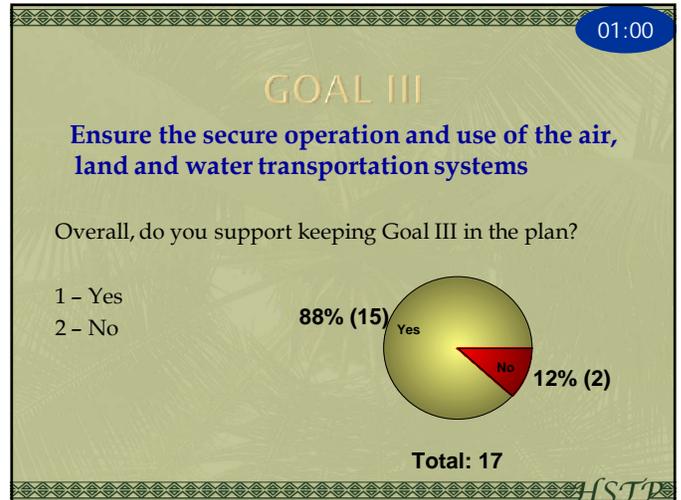
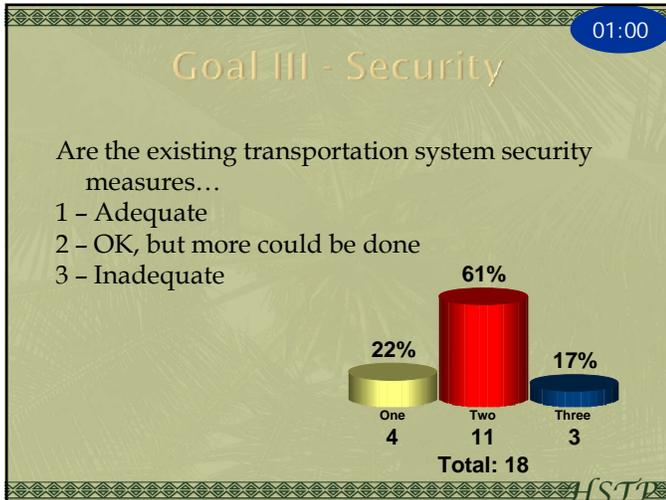
What is the greatest safety threat faced in the land transportation system?

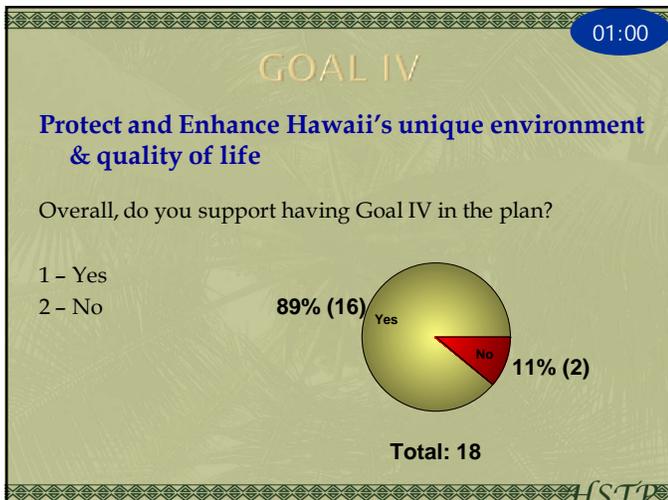
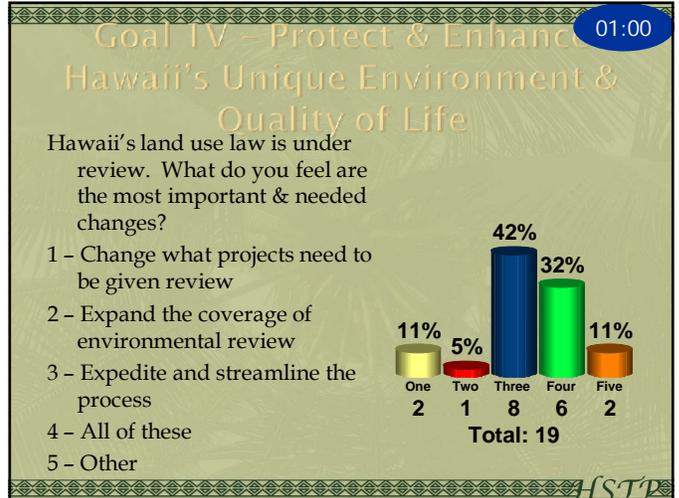
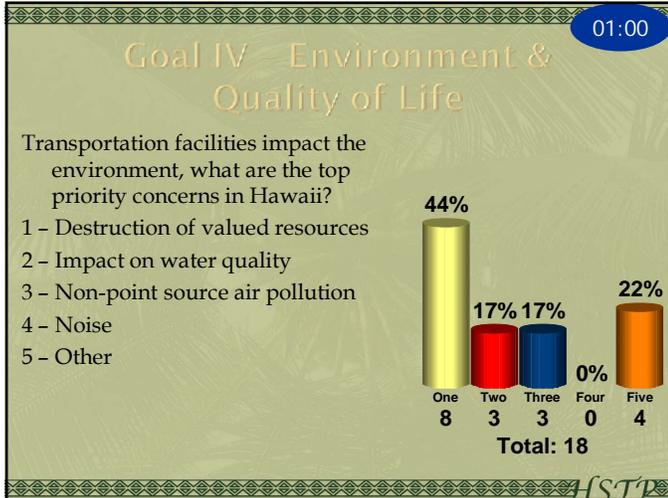
- 1 - Poor driving habits
- 2 - Mix of vehicles on the road
- 3 - Roadway design
- 4 - All of these
- 5 - Other

Option	Count	Percentage
One	6	33%
Two	1	6%
Three	1	6%
Four	9	50%
Five	1	6%
Total	18	

HSTP



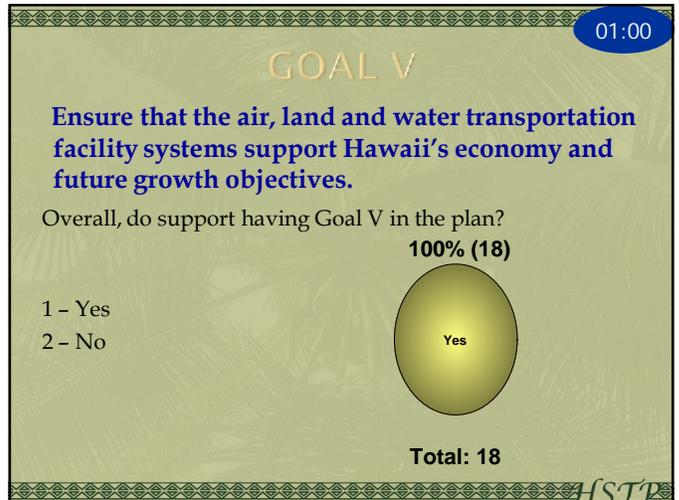
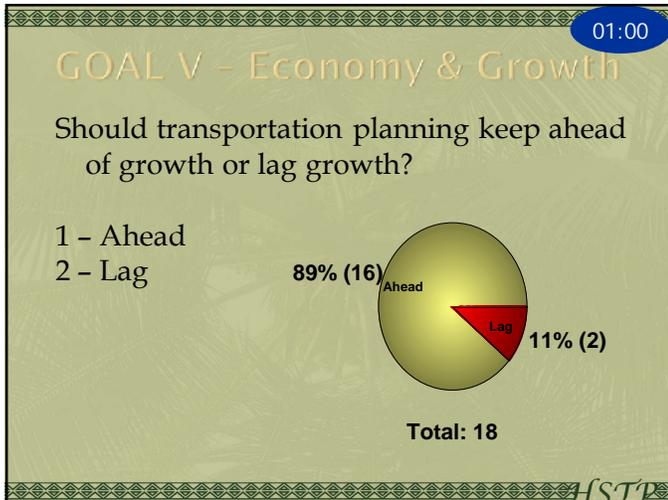
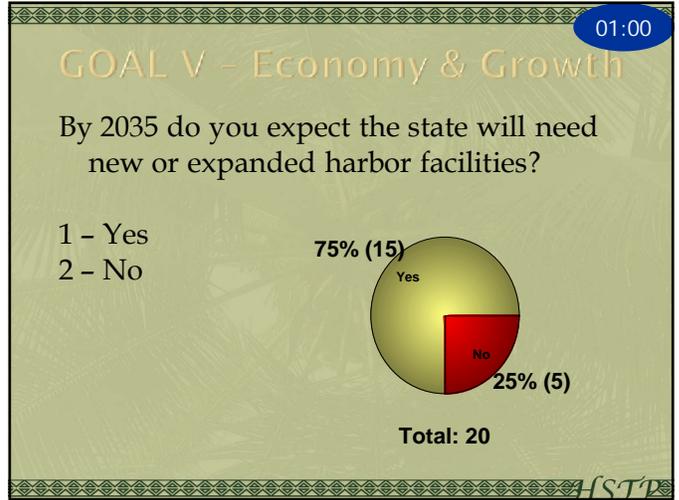
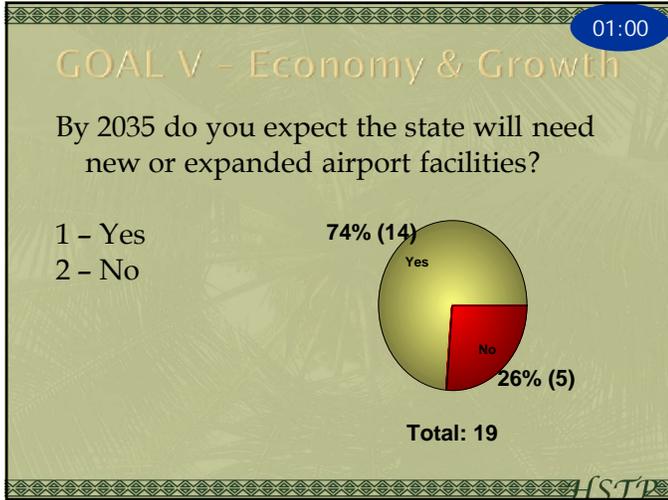




GOAL V

- Ensure that the air, land, and water transportation facility systems support Hawaii's economy and future growth objectives.

HSTP



GOAL VI

- **Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.**

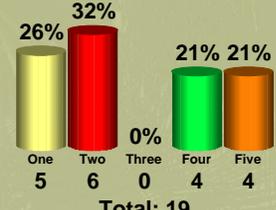


01:00

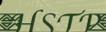
GOAL VI - Clean Energy

What is the biggest energy problem facing the transportation sector?

- 1 - Price
- 2 - Availability
- 3 - Competition from other places in the world
- 4 - Passing price increases on to consumers
- 5 - Other



Problem	Count	Percentage
1 - Price	5	26%
2 - Availability	6	32%
3 - Competition from other places in the world	0	0%
4 - Passing price increases on to consumers	4	21%
5 - Other	4	21%
Total	19	

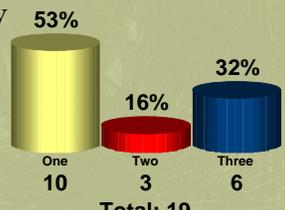


01:00

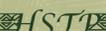
Goal VI - Clean Energy

How can the transportation system shift its reliance on oil?

- 1 - Research on alternate sources
- 2 - Greater energy efficiency
- 3 - Other



Method	Count	Percentage
1 - Research on alternate sources	10	53%
2 - Greater energy efficiency	3	16%
3 - Other	6	32%
Total	19	



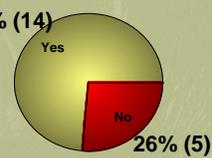
01:00

GOAL VI

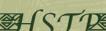
Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.

Overall, do you support adding Goal VI to the plan?

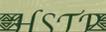
- 1 - Yes
- 2 - No



Response	Count	Percentage
1 - Yes	14	74%
2 - No	5	26%
Total	19	



DOT Exercise



GOAL VII

- Create secure, flexible and sustainable revenues and funding sources for transportation needs



GOAL VII - Funding

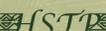
01:00

Should transportation improvements be paid for...

- 1 - From Special Funds paid for by users
- 2 - from General Fund paid for by everyone



Option	Percentage	Count
One	81.3%	13
Two	18.8%	3
Total		16

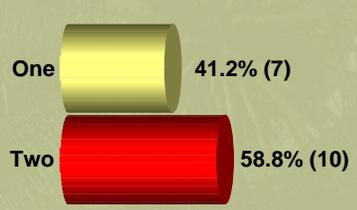


GOAL VII - Funding

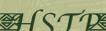
01:00

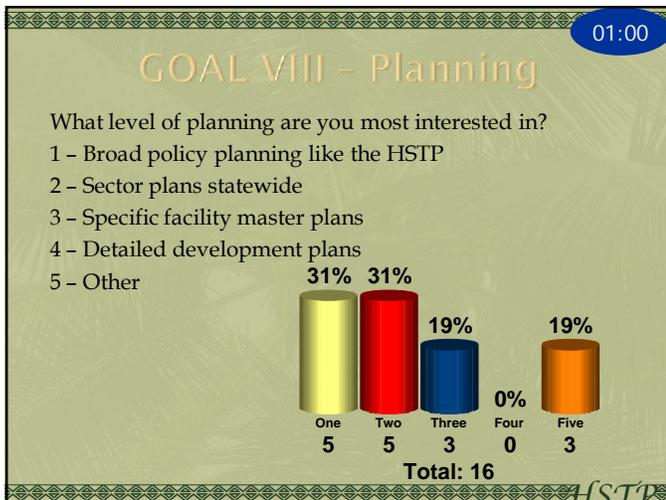
How do you favor paying for transportation improvements?

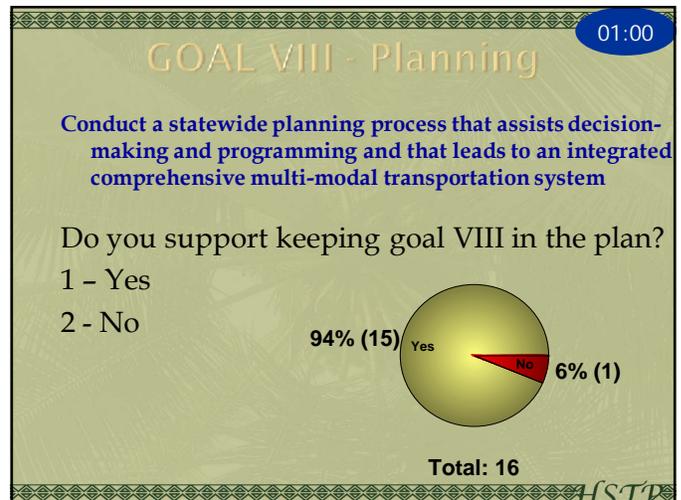
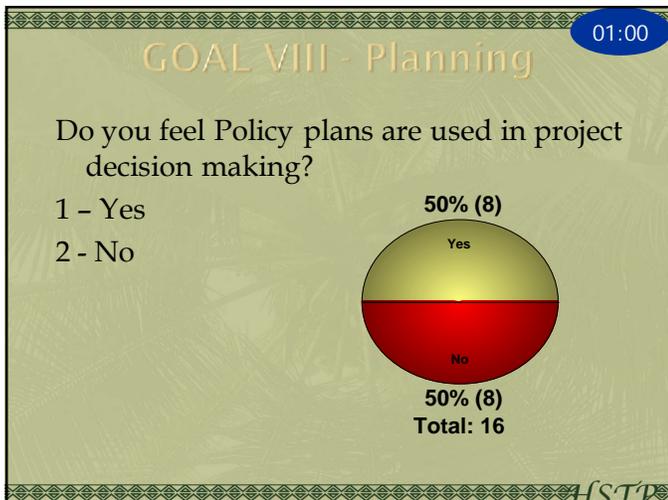
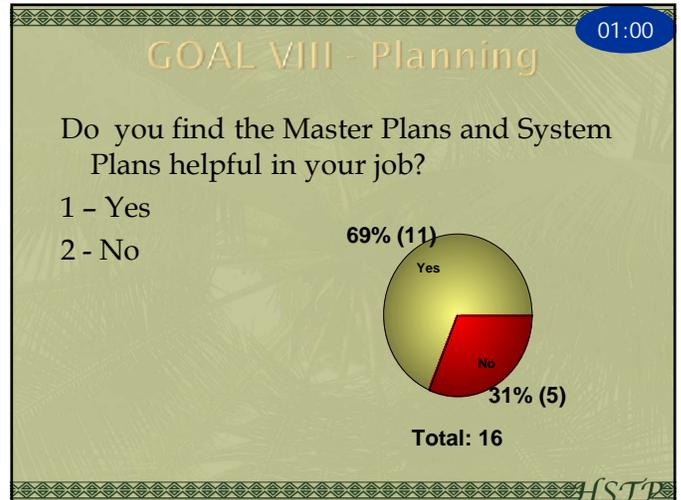
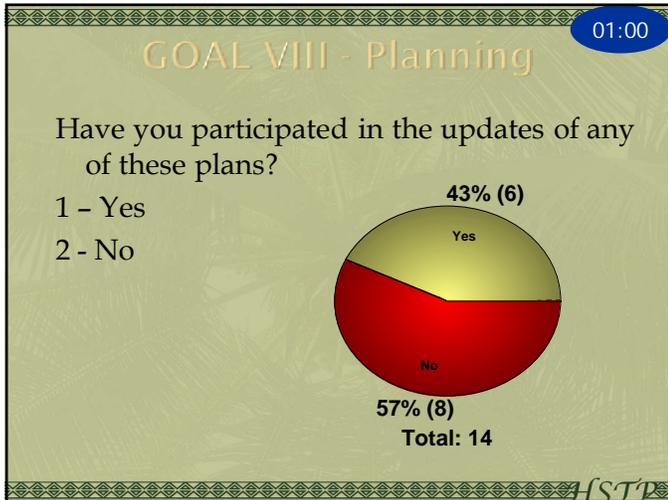
- 1 - Only from currently existing sources
- 2 - From modest fee increases for identified projects



Option	Percentage	Count
One	41.2%	7
Two	58.8%	10
Total		17









Stakeholder Workshop #3

Focus Area: Boards and Commissions

September 8, 2010

Handheld Voting Results

HAWAII *Statewide* TRANSPORTATION PLAN

HAWAII STATEWIDE TRANSPORTATION PLAN:
HAWAII'S MULTI-MODAL
AND INTER-MODAL NETWORK






1

HSTP

01:00

Your turn

What County are you from?

- 1: C&C of Honolulu
- 2: Hawaii
- 3: Kauai
- 4: Maui
- 5: Outside state



Honolulu	Hawaii	Kauai	Maui	Outside S...
10	0	0	0	0

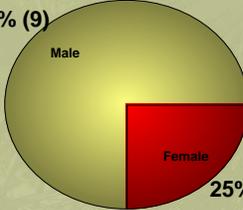
Total: 10

HSTP

01:00

Are you...

- 1 - Male
- 2 - Female



Male	Female
75% (9)	25% (3)

Total: 12

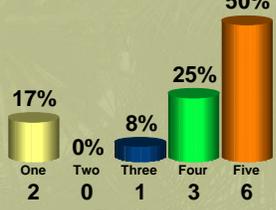
HSTP

01:00

About You

Which type of Board or Group are you with?

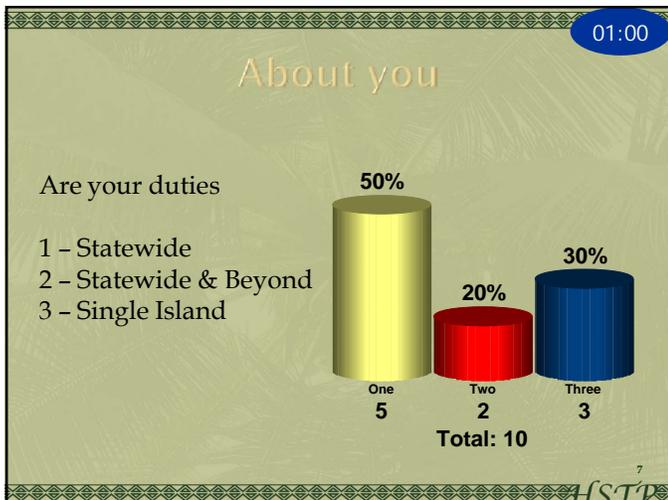
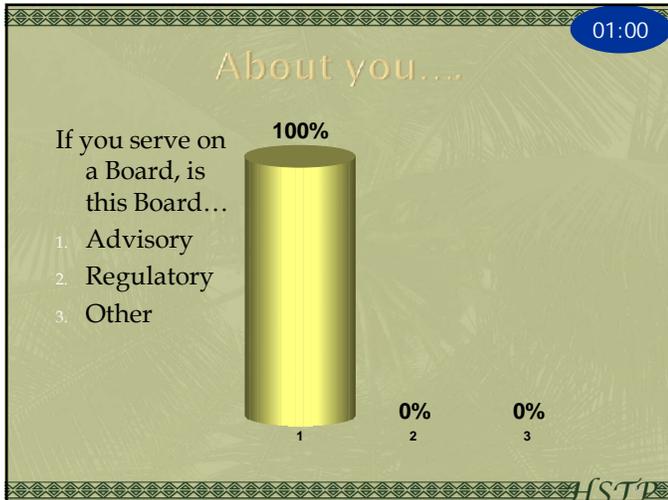
- 1: Commission on Transportation or OMPO
- 2: State Land Use Commission or Land & Natural Resources
- 3: County Planning Commission
- 4: Non-profit or Professional Association
- 5: Other

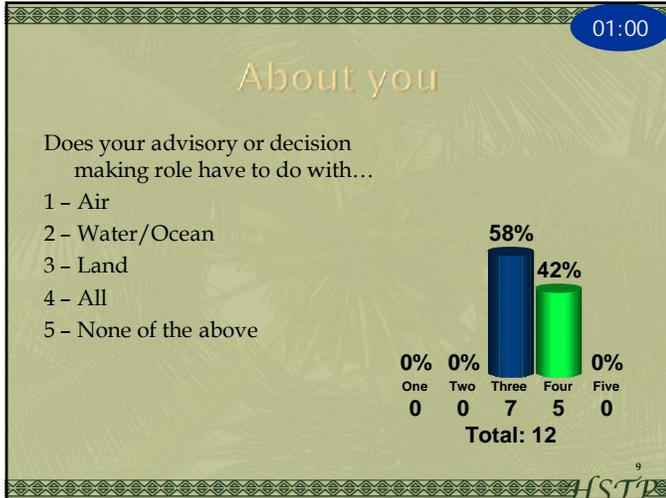


One	Two	Three	Four	Five
2	0	1	3	6

Total: 12

HSTP

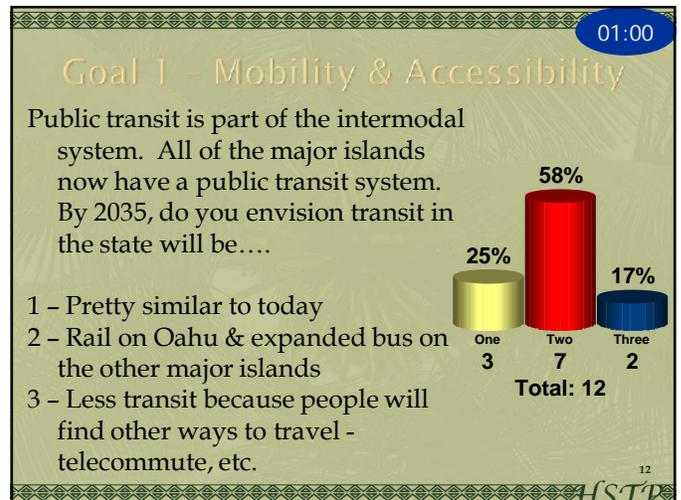


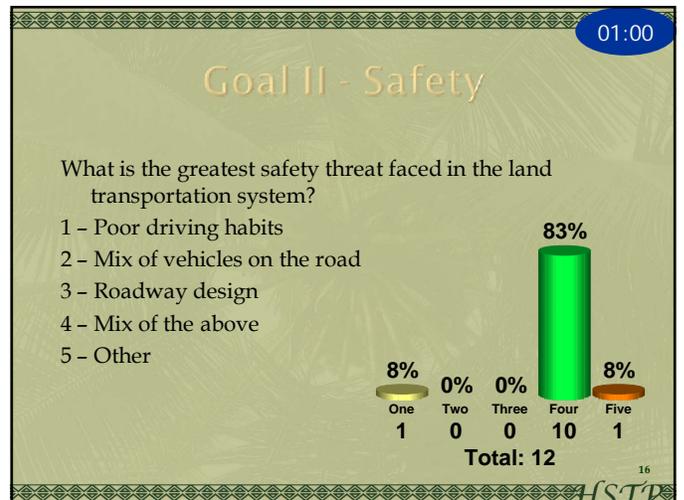
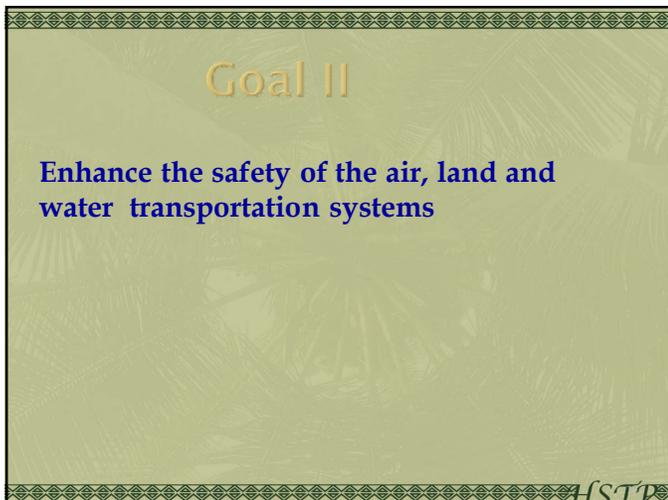
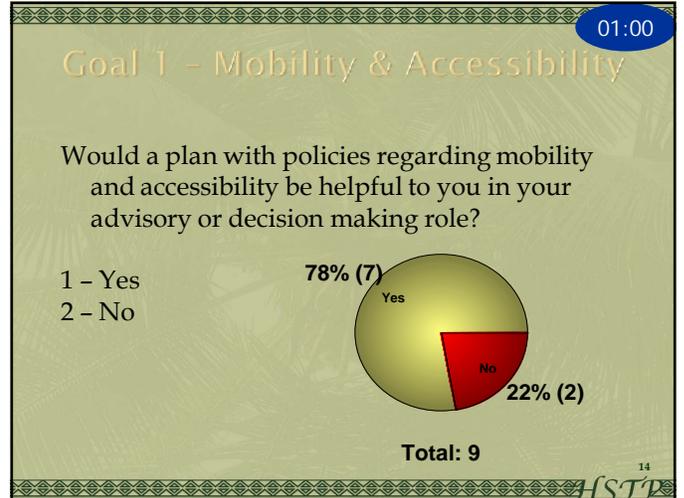


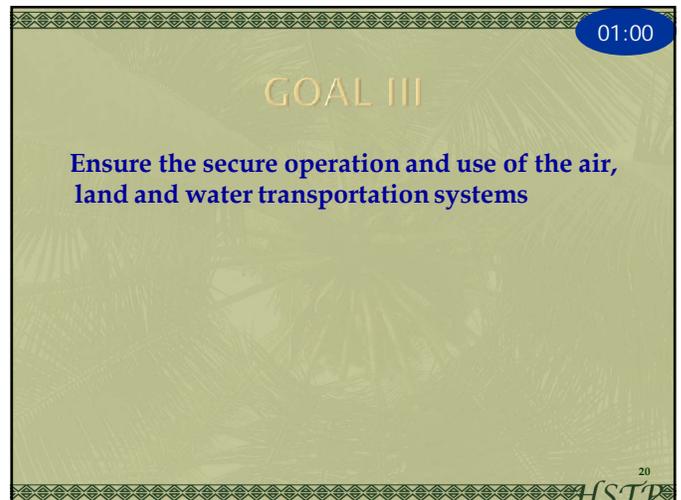
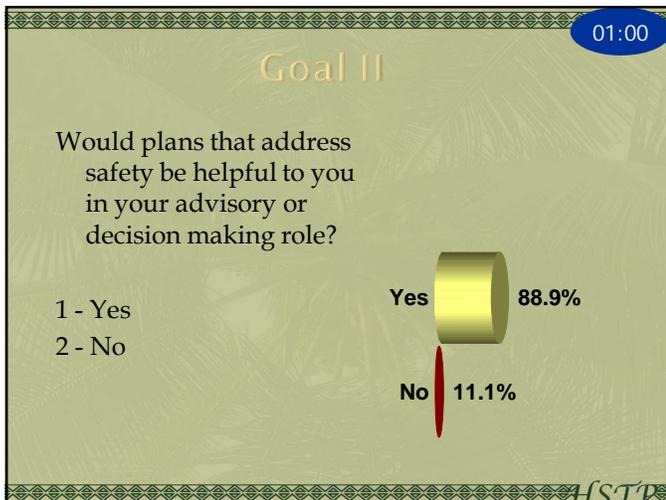
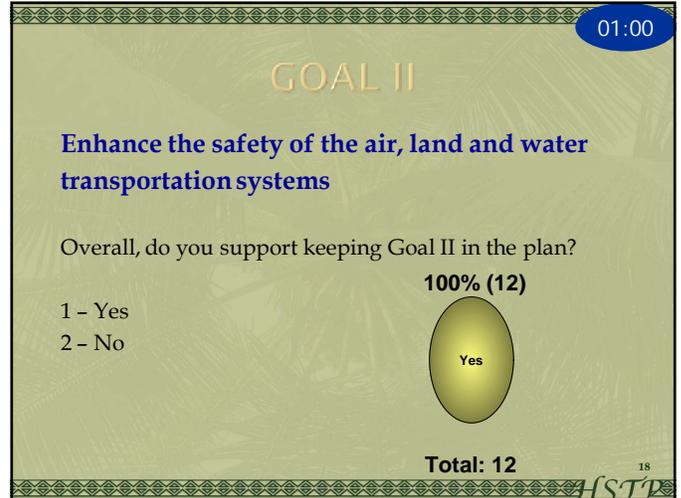
GOAL I

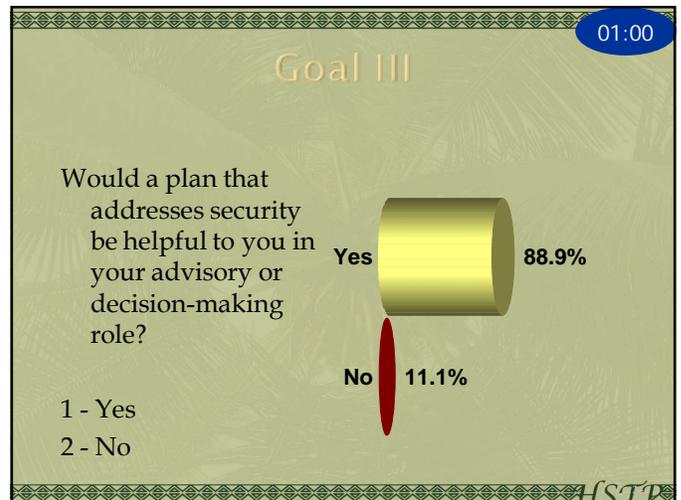
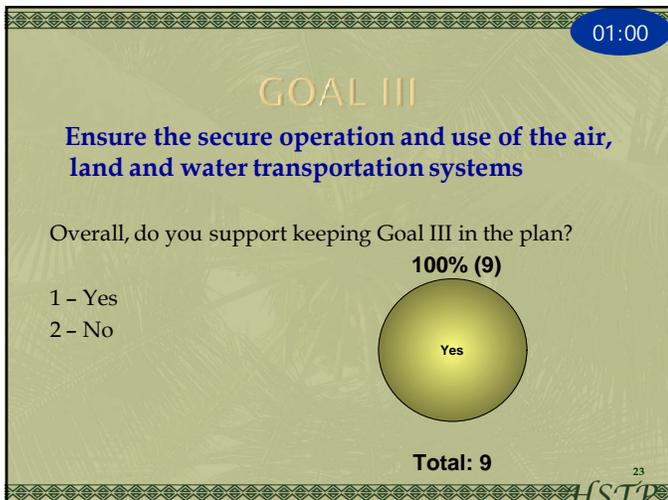
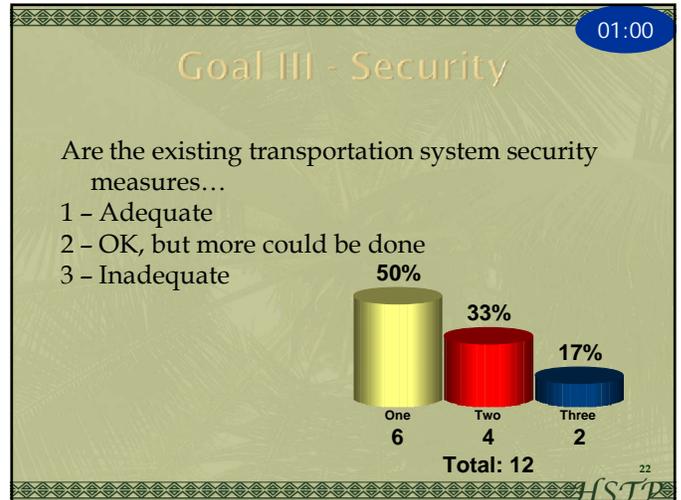
- ▣ **Create and manage an integrated and multi-modal transportation system that provides mobility and accessibility for people and goods**

HSTP



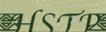






GOAL IV

- ▣ **Protect and enhance Hawaii's unique environment and quality of life**



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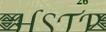
Goal IV – Environment & Quality of Life

What is your perception of global warming, sea level rise and climate change as a problem for the state's transportation system?

- 1 - Serious concern that requires action now
- 2 - A potential concern, but there is time to address it
- 3 - Not a concern for our state
- 4 - Outside of our ability to do anything
- 5 - Other



Response	Percentage	Count
One	27%	3
Two	73%	8
Three	0%	0
Four	0%	0
Five	0%	0
Total		11

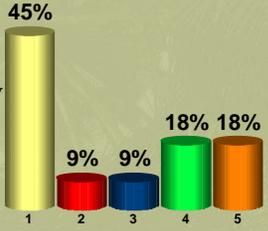


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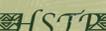
Goal IV – Environment & Quality of Life

Transportation facilities impact the environment, what are the top priority concerns in Hawaii?

- 1 - Destruction of valued resources
- 2 - Impact on water quality
- 3 - Non-point source air pollution
- 4 - Noise
- 5 - Other



Response	Percentage	Count
1 - Destruction of valued resources	45%	5
2 - Impact on water quality	9%	1
3 - Non-point source air pollution	9%	1
4 - Noise	18%	2
5 - Other	18%	2

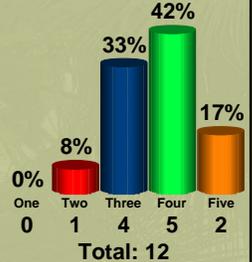


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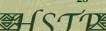
Goal IV – Environment & Quality of Life

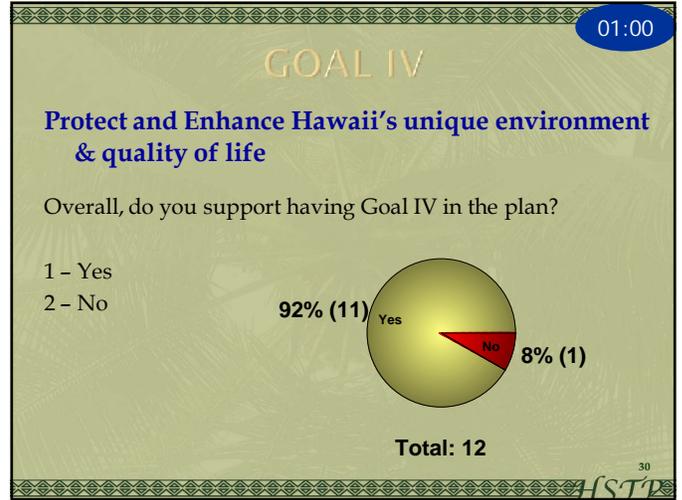
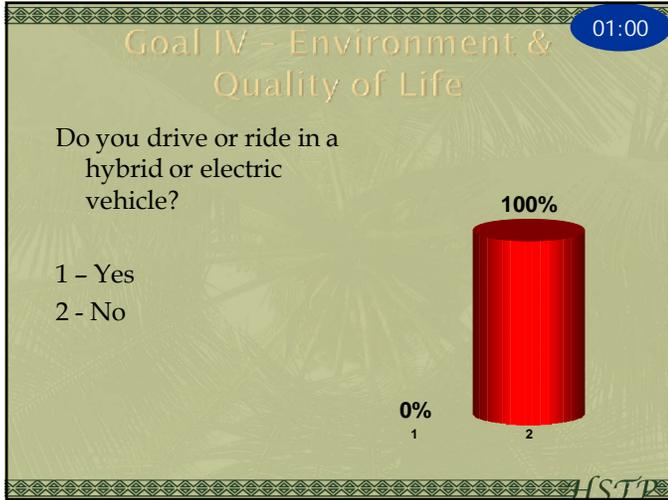
Hawaii's land use law is under review. What do you feel are the most important and needed changes?

- 1 - Change what projects need to be given review
- 2 - Expand the coverage of environmental review
- 3 - Expedite & streamline the process
- 4 - All of these
- 5 - Other



Response	Percentage	Count
1 - Change what projects need to be given review	17%	2
2 - Expand the coverage of environmental review	8%	1
3 - Expedite & streamline the process	42%	5
4 - All of these	33%	4
5 - Other	0%	0
Total		12

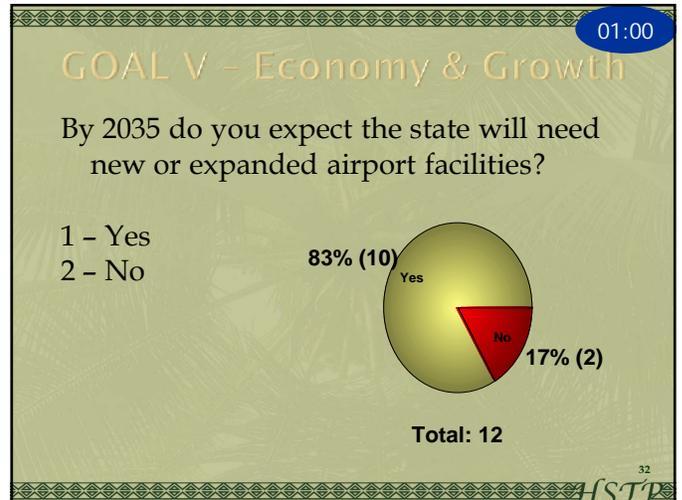


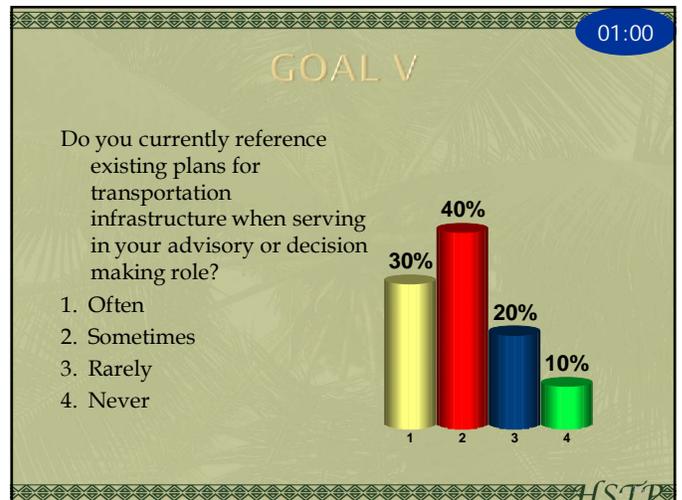
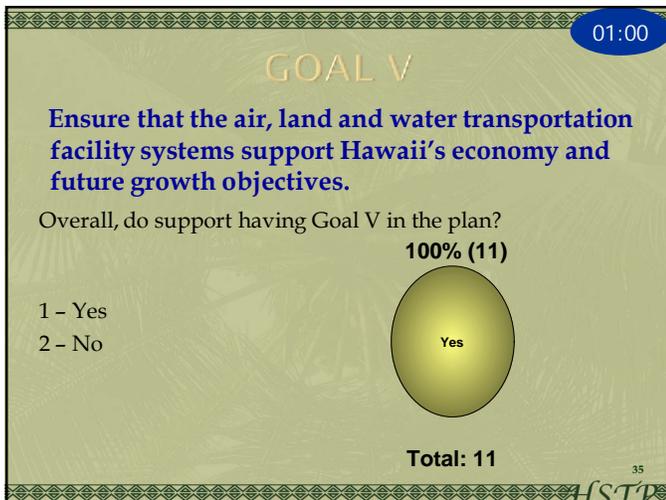
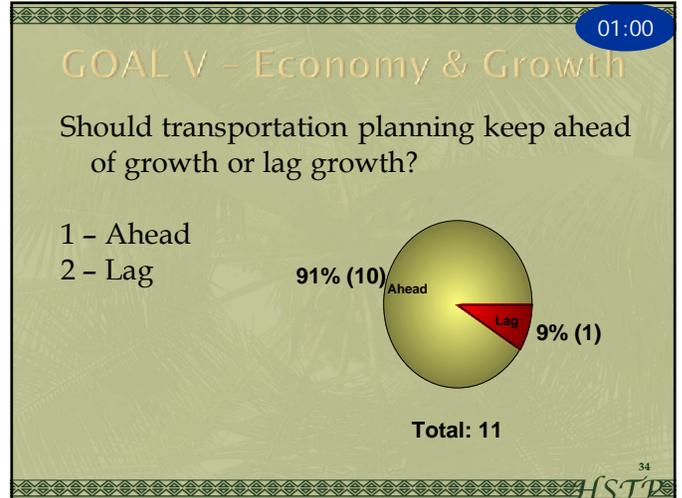
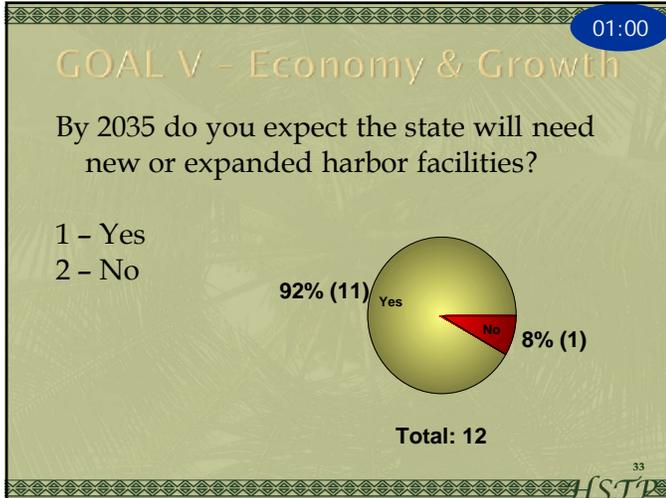


GOAL V

- ▣ **Ensure that the air, land, and water transportation facility systems support Hawaii's economy and future growth objectives.**

HSTP





GOAL VI

- **Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.**

HSTP

01:00

Goal VI - Clean Energy

How can the transportation system shift its reliance on oil?

- 1 - Research on alternate sources
- 2 - Greater energy efficiency **82%**
- 3 - Other

Response	Count	Percentage
One (Research)	9	25%
Two (Efficiency)	1	9%
Three (Other)	1	9%
Total	11	

HSTP

01:00

GOAL VI - Clean Energy

What are the major challenges regarding energy faced by the transportation sector?

- 1 - Price
- 2 - Availability
- 3 - Competition from other places the world
- 4 - Passing price increases on to consumers
- 5 - Other

Challenge	Count	Percentage
One (Price)	3	25%
Two (Availability)	3	25%
Three (Competition)	1	8%
Four (Passing price)	2	17%
Five (Other)	3	25%
Total	12	

HSTP

01:00

GOAL VI

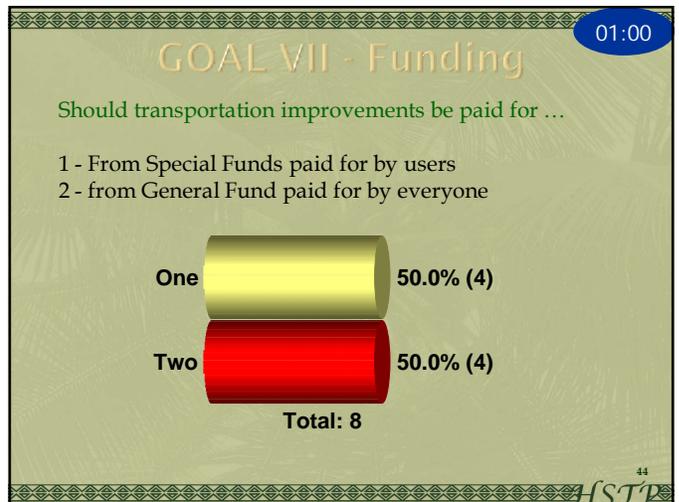
Support the State's energy goal of 70% clean energy, which includes 40% produced by renewable energy and a 30% increase in energy efficiency, ensuring the reliability and security of energy sources.

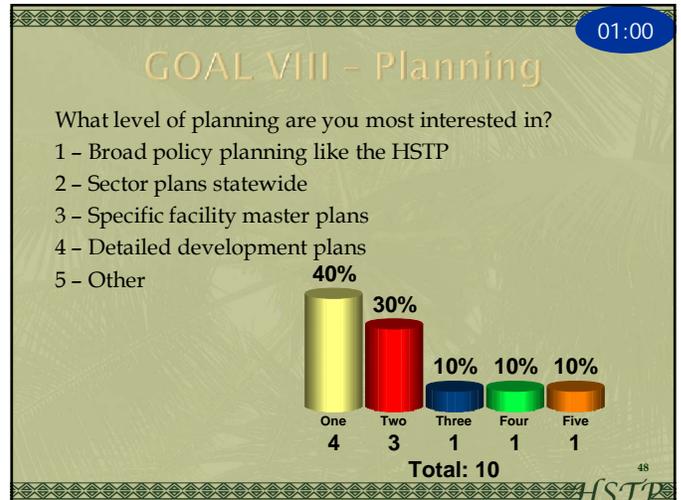
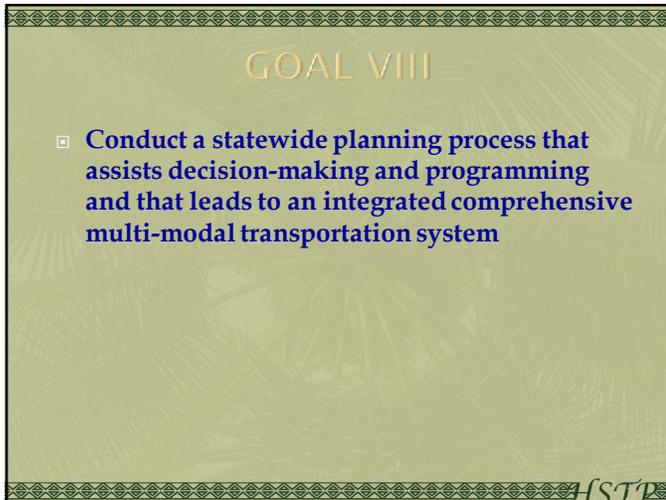
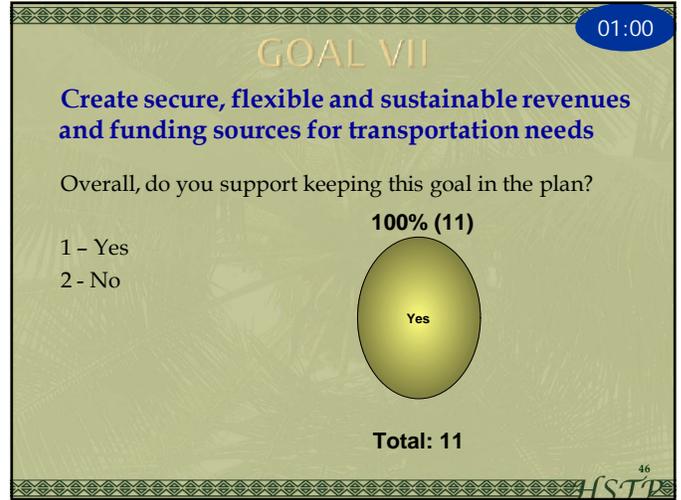
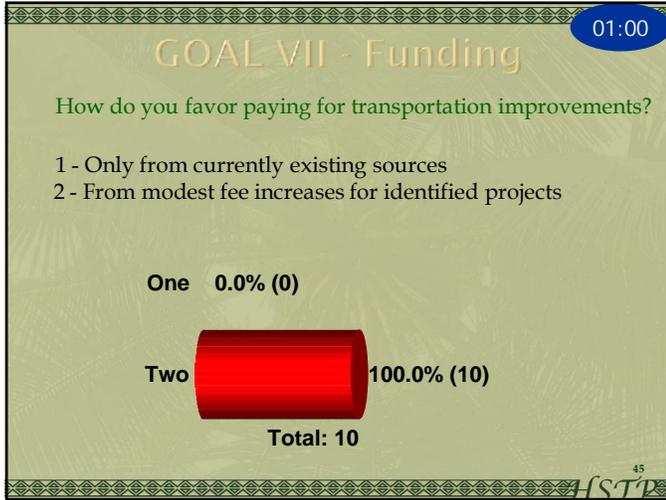
Overall, do you support adding Goal VI to the plan?

- 1 - Yes
- 2 - No

Response	Count	Percentage
Yes	12	100%
No	0	0%
Total	12	

HSTP





The Commodity Flow Process for a Product Made in Kauai



Getting the Ingredients

- The on-island ingredients and supplies for Papalani Gelato's include fresh fruit that is picked up by staff and driven directly to the store.
- The remaining ingredients and supplies come from off-island sources. Cost and timing to obtain items are large factors for this small business.
- Equipment and parts, which are high value items, arrive at Lihue Airport by air freight transportation, but there is a high cost for this service.
- Ingredients including milk, cream, flavoring, and packaging are ocean shipped first to Honolulu Harbor and then into Nawiliwili Harbor, which takes longer. Shipping containers are often shared to reduce cost.
- Supplies are trucked from the harbor or the airport along Kaumualii Highway.

As residents of a small island community, Papalani Gelato is very mindful of the footprint of their business activities, and the company is committed to developing practices in harmony with the environment and community. Papalani Gelato chooses sources of ingredients that are sound, seasonally produced, and local whenever possible.

Waffle cones, sorbet, gelato, and chocolate are made on site in Koloa.

For more information please visit the website:

<http://www.papalanigelato.com/>



Small trucks, vans and cars use Kaumualii Highway and Kuhio Highway when transporting the local supplies and ingredients to Papalani where the final product is made.



People walk, bike, take the bus and drive to get to the store to purchase gelato.

Distributing the Product

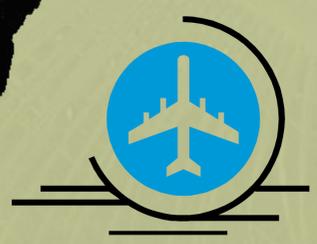
Papalani Gelato is located in the middle of the Pacific Ocean, thousands of miles from the mainland.

99% of the product is sold at Kauai's restaurants, hotels, grocers, and other food establishments, while 1% is shipped to the other Hawaiian islands and the mainland.

This presents some unique challenges.

• First, Gelato must be shipped and arrive frozen. This means shipping with insulated containers with dry ice. Sounds easy, but like so many things on a small island, it is not. There is only one place that sells dry ice. They do not deliver and they are located 25 minutes away in Lihue.

• OK, so at least all the major express shipping companies are options right? Well, not really. Turns out only UPS will ship packages with dry ice.



Lihue Airport



Nawiliwili Harbor



HAWAII'S Statewide TRANSPORTATION PLAN



The Commodity Flow Process for a Product Made on Big Island

Getting the Ingredients

Tropical Dreams Ice Cream Company has been manufacturing gourmet ice cream and related products on the Big Island for over 20 years.

All cream comes from Big Island dairies. Local fruit is used as much as possible such as white pineapple, poha berry, ohelo berry, dragon fruit, mango, passion fruit, guava, apple banana, and others. Tropical Dreams Ice Cream Company works with the Hawaii Tropical Fruit Grower's Association in an effort to develop new flavors and expand the use of local fruit.

Tropical Dreams Ice Cream Company is located in the Lalamilo Farm lots in Waimea on the Big Island. The property is five acres. Fifteen large greenhouses currently produce tomatoes and cucumbers and are operated by Sunrise Farms. It is planned to use the property to grow fruit as well for use in their ice cream and sorbet production.

The Hawaii State Department of Agriculture has given Tropical Dreams Ice Cream Company the right to use the State's Seal of Quality. Only companies that manufacture or grow products using local ingredients have been given this endorsement. Tropical Dreams Ice Cream Company is the only ice cream company in the State that has the State's Seal of Quality.

For more information please visit the website: <http://hilohomemade.com/>



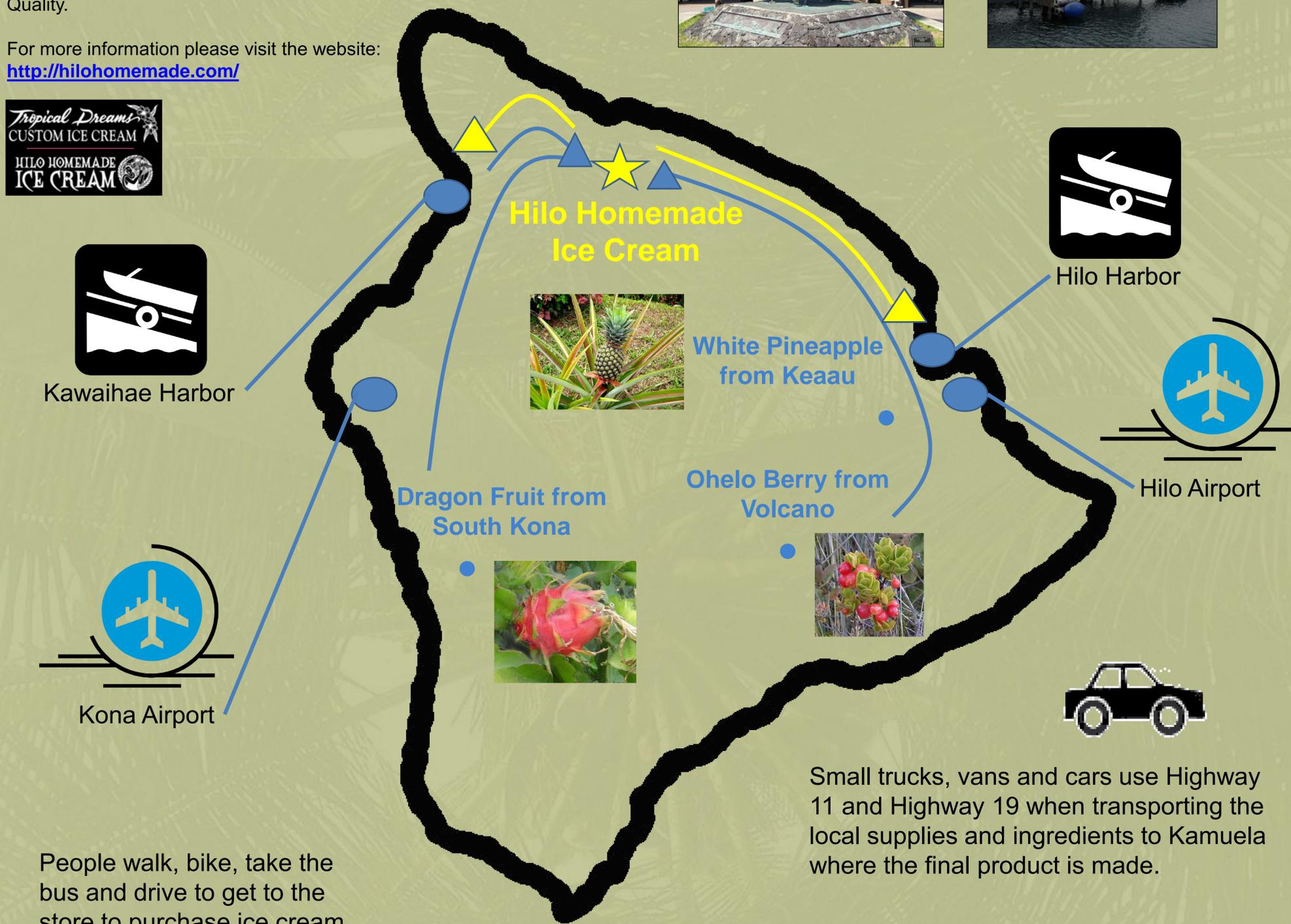
Distributing the Product

Hilo Homemade Ice Cream is located in the middle of the Pacific Ocean, thousands of miles from the mainland.

80% of the product is sold at Big Island restaurants, hotels, grocers, and other food establishments, while 17% is shipped to the other Hawaiian islands, and 13% is shipped to the mainland.

The final product is transported by freezer trucks to various locations on Big Island. Young Brothers can be utilized once a week to ship to the neighbor islands.

Shipments to the mainland are limited, as Matson's refrigerated containers are shared with various companies. These shared containers must be filled before they make their way to the mainland, which is about once a month.



People walk, bike, take the bus and drive to get to the store to purchase ice cream.



HAWAII
Statewide
TRANSPORTATION PLAN

The Commodity Flow Process for a Product Made on Maui

Getting the Ingredients

When a company has the X factor people take notice and become drawn to it. Since its inception Ono Gelato has garnered a lot of attention. Ono Gelato has the history and experience behind their name but what sets them apart is their goals and resources. Located on Maui, Hawaii in the middle of the Pacific Ocean creates unique opportunities and an innate sense of sustainability.

In this small chain of islands there is opportunity available for like minded entrepreneurs whose goals for profits are tempered with equal enthusiasm for stewardship of artisanal gelato and green ethics. With farm to fork guiding principles franchise owners begin an intimate relationship with their suppliers, showcasing organic Hawaiian fruits by blending them with Italian methods of artisanal gelato production. At Ono Gelato they seek to pair with like minded franchisees to open a limited number of carefully selected sustainable sites.

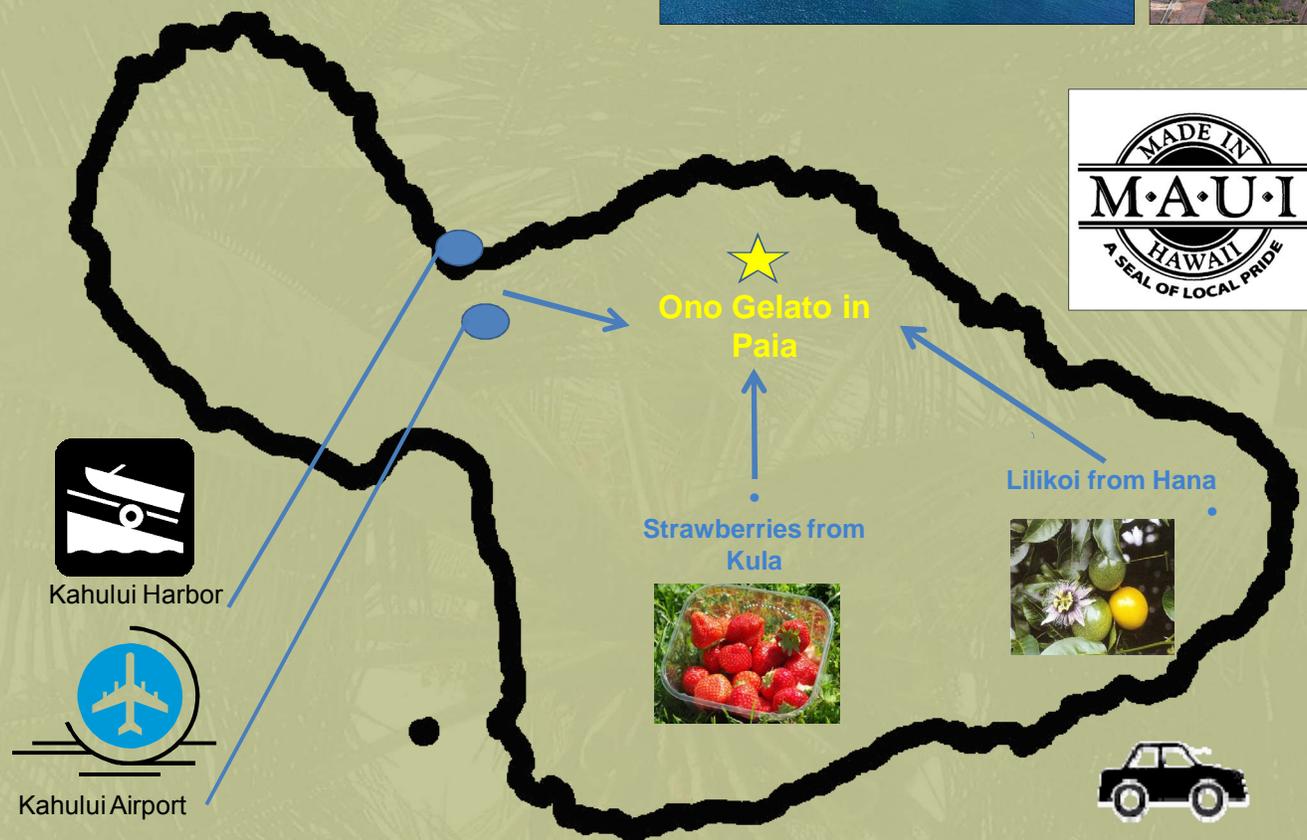
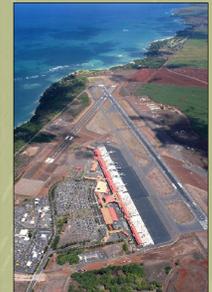
The "Gelato Collective" works as a group to formulate new initiatives, maintain sustainability, and reduce costs while balancing a healthy lifestyle in Paradise.

Distributing the Product

After local farmers bring in fresh fruit, the product is made in the Ono Gelato shop in Paia.

Depending on the quantity, the final product is transported by personal vehicle or freezer trucks to various locations on Maui. At this time, the product is only sold on Maui.

For more information please visit the website:
<http://www.onogelatocompany.com>



Kahului Harbor



Kahului Airport

Ono Gelato in Paia

Strawberries from Kula



Lilikoi from Hana



People walk, bike, take the bus and drive to get to the store to purchase ice cream.

Small trucks, vans and cars use State Highways when transporting the local supplies and ingredients to Paia where the final product is made.



HAWAII
Statewide
 TRANSPORTATION PLAN

The Commodity Flow Process for a Product Made on Oahu

Getting the Ingredients

There are not too many fruits, grown locally, that La Gelateria can purchase regularly to support the amount of production they do. On Oahu, the fruit and produce they are able to purchase in reliable quantities (Category 1) are: guava, watermelon, cantaloupe, honeydew, strawberry guava, soursop, ginger, lemongrass, and meyer lemons. Other fruit and produce which they can sometimes find locally, but often have to substitute with non-local sources (Category 2) are: papaya, mango and lilikoi. For the Category 1 items, La Gelateria purchases these from local wholesale vendors who deliver them to the plant. For the Category 2 items, La Gelateria purchases these from Chinatown or wholesale vendors, and the items then are either delivered or picked up depending on quantity. Sometimes La Gelateria is able to purchase items from private individuals driving the fruit directly to the plant.

Many of La Gelateria's other ingredients, supplies, and/or equipment come from mainland companies. They also purchase a number of Italian ingredients from a California distributor, who in turn brings them in from Italy by sea. For large weight/volume purchases, such as containers, certain ingredients and equipment arrive by ship to reduce freight costs. For some specialty items, they use air freight via FedEx or UPS.

For more information please visit the website:
<http://www.lagelateriahawaii.com/>

Distributing the Product

98% of the product stays on Oahu. The balance is shipped to neighbor islands by special order via Young Brothers. They rarely ship to the mainland but will do so by special request. In such cases they use FedEx due to the temperature/time sensitivity of the product.

La Gelateria is in the process of migrating from petroleum-based containers to PLA Corn-based containers for some of their retail/factory-direct sized products. They have yet to source similar "green" type containers for commercial and food service containers.



Small trucks, vans, and cars use State Highways when transporting the local supplies and ingredients to Honolulu where the final product is made.



People walk, bike, take the bus, and drive to get to the store to purchase gelato.



HAWAII
Statewide
 TRANSPORTATION PLAN



The Commodity Flow Process for a Product Made on Big Island

Getting the Ingredients

The Lotus Café has been manufacturing gelato since they opened their restaurant over 4 years ago, using a Gelato Machine from Italy. All flavors are dairy-free as coconut milk and soy milk is used as their base. All flavors are organic, and they only use fruit from Hawai'i. Much of the fruit, such as lilikoi and mango, is grown on their farm in South Kona, and other fruit is purchased from local farmer's markets such as the Keauhou Farmer's Market.

Other organic local fruit used includes white pineapple, ohelo berry, kona coffee, and lychee. The Lotus Café works with the Hawai'i Farm Bureau, Agroforestry.net, and the Hawai'i Homegrown Food Network in an effort to develop new flavors and expand the use of local fruit.

There aren't any local businesses that actually process organic coconuts into coconut milk. The Lotus Café uses organic coconut milk that is from Thailand and shipped in via California. They hope to one day partner with other restaurants so that coconut milk can be locally produced.

Lotus Café supports the development of a strong local food economy based on sustainable farming techniques. They use only compostable containers and recycle all their cans, bottles and glass. They also installed a photovoltaic system that supplies all their electricity.

For more information please visit the website:
<http://thelotuscafe.com>



Kawaihae Harbor



Kona Airport



Distributing the Product

Lotus Café is located in the middle of the Pacific Ocean, thousands of miles from the mainland.

Much of the product is sold at their restaurant, Lotus Café, located in Koloko just 10 minutes from the Kona Airport. They also sell their product at Down to Earth and Island Naturals in Hilo. Once a week, compostable packaging products are delivered by Sustainable Island Products, and then that same company returns to Hilo with a truck full of gelato.

Distribution at gourmet markets on Maui and O'ahu is pending and slated for later this year.



People walk, bike, take the bus, and drive to get to the restaurant or store to purchase gelato.



Small trucks, vans and cars use State Highways when transporting the local supplies and ingredients to Kona, where the final product is made.



HAWAII
Statewide
 TRANSPORTATION PLAN



Hawaii Statewide Transportation Plan Update

Volume 3: Reports and Public Involvement Summaries

Appendix 9

Data, Trends, and Indicators Report



November 2010

Prepared for the

Hawai'i State Department of Transportation



Prepared by SSFM

SSFM
INTERNATIONAL

With SMS Hawaii

SMS

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A. Introduction

Objective

This deliverable contains historic data collections of indicators for transportation as well as trends in transportation modes. Included with this deliverable is an electronic file of the original data sources that can be used for updates.

The purpose of this document is to provide transportation planners with a central source for key transportation data, trends, and indicators. The plan is for this data to be updated at least once a year with the most current available data at each time. This centralized source should provide planners with a convenient way to track the key indicators over time.

Approach

Each indicator presented includes the following:

- Relation to a Hawaii Statewide Transportation Plan (HSTP) Goal
- The importance of the Indicator
- The indicator trends
- A graph of the trends
- Data tables
- Notes that may pertain to the data
- Source of the information

This is the first iteration of the HSTP Data, Trends, and Indicators Report. Over time, the indicators selected may change based on whether the information proves useful to planners and may be replaced if better information becomes available. Likewise, a major effort was made to identify the data that is available, however we are certain there may be other indicators that we are not aware of, and these should be brought to our attention and may be added in the future. This is the first step of what we hope will be a rich, convenient source of indicators for the future.

Whenever possible, data was shown from 1990 to 2009. However, data was not found and/or available for every year. Likewise, indicators were sought for every county, but some information was not available at this level.

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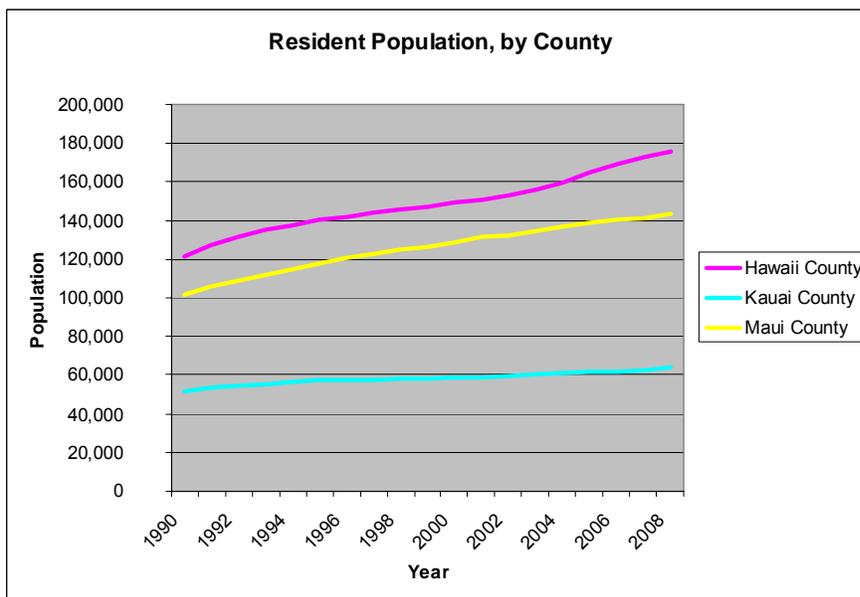
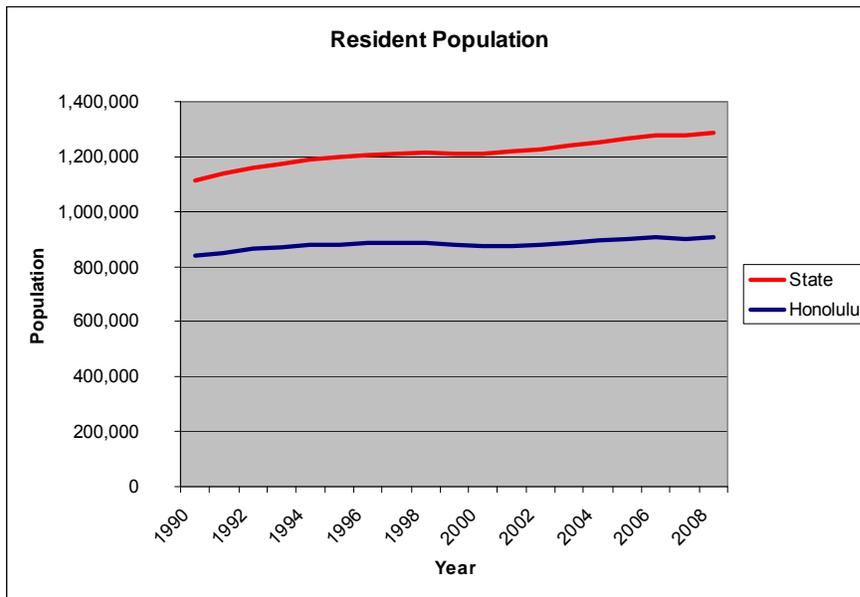
A. General Data & Trends

A.1 – Population

Relates to HSTP Goal: Background information for all goals.

Importance of Indicator: Provides the changing number of residents to be served by transportation services.

Indicator Trends: All counties have experienced growth. Hawaii and Maui Counties have a somewhat higher growth rate relative to the other two counties.



Resident Population, by County					
Date	State	C&C of Honolulu	Hawaii County	Maui County	Kauai County
1990	1,113,491	838,534	121,572	101,709	51,676
1991	1,136,754	850,510	127,266	105,599	53,379
1992	1,158,613	863,959	131,630	108,585	54,439
1993	1,172,838	870,348	135,085	111,944	55,461
1994	1,187,536	878,591	137,713	114,754	56,478
1995	1,196,854	881,399	140,492	117,895	57,068
1996	1,203,755	883,443	141,935	120,689	57,688
1997	1,211,640	886,711	144,445	122,772	57,712
1998	1,215,233	886,909	145,833	124,648	57,843
1999	1,210,300	878,906	146,970	126,160	58,264
2000	1,211,479	875,054	149,060	128,859	58,506
2001	1,217,955	877,024	150,806	131,403	58,722
2002	1,227,391	882,278	153,040	132,664	59,409
2003	1,238,333	887,576	156,127	134,667	59,963
2004	1,251,532	893,879	159,865	136,851	60,937
2005	1,264,468	899,673	164,462	138,744	61,589
2006	1,275,264	904,134	169,061	140,119	61,950
2007	1,277,356	900,525	172,547	141,523	62,761
2008	1,288,198	905,034	175,784	143,691	63,689

Note: These numbers are based on place of usual residence, regardless of physical location on the estimate or census date. This data includes military personnel stationed or homeported in Hawaii as well as residents temporarily absent. This data excludes visitors present.

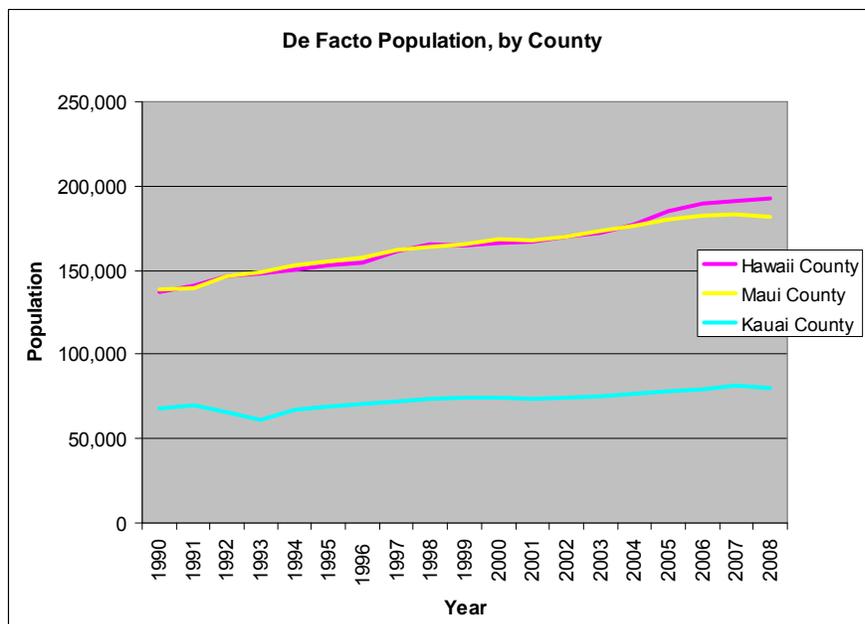
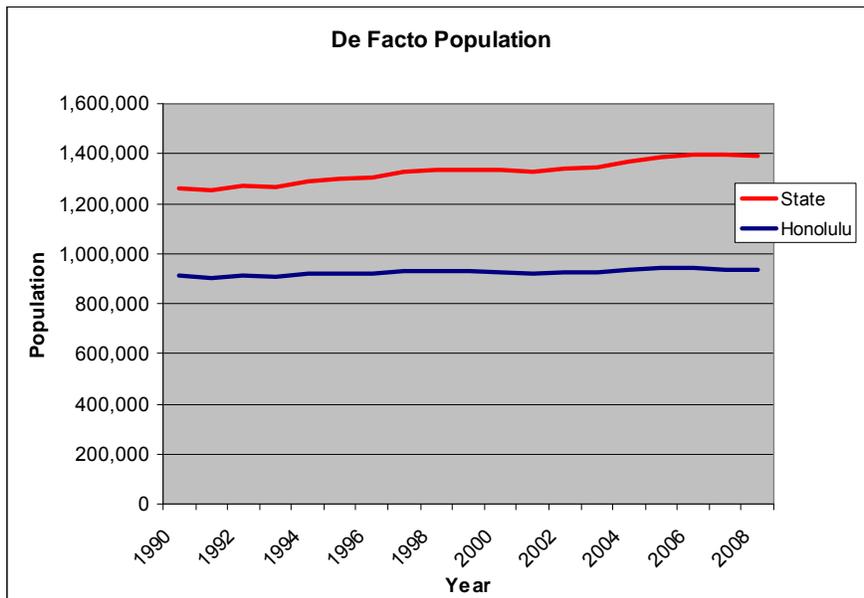
Source: U.S. Bureau of the Census; Federal-State Cooperative Program for Population Estimates, "Time Series of Hawaii Intercensal Population Estimates by County: April 1, 1990 to April 1, 2000"

A.2 – De Facto Population

Relates to HSTP Goal: Background information for all goals.

Importance of Indicator: Shows the actual number of people within each county to be served by transportation services.

Indicator Trends: Of all the counties, Maui has the greatest number of visitors who increase the island’s defacto population significantly.



De Facto Population (Including Visitors and Military) by County					
	State	C&C of Honolulu	Hawaii County	Maui County	Kauai County
1990	1,257,319	913,268	137,103	138,390	68,558
1991	1,252,265	901,717	141,240	139,703	69,605
1992	1,271,662	912,514	146,421	146,651	66,076
1993	1,267,849	909,506	148,014	149,067	61,262
1994	1,289,804	919,898	150,311	152,434	67,161
1995	1,298,096	921,626	152,482	155,144	68,844
1996	1,303,915	921,609	154,364	157,468	70,474
1997	1,327,930	932,931	161,225	162,011	71,763
1998	1,334,125	931,439	165,205	163,562	73,920
1999	1,332,442	927,689	164,570	165,743	74,441
2000	1,333,965	924,617	166,245	168,431	74,672
2001	1,329,636	920,982	167,247	167,820	73,587
2002	1,340,829	925,875	170,248	170,383	74,323
2003	1,345,934	925,145	172,368	173,115	75,306
2004	1,365,532	935,144	177,120	176,259	77,009
2005	1,384,239	940,831	184,837	180,283	78,287
2006	1,396,049	944,580	189,533	182,564	79,372
2007	1,395,142	938,767	191,537	183,281	81,557
2008	1,388,605	934,262	192,691	181,598	80,054

Note: Includes all persons physically present in an area, regardless of military status or usual place of residence. Includes visitors present, but excludes residents temporarily absent, both calculated as an average daily census.

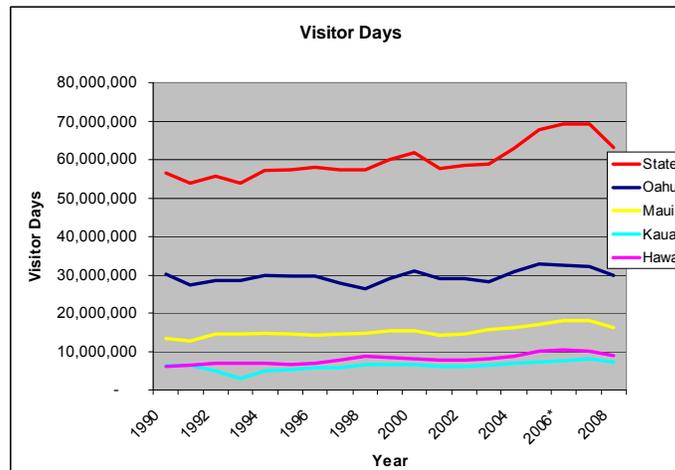
Source: U.S. Census Bureau, Federal-State Cooperative Program for Population Estimates

A.3 – Visitor Days

Relates to HSTP Goal V: Support for Economic Growth

Importance of Indicator: State’s largest industry that often has needs for specialized transportation services.

Indicator Trends: Relatively flat except for the increase in 2005 to 2007, with a decline in 2008.



Visitor Days, by County					
	State	C&C of Honolulu	Hawaii County	Maui County	Kauai County
1990	56,398,499	30,215,944	6,094,858	13,249,503	6,342,867
1991	53,772,839	27,378,022	6,400,372	12,687,184	6,467,723
1992	55,723,013	28,469,480	7,043,408	14,353,220	4,933,256
1993	53,836,611	28,509,549	6,925,611	14,503,188	3,023,183
1994	57,169,825	29,757,067	6,899,363	14,831,723	4,842,964
1996	57,936,622	29,584,826	7,058,147	14,347,767	5,699,296
1997	57,373,493	27,794,774	7,904,388	14,589,240	5,839,532
1998	57,446,913	26,507,565	8,757,279	14,760,423	6,536,868
1999	60,020,237	29,016,511	8,298,758	15,299,907	6,647,963
2000	61,721,150	31,077,256	7,990,225	15,305,826	6,603,048
2001	57,760,242	29,091,282	7,688,457	14,134,190	6,142,903
2002	58,471,088	29,033,518	7,960,890	14,587,800	6,221,632
2003	58,782,699	28,023,305	8,005,790	15,589,099	6,507,320
2004	62,761,989	30,640,704	8,555,752	16,109,009	6,906,206
2005	67,687,479	32,699,641	10,135,366	17,117,940	7,181,290
2006	69,145,854	32,545,981	10,342,683	18,001,415	7,629,733
2007	69,135,310	32,153,400	10,180,354	18,014,609	8,105,509
2008	63,130,133	29,920,873	9,092,338	16,262,552	7,266,911

Note: Total number of days visitors spent in each county.

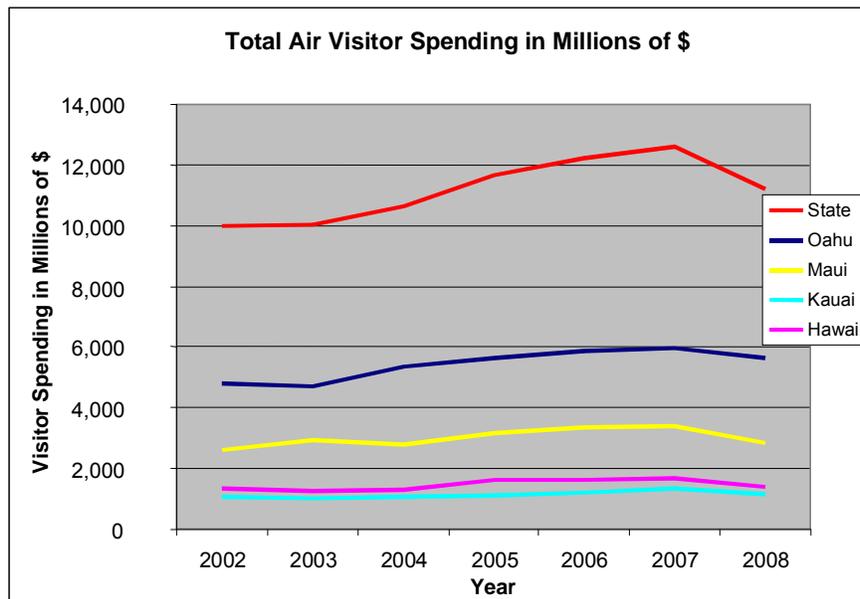
Source: Hawaii Tourism Authority: Department of Business, Economic Development & Tourism –Research and Economic Analysis Division

A.4 – Visitor Spending

Relates to HSTP Goal V: Support for Economic Growth

Importance of Indicator: Description of the economic contribution of the visitor industry.

Indicator Trends: Visitor spending has increased since 2004 until peaking at 2007 and has begun decreasing in 2008.



Total Air Visitor Spending in millions of \$					
	State	C&C of Honolulu	Hawaii County	Maui County	Kauai County
2002	9,994	4,793	1,375	2,631	1,050
2003	10,055	4,726	1,248	2,948	1,027
2004	10,648	5,384	1,292	2,801	1,088
2005	11,650	5,643	1,626	3,155	1,139
2006	12,243	5,892	1,634	3,368	1,227
2007	12,578	5,978	1,690	3,409	1,351
2008	11,182	5,644	1,409	2,860	1,144

Note: Visitor spending is the U.S. dollar amount spent in Hawaii attributed to a visitor. Included in visitor spending is direct spending by visitors while in Hawaii as well as any prepaid package purchased before arrival. Data does not include transpacific air costs to and from Hawaii, commissions paid to travel agents, or portions of the package in another state or country. Excludes supplemental business spending. Data not found prior to 2002 broken out by county.

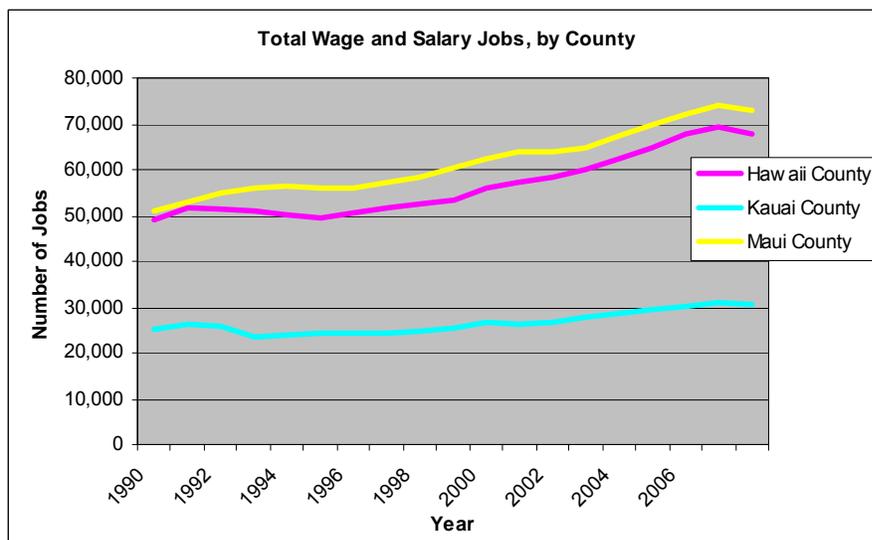
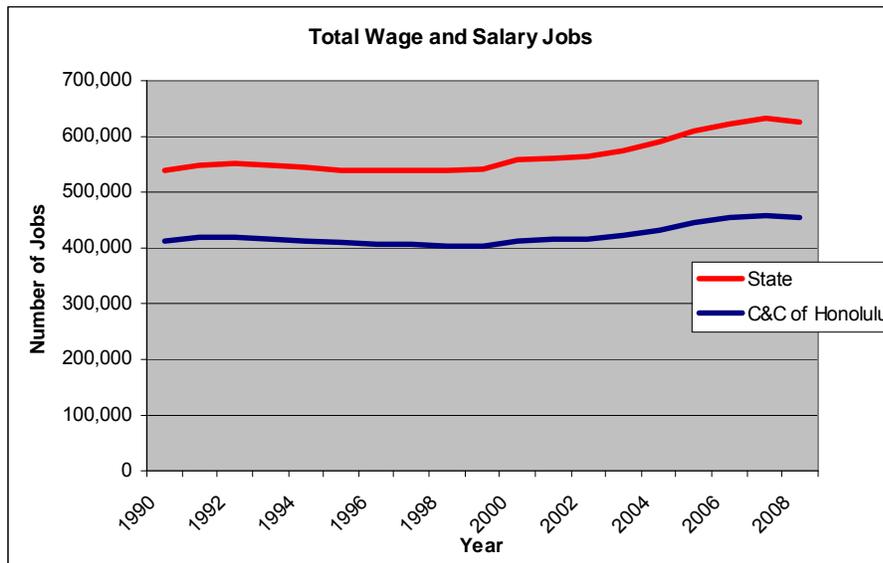
Source: Hawaii Tourism Authority: Department of Business, Economic Development & Tourism –Research and Economic Analysis Division

A.5 – Jobs

Relates to HSTP Goal V: Support for Economic Growth

Importance of Indicator: Number of jobs can be used as a surrogate measure for economic vitality throughout the state.

Indicator Trends: Jobs in all counties have been on an increasing trend, with some minor years of decreasing. There has been a decrease of jobs in all counties from 2007 to 2008.



Total Wage and Salary Jobs					
	State	C&C of	Hawaii	Kauai	Maui
1990	537,950	413,000	49,000	25,250	50,850
1991	548,650	417,850	51,650	26,350	52,850
1992	552,100	420,200	51,400	25,700	54,900
1993	547,350	416,900	50,900	23,450	56,200
1994	544,100	413,700	50,250	23,950	56,350
1995	540,200	410,250	49,550	24,450	56,000
1996	538,100	406,750	50,750	24,150	56,250
1997	538,800	405,550	51,850	24,200	57,150
1998	538,850	403,100	52,400	24,700	58,500
1999	542,700	403,700	53,350	25,500	60,250
2000	559,300	414,300	56,000	26,550	62,450
2001	562,350	414,750	57,350	26,300	63,950
2002	563,950	414,800	58,350	26,750	64,000
2003	574,750	421,800	60,100	27,800	64,900
2004	590,650	431,900	62,400	28,750	67,600
2005	608,600	444,650	64,700	29,550	69,700
2006	624,000	453,650	67,750	30,350	72,250
2007	631,350	456,950	69,250	31,050	74,100
2008	625,350	454,150	67,850	30,500	72,850

Note: Persons holding more than one job are counted in each position. Active-duty armed forces are excluded, unless also employed in civilian jobs. Persons not working because of labor disputes are included. Data for the component nonagricultural jobs are rounded to the nearest 50 except for 2000, which are rounded to the nearest 100. Totals may not add due to rounding. The Hawai'i State Department of Labor and Industrial Relations gives the title to this data set as "Total Wage and Salary Jobs" because this data does not count the self-employed.

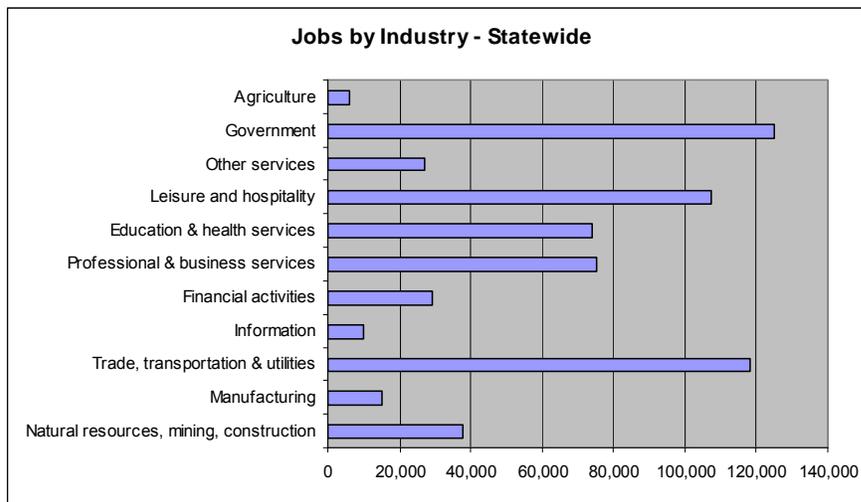
Source: Total Wages and Salary Jobs: Hawaii State Department of Labor and Industrial Relations, Hawaii Workforce Informer, Job Count by Industry, Historical Series.

A.5a – Jobs by Industry

Relates to HSTP Goal V – Support for Economic Growth, and, Goal I – Mobility & Accessibility

Importance of Indicator: Different industries have different needs for and impact on transportation services.

Indicator Trends: Agriculture provides the fewest jobs statewide, but is more common than Information and Manufacturing jobs on Maui, Hawaii and Kauai. Government is the most common job sector on O’ahu and the largest job sector in the state. Trade, transportation & utilities, and leisure and hospitality are the most common jobs on the outer-islands, and they rank second and third, respectively for the statewide total.



Job count by NAICS Industry, by County: Annual Average, 2008					
Industry	State Total	C&C of Honolulu	Hawaii County	Kauai County	Maui County
Natural resources, mining, construction	38,000	26,150	5,350	2,050	4,500
Manufacturing	14,900	11,750	1,550	400	1,200
Trade, transportation & utilities	118,300	83,600	14,100	6,100	14,500
Information	10,000	8,200	700	300	800
Financial activities	29,400	22,700	2,700	1,200	2,800
Professional & business services	75,300	60,300	4,850	3,350	6,900
Education & health services	73,950	58,100	7,500	2,500	5,900
Leisure and hospitality	107,150	62,600	13,800	8,600	22,200
Other services	27,150	20,900	2,250	1,100	2,900
Government	125,000	98,350	12,750	4,400	9,500
Agriculture	6,150	1,550	2,300	600	1,700

Note: Data rounded to nearest 50. Government refers to federal, state, and local government civilian jobs. Data does not include military.

Source: Hawaii State Department of Labor and Industrial Relations, State of Hawaii, Not Seasonally Adjusted. State does not provide seasonally adjusted data, only annual.

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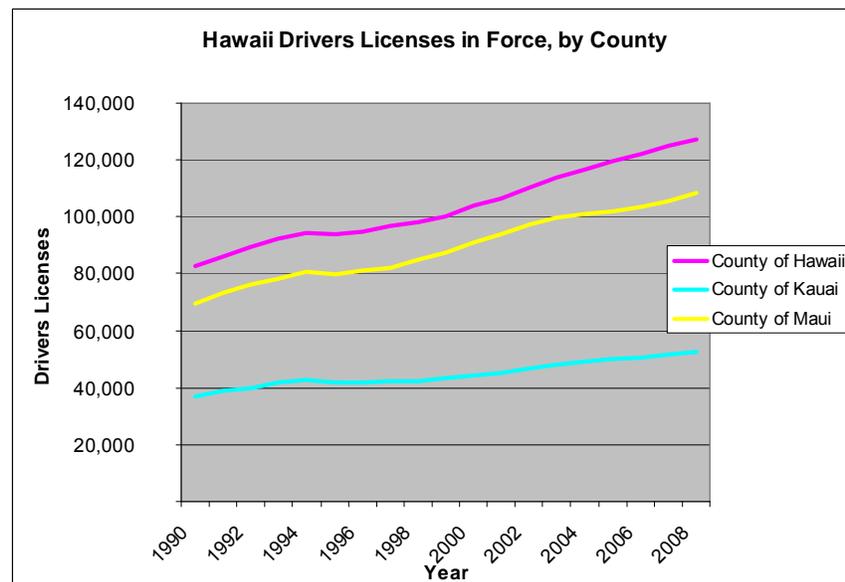
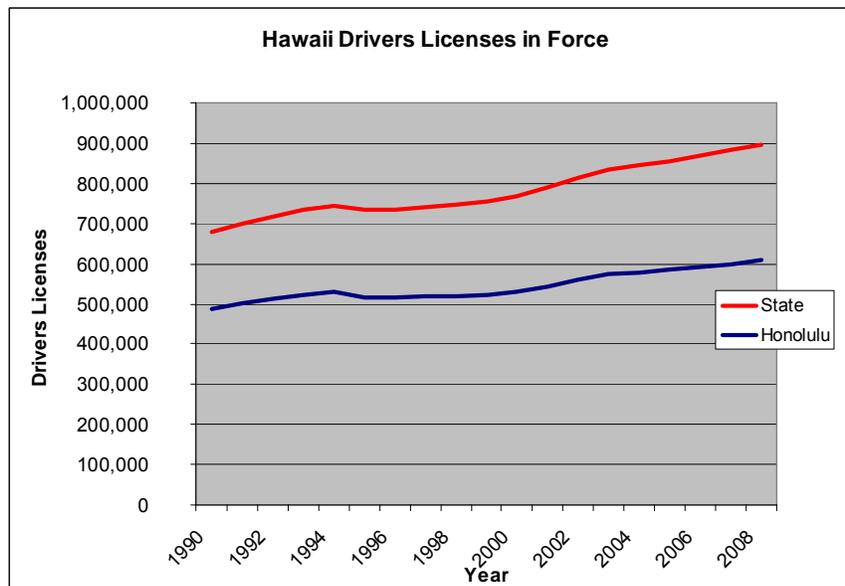
B. Highway Data & Trends

B.1 – Licensed Drivers

Relates to HSTP Goal I: Mobility and Accessibility

Importance of Indicator: Actual number of residents legally able to drive on roads and highways in Hawaii.

Indicator Trends: Maui and Hawaii Counties have the highest growth rate of licensed drivers. C&C of Honolulu and Kauai have slower rate of growth. Trends are similar to the population trends. The legal driving age in Hawai'i is 16 years of age, with a provisional license. There is no upper limit on age for legal driving age.



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Hawaii Drivers Licenses in Force, by County					
Year	State	C&C of Honolulu	Hawaii County	Maui County	Kauai County
1990	677,626	488,119	82,730	69,751	37,026
1991	699,664	501,260	86,181	73,329	38,894
1992	716,545	510,901	89,436	76,261	39,947
1993	734,381	522,016	92,264	78,191	41,910
1994	745,392	527,756	94,257	80,643	42,736
1995	732,508	516,780	94,048	79,639	42,041
1996	733,486	515,780	94,943	80,988	41,775
1997	738,865	517,904	96,665	82,217	42,079
1998	746,329	520,734	98,252	84,980	42,363
1999	752,693	521,671	100,331	87,550	43,141
2000	769,383	529,890	104,058	90,964	44,471
2001	787,820	542,244	106,557	93,595	45,424
2002	814,668	560,222	110,561	97,045	46,840
2003	834,188	572,665	113,760	99,716	48,047
2004	843,876	577,507	116,486	100,916	48,967
2005	856,163	584,492	119,741	102,050	49,880
2006	867,003	590,975	122,087	103,402	50,539
2007	882,466	600,264	125,063	105,635	51,504
2008	895,941	607,747	127,456	108,259	52,479

Note: Number of licensed drivers does not include out of state drivers.

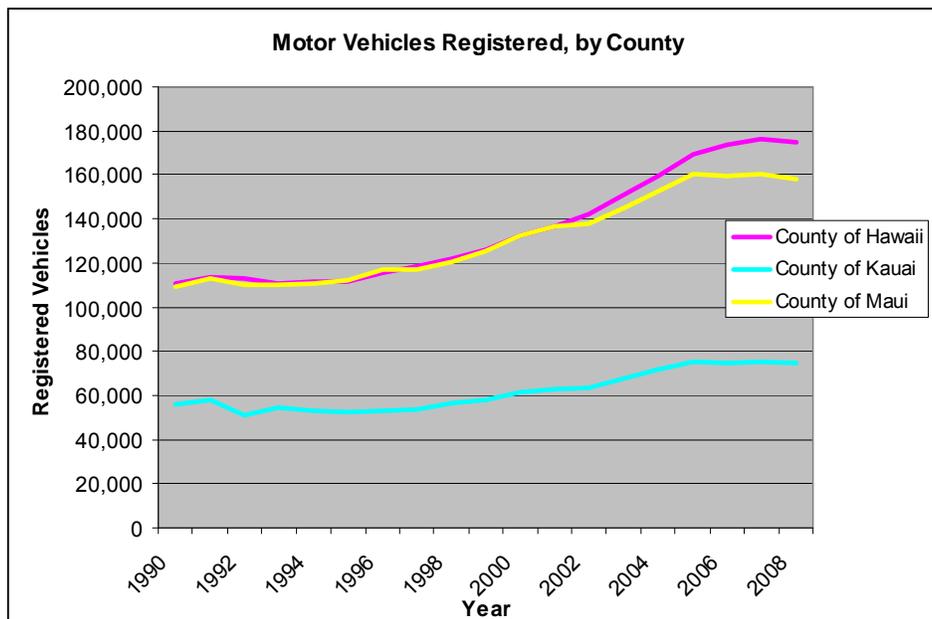
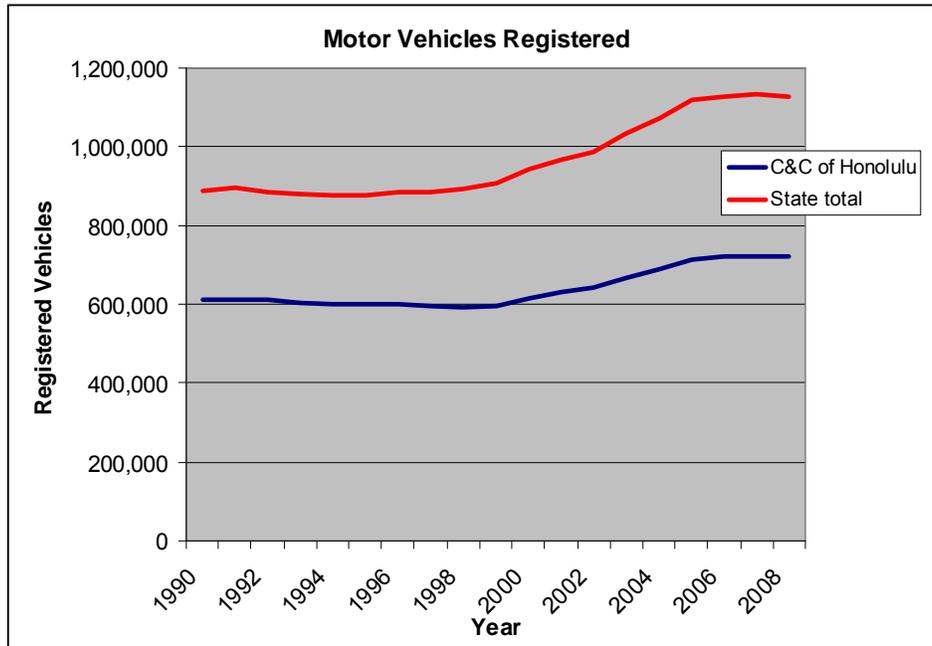
Source: Hawaii State Department of Transportation, Motor Vehicle Safety, records.

B.2 – Registered Motor Vehicles

Relates to HSTP Goal I: Mobility & Accessibility

Importance of Indicator: Representative of the volume of traffic on roads and highways.

Indicator Trends: Substantial growth started in the year 2000 in all counties.



Motor Vehicles Registered, by County					
	State total	C&C of Honolulu	Hawaii County	Maui County	Kauai County
1990	889,096	612,742	110,834	109,593	55,927
1991	897,193	613,119	113,265	113,058	57,751
1992	885,761	611,513	113,080	110,003	51,165
1993	880,152	604,602	111,138	110,344	54,068
1994	875,144	600,087	111,532	110,708	52,817
1995	877,756	601,239	111,624	112,529	52,364
1996	884,617	598,772	115,647	117,214	52,984
1997	884,267	595,121	118,364	116,878	53,904
1998	893,427	594,096	121,959	120,818	56,554
1999	906,935	597,610	126,039	125,404	57,882
2000	941,242	614,985	132,305	132,636	61,316
2001	967,146	631,232	136,786	136,473	62,655
2002	987,598	643,810	142,150	138,058	63,580
2003	1,030,845	667,565	150,983	144,985	67,312
2004	1,072,211	688,163	159,627	152,904	71,517
2005	1,119,838	714,604	169,396	160,277	75,561
2006	1,127,467	719,606	173,786	159,341	74,734
2007	1,134,542	722,486	176,386	160,076	75,594
2008	1,127,567	719,640	175,166	158,417	74,344

Note: Totals include taxable and exempt vehicles. Totals also includes passenger cars, ambulances, buses, trucks, motorcycles and vehicles registered, but subsequently scrapped or shipped out of State. Total excludes trailers and semi-trailers.

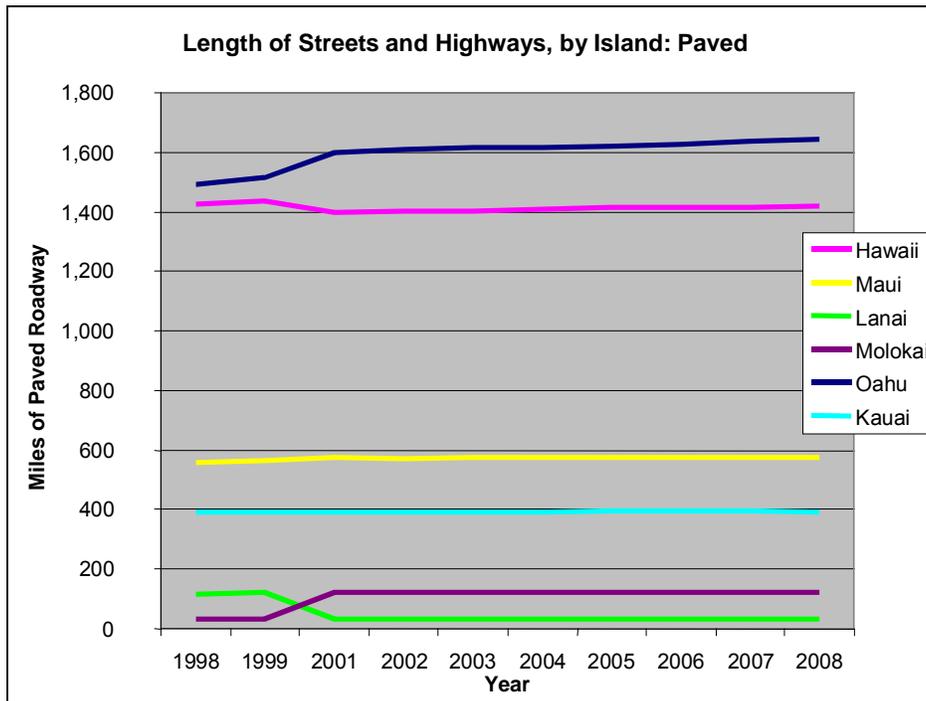
Source: Hawaii State Department of Transportation, Motor Vehicle Safety Office, records.

B.3 – Miles of Roadway by Type

Relates to HSTP Goal I: Mobility & Accessibility

Importance of Indicator: Indicator of the miles of new roads that have been created, and existing roads that have been paved. This is also an indicator of miles of road that need to be maintained.

Indicator Trends: Some increase in paved roads in all counties except Hawaii. Relatively little change in the miles of unpaved roads.

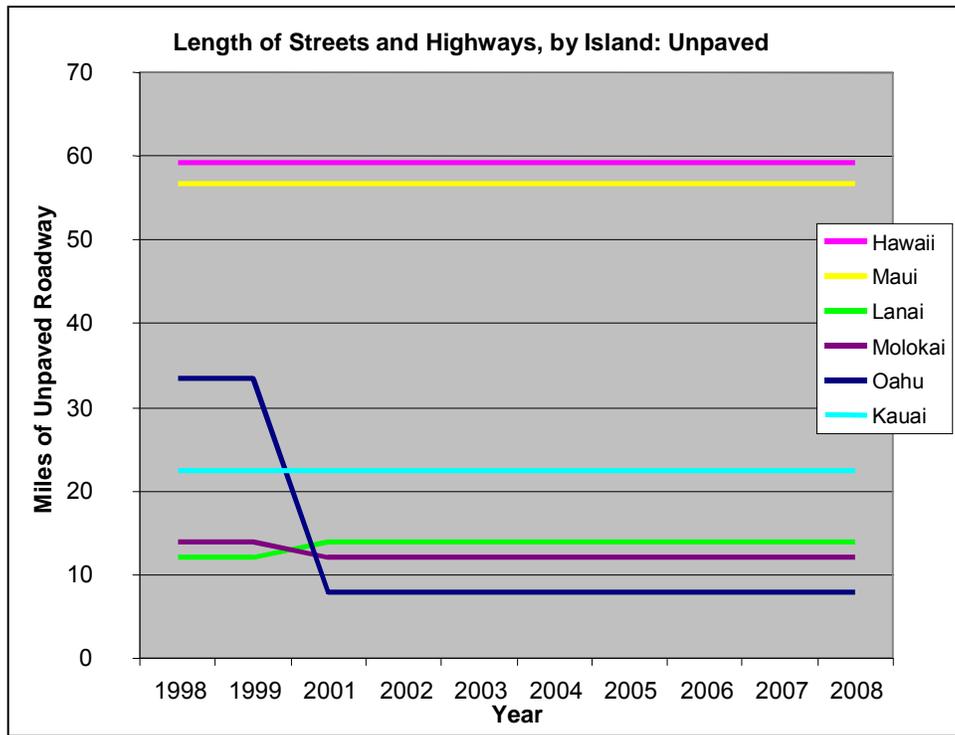


Length of Streets and Highways, by Island: Paved										
	1998	1999	2001	2002	2003	2004	2005	2006	2007	2008
Hawaii	1,424.93	1,434.39	1,399.24	1,400.50	1,400.50	1,406.76	1,412.54	1,414.89	1,414.06	1,419.14
Maui	561.07	563.38	574.27	570.68	573.90	573.99	577.30	578.51	578.53	578.56
Lanai	117.26	122.86	33.48	33.48	33.48	33.48	33.48	33.48	33.48	33.48
Molokai	35.59	33.54	120.86	120.86	120.86	120.86	120.86	123.77	123.77	123.77
Oahu	1,493.67	1,514.12	1,598.96	1,609.27	1,614.56	1,617.42	1,620.31	1,624.51	1,635.74	1,641.29
Kauai	389.50	389.92	390.76	391.49	391.49	391.43	395.31	394.49	394.40	394.03

Note: Units are in miles.

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Length of Streets and Highways, by Island: Unpaved										
	1998	1999	2001	2002	2003	2004	2005	2006	2007	2008
Hawaii	59.30	59.30	59.30	59.30	59.30	59.30	59.30	59.30	59.30	59.30
Maui	56.70	56.70	56.70	56.70	56.70	56.70	56.70	56.70	56.70	56.70
Lanai	12.00	12.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
Molokai	14.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Oahu	33.44	33.44	7.92	7.92	7.92	7.92	7.92	7.92	7.92	7.92
Kauai	22.49	22.49	22.49	22.49	22.49	22.49	22.49	22.49	22.49	22.49

Note: Data excludes private roads and military roads not regularly open to public use. Units are in miles.

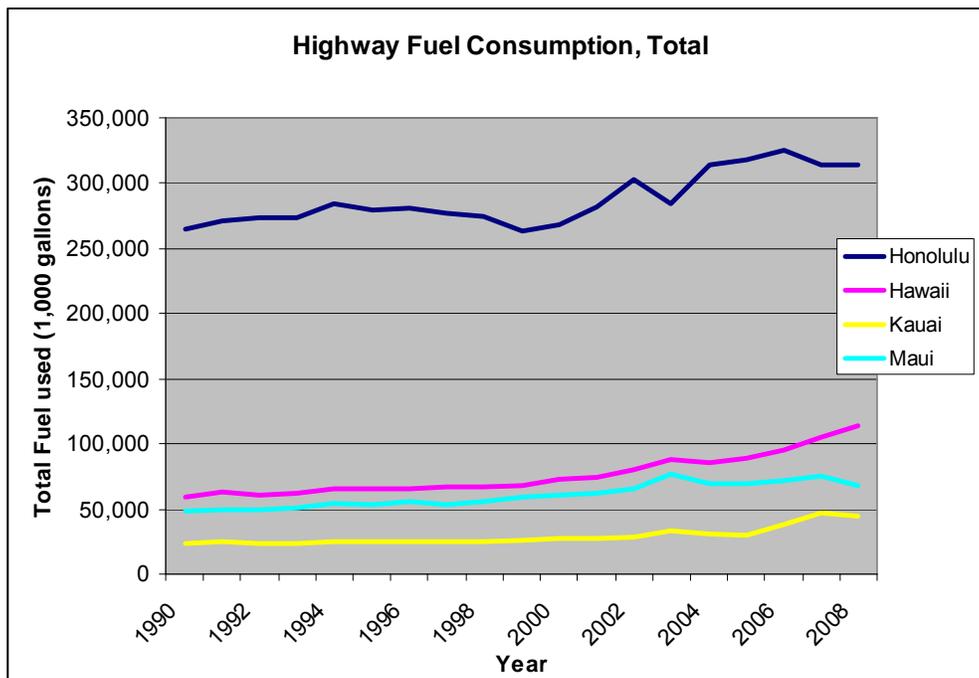
Source: Hawaii State Department of Transportation, Highways Division.

B.4 – Fuel Used

Relates to HSTP Goal VI: Support for Energy Goals

Importance of Indicator: Tracks the total use of gasoline, diesel and butane gas for motor vehicles.

Indicator Trends: The state has increased its fuel consumption at a faster rate in the last decade, after maintaining consistent use in the 1990s.



Highway Fuel Consumption, Total (1,000 gallons)				
	C&C of Honolulu	Hawaii County	Kauai County	Maui County
1990	264,613	58,834	24,107	47,631
1991	270,757	62,624	24,401	49,037
1992	272,706	60,630	23,642	48,985
1993	273,496	62,088	23,641	50,715
1994	284,305	65,234	25,086	53,933
1995	279,016	65,609	24,625	53,634
1996	281,130	65,567	24,327	55,346
1997	276,658	66,379	24,691	53,771
1998	274,531	67,234	24,922	56,241
1999	262,832	68,595	26,387	59,560
2000	268,841	72,382	26,604	60,598
2001	282,417	73,937	27,282	61,922
2002	303,142	80,443	28,791	65,142
2003	284,685	88,383	33,024	77,140
2004	313,746	85,427	30,997	68,646
2005	317,433	88,959	29,756	69,270
2006	324,902	95,723	38,568	72,311
2007	313,917	105,421	47,402	75,216
2008	313,702	114,211	45,095	67,902

Note: Data includes gasoline, diesel oil, and butane gas. Data is based on motor vehicle total by county of inspection; includes both taxable and nontaxable vehicles, and all military nonresident exempt vehicles. Data includes passenger cars, buses, trucks, and motorcycles but excludes trailers and semi-trailers.

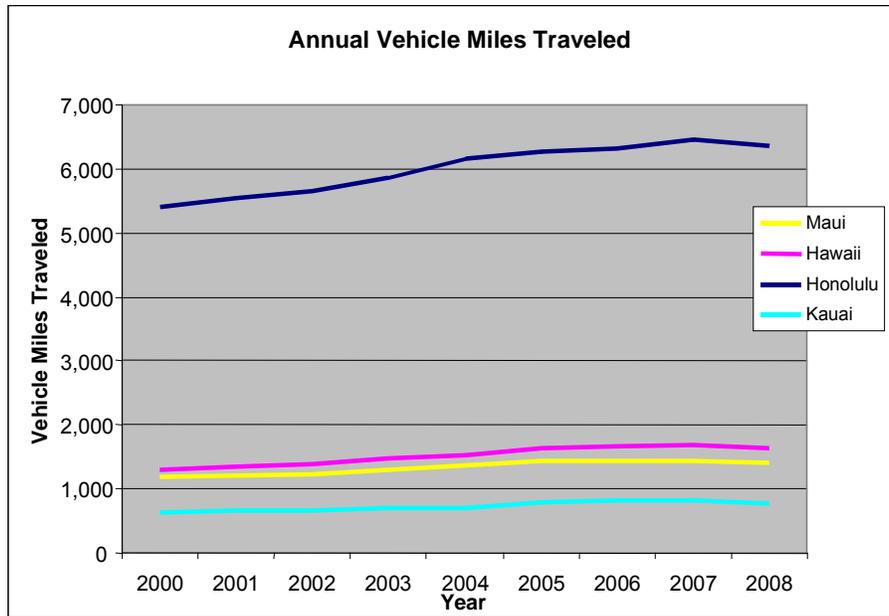
Source: Hawaii State Department of Business, Economic Development & Tourism, Statistics & Data Support Branch, Databook (annual). Hawaii State Department of Transportation, Highways Division, Planning Branch;

B.5 – Annual Miles Traveled

Relates to HSTP Goal I: Mobility & Accessibility

Importance of Indicator: Indicator of usage of highways and roads.

Indicator Trends: Increasing number of miles since 2000, decreasing in 2008.



Annual Vehicle Miles Traveled (in millions), by County				
	C&C of Honolulu	Hawaii County	Maui County	Kauai County
2000	5,403	1,295	1,183	645
2001	5,540	1,338	1,217	659
2002	5,647	1,390	1,232	669
2003	5,851	1,474	1,293	707
2004	6,161	1,517	1,358	699
2005	6,260	1,651	1,426	792
2006	6,319	1,658	1,440	810
2007	6,451	1,681	1,445	818
2008	6,367	1,642	1,424	783

Note: Estimated from average annual vehicle miles of travel per registered vehicle. 2005-2008 data from Highway Performance Monitoring System. Data not found by county prior to 2000.

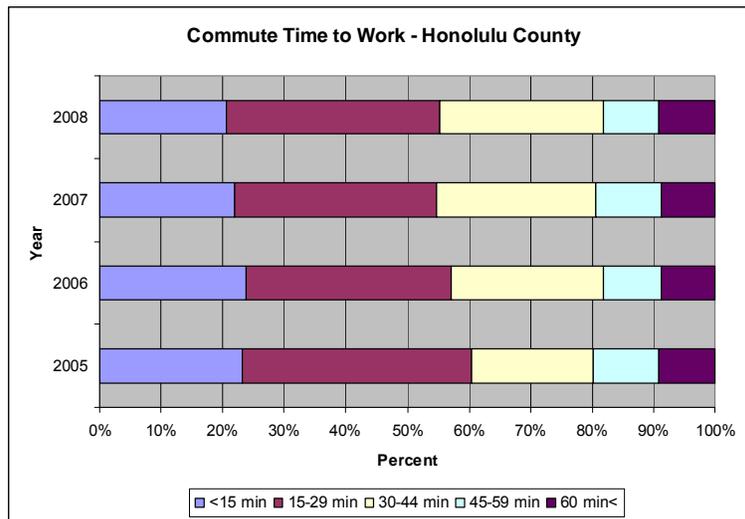
Source: Hawaii State Department of Business, Economic Development & Tourism, Statistics & Data Support Branch, Databook (annual). Hawaii State Department of Transportation, Highways Division, Planning Branch, records.

B.6 – Commute Time

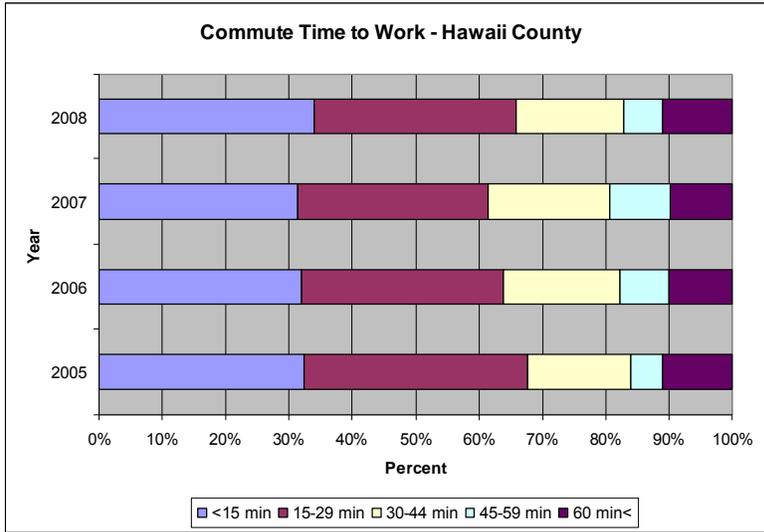
Relates to HSTP Goal I: Mobility & Accessibility

Importance of Indicator: Commute times are an indicator of the ease of getting to work during peak travel times.

Indicator Trends: Commute times are decreasing slightly for Hawaii and Maui counties, but they are increasing for Honolulu.



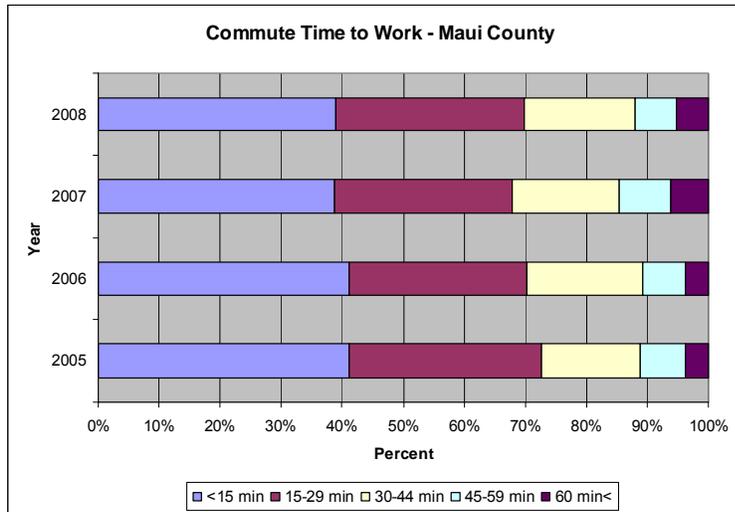
Commute Time to Work: Honolulu County					
	<15 min	15-29 min	30-44 min	45-59 min	60 min<
2005	21.39%	34.67%	18.30%	9.74%	8.49%
2006	23.74%	33.25%	24.77%	9.52%	8.71%
2007	21.86%	32.89%	25.86%	10.60%	8.79%
2008	20.53%	34.79%	26.48%	9.05%	9.15%



Commute Time to Work: Hawaii County					
	<15 min	15-29 min	30-44 min	45-59 min	60 min<
2005	32.37%	35.26%	16.36%	5.04%	10.97%
2006	31.90%	31.93%	18.51%	7.70%	9.96%
2007	31.36%	30.09%	19.19%	9.56%	9.80%
2008	33.90%	32.00%	16.97%	6.09%	11.04%

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Commute Time to Work: Maui County					
	<15 min	15-29 min	30-44 min	45-59 min	60 min<
2005	41.11%	31.49%	16.30%	7.24%	3.87%
2006	41.20%	29.09%	18.90%	7.02%	3.79%
2007	38.66%	29.24%	17.57%	8.31%	6.22%
2008	38.90%	30.86%	18.23%	6.84%	5.17%

Note: The graphs illustrate the percent of drivers who say that this is the amount of time it takes them to commute to work, so it is self-reporting. Data is only available for 2005-2008. Data is not available for Kauai because the size of their population is too small to be shown by County within the American Community Survey (ACS) data.

Source: U.S. Census Bureau, 2005-2008 American Community Survey. The number of households surveyed in the State of Hawaii by ACS is as follows:

Year	Interviews Completed	
	Housing Units	Group Quarters
2005	7,627	N/A
2006	7,629	598
2007	7,437	457
2008	7,303	590

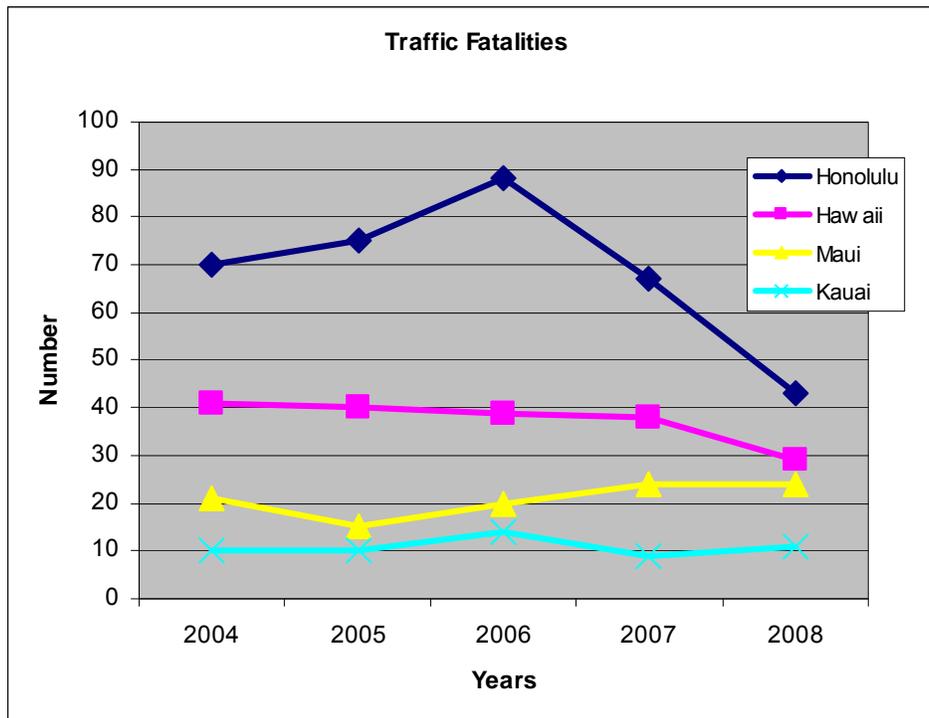
C. Safety of Land Transportation Systems

C.1 – Traffic Fatalities

Relates to HSTP Goal II: Safety of land transportation systems.

Importance of Indicator: Traffic fatalities are an indicator of safety levels of highways and roads.

Indicator Trends: Honolulu and Hawaii County reached their lowest level of traffic fatalities in 2008 in the five reported years. Maui and Kauai have stayed at roughly the same level.



	Traffic Fatalities				
County	2004	2005	2006	2007	2008
Honolulu	70	75	88	67	43
Hawaii	41	40	39	38	29
Maui	21	15	20	24	24
Kauai	10	10	14	9	11
State	132	130	147	129	96

Note: Data includes motor vehicle occupants, motorcyclists, and non-occupant fatalities for both county and state roads.

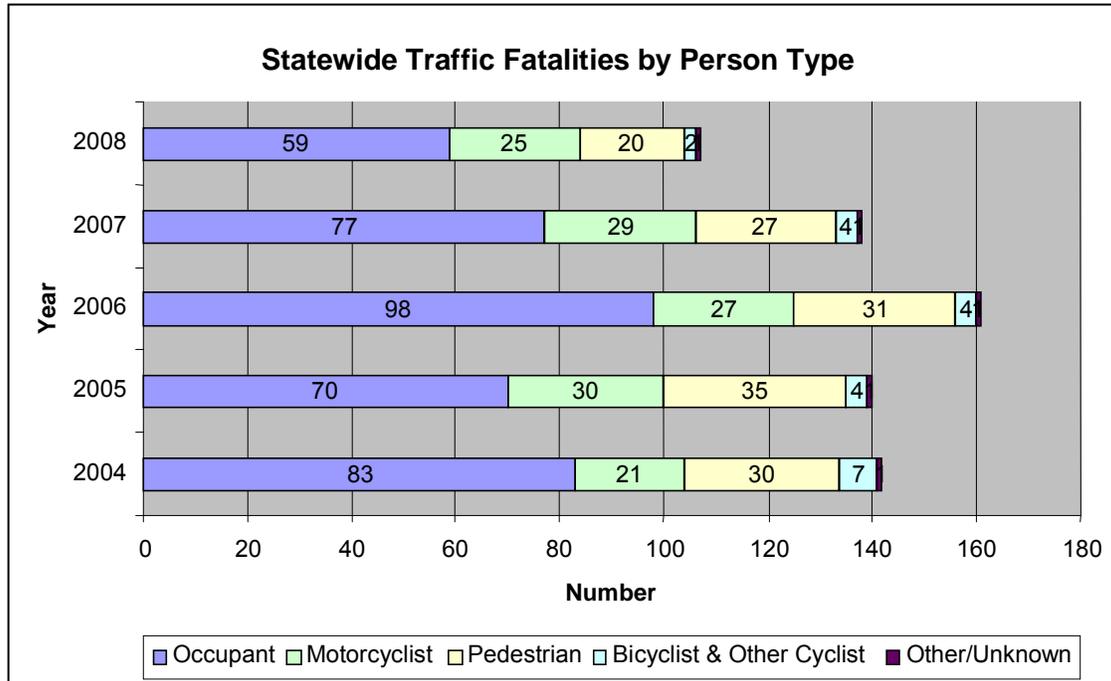
Source: National Highway Traffic Safety Administration, Traffic Safety Facts, Hawaii 2004-2008, Hawai'i State Department of Transportation, Highways Division, Traffic Safety Section, records

C.1a – Traffic Fatalities by Person Type

Relates to HSTP Goal II: Safety of land transportation systems.

Importance of Indicator: Shows the types of people affected by fatal traffic accidents.

Indicator Trends: The reduction in fatalities has occurred in all person types.



Statewide Fatalities by Person Type					
Person Type	2004	2005	2006	2007	2008
Occupant	83	70	98	77	59
Motorcyclist	21	30	27	29	25
Pedestrian	30	35	31	27	20
Bicyclist & Other Cyclist	7	4	4	4	2
Other/Unknown	1	1	1	1	1
Total	142	140	161	138	107

Note: Data only available at the State level. Data provided by NHTSA only for these years.

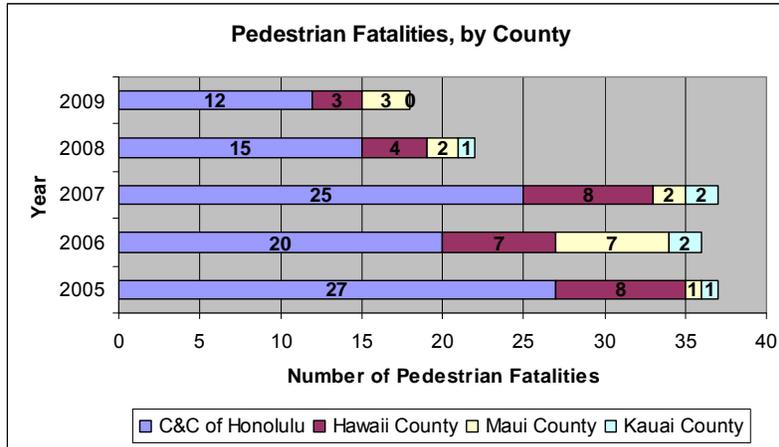
Source: National Highway Traffic Safety Administration, Traffic Safety Facts, Hawaii 2004-2008, Hawai'i State Department of Transportation, Highways Division, Traffic Safety Section, records

C.2 – Pedestrian Fatalities

Relates to HSTP Goal II: Safety of land transportation systems.

Importance of Indicator: This data includes pedestrian fatalities that occurred within and outside of traffic environments.

Indicator Trends: In every county pedestrian fatalities are decreasing.



Pedestrian Fatalities, by County				
	C&C of Honolulu	Hawaii County	Maui County	Kauai County
2005	27	8	1	1
2006	20	7	7	2
2007	25	8	2	2
2008	15	4	2	1
2009	12	3	3	0

Note: All pedestrian accidents whether or not in a transportation environment.

Source: State of Hawaii, Department of Health, Injury Prevention, and Control Division.

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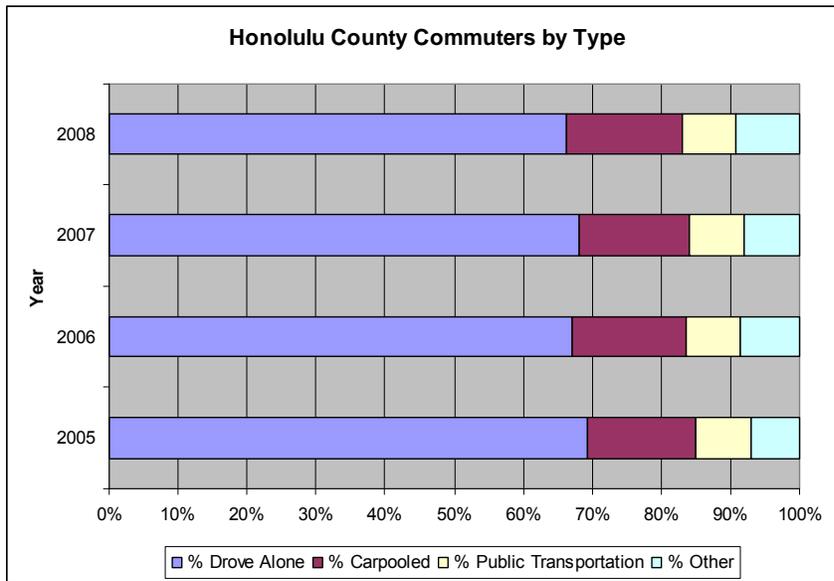
D. Alternate Modes of Transportation

D.1 – Mode Used to Commute to Work

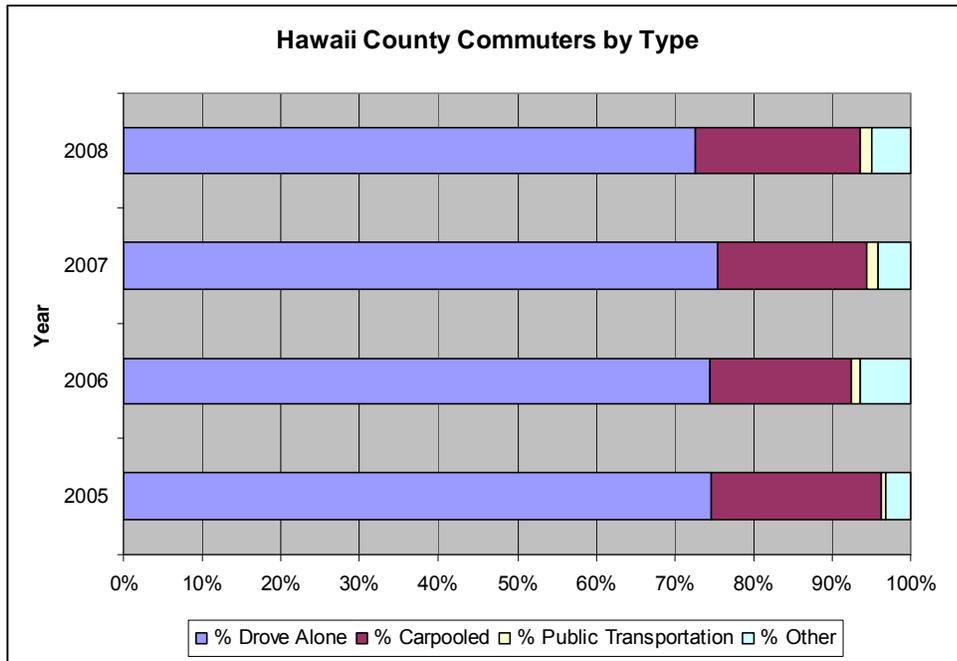
Relates to HSTP Goal I & 6: Mobility & Accessibility, and Energy Efficiency

Importance of Indicator: Tracks the usage of carpools, public transportation and other methods such as biking and walking compared with people driving alone.

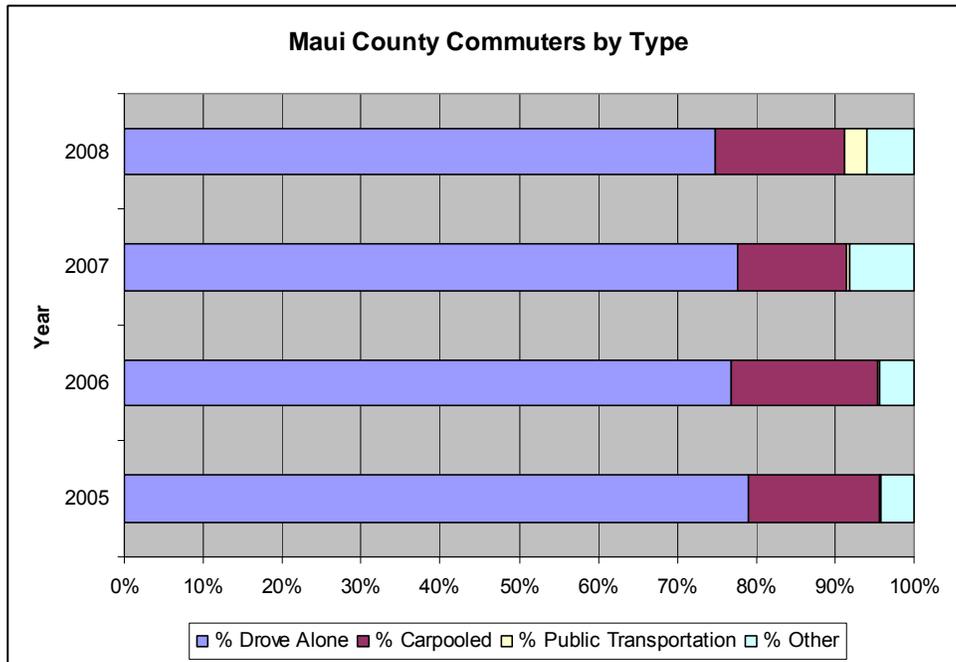
Indicator Trends: In all counties the percent of commuters driving alone decreased in 2008.



C&C of Honolulu Commuters by Type				
	% Drove Alone	% Carpooled	% Public Transportation	% Other
2005	69.22%	15.73%	8.13%	6.91%
2006	67.08%	16.64%	7.72%	8.56%
2007	68.14%	15.99%	7.90%	7.98%
2008	66.27%	16.67%	7.84%	9.23%



Hawaii County Commuters by Type				
	% Drove Alone	% Carpooled	% Public Transportation	% Other
2005	74.63%	21.58%	0.66%	3.13%
2006	74.36%	18.06%	1.14%	6.44%
2007	75.36%	18.98%	1.56%	4.10%
2008	72.64%	20.96%	1.51%	4.90%



Maui County Commuters by Type				
	% Drove Alone	% Carpooled	% Public Transportation	% Other
2005	79.08%	16.46%	0.33%	4.13%
2006	76.93%	18.42%	0.21%	4.45%
2007	77.58%	13.75%	0.49%	8.18%
2008	74.80%	16.38%	2.92%	5.91%

Note: Public Transportation excludes taxicabs. Other includes: Taxicab, motorcycle, bicycle, walked, or other means. Data available only for the years shown. Data not available for Kauai because the size of their population is too small to be shown by County in the American Community Survey data.

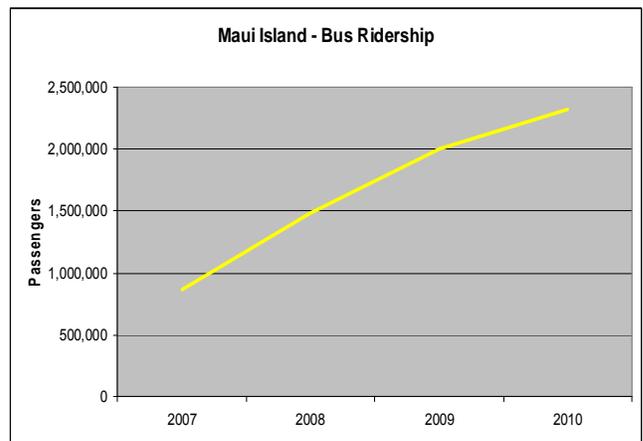
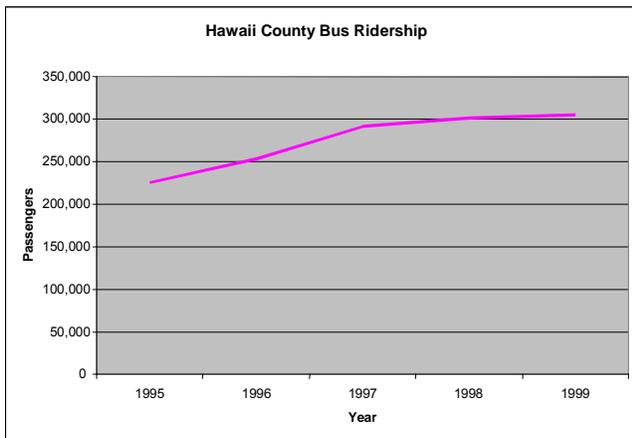
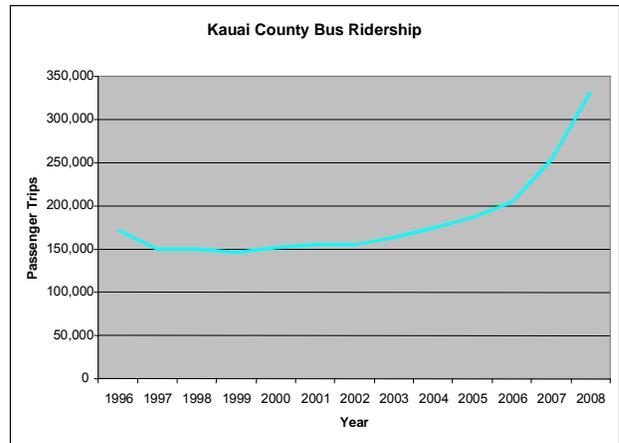
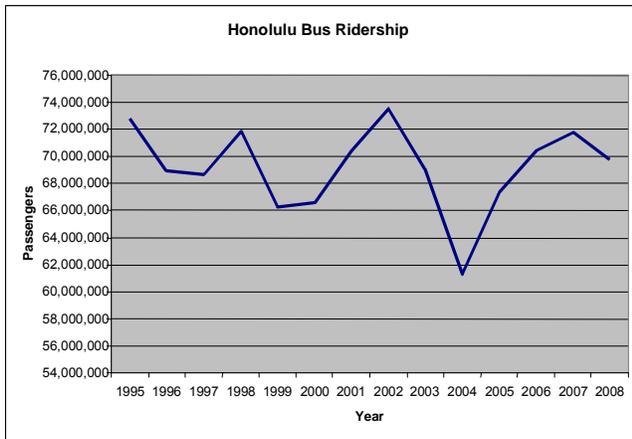
Source: U.S. Census Bureau, 2005-2008 American Community Survey

D.2 – Transit Ridership

Relates to HSTP Goal I: Mobility & Accessibility

Importance of Indicator: Tracks usage of public transportation.

Indicator Trends: Ridership is fluctuating for the Honolulu Bus System. The number of boardings is significantly increasing on Kauai. The number of passengers is significantly increasing on Maui.



Bus Ridership				
	C&C of Honolulu	Hawaii County	Kauai County	Maui Island
	(Passengers)	(Passengers)	(Passenger trips)	(Passengers)
1995	72,745,086	225,795		
1996	68,923,459	254,115	171,867	
1997	68,634,884	291,101	150,381	
1998	71,822,553	300,635	149,484	
1999	66,236,147	304,511	146,735	
2000	66,602,820		150,676	
2001	70,384,025		155,330	
2002	73,524,474		155,255	
2003	69,100,627		163,630	
2004	61,297,980		174,969	
2005	67,406,827		187,179	
2006	70,384,355		205,127	
2007	71,749,376		253,750	864,788
2008	69,759,954		331,259	1,480,614
2009				2,006,531
2010				2,319,782

Note: Data is not directly comparable and should only be used to identify trends, not to compare between counties. Data for the C&C of Honolulu is the estimated number of passengers. Data for Kauai County is the number of boardings, not number of passengers. Kauai County began bus ridership in 1993, following Hurricane Iniki, and then added paratransit services shortly thereafter. Data for Hawaii County was only found for the five years noted, and their bus service is now free to all riders. Data for Maui Island was only available for the four years noted, and they are the most recent county transit system with bus service, first funded in 2002. Maui Island and Hawaii County bus drivers mark the number of passengers boarding and exiting the bus on a trip sheet. They do not distinguish between one way and round trip riders.

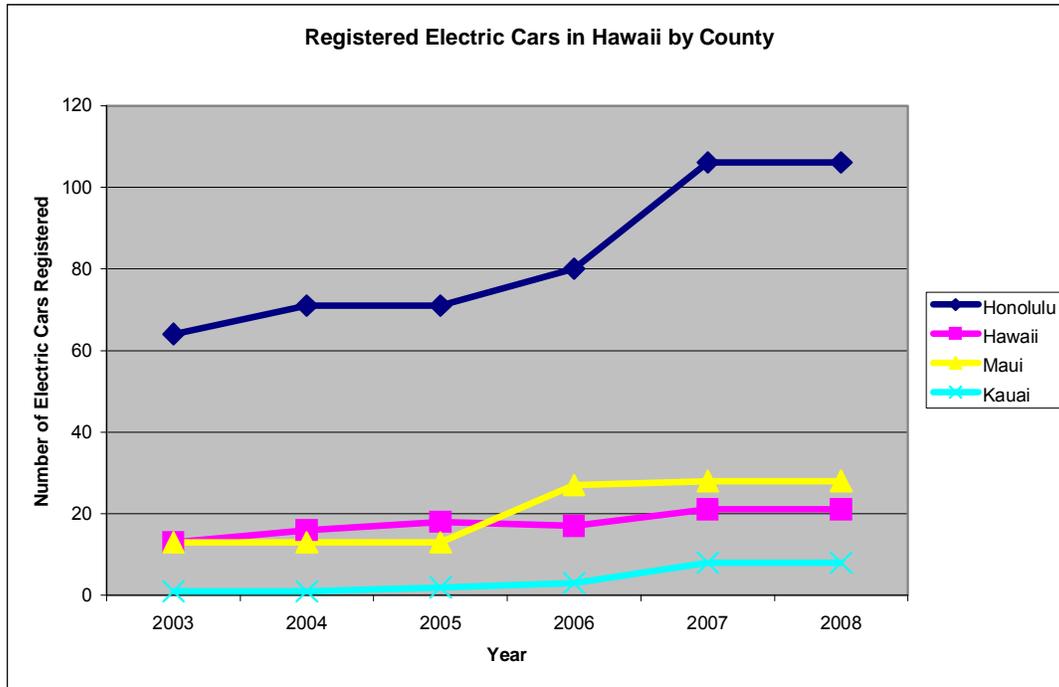
Source: City and County of Honolulu, Department of Transportation Services, Public Transit Division, records. Kaua'i Department of Transportation Services, records. Hawaii County Mass Transportation Agency, records. Maui Department of Transportation Records.

D.3 – Electric Cars

Relates to HSTP Goal IV: Support the State Energy Goal

Importance of Indicator: Tracks the number of electric cars registered by county.

Indicator Trends: While the numbers are still small, they are increasing in every county since 2006.



Registered Electric Cars, by County				
	C&C of Honolulu	Hawaii County	Maui County	Kauai County
2003	64	13	13	1
2004	71	16	13	1
2005	71	18	13	2
2006	80	17	27	3
2007	106	21	28	8
2008	106	21	28	8

Source: Hawaii State Department of Transportation, Motor Vehicle Safety Office.

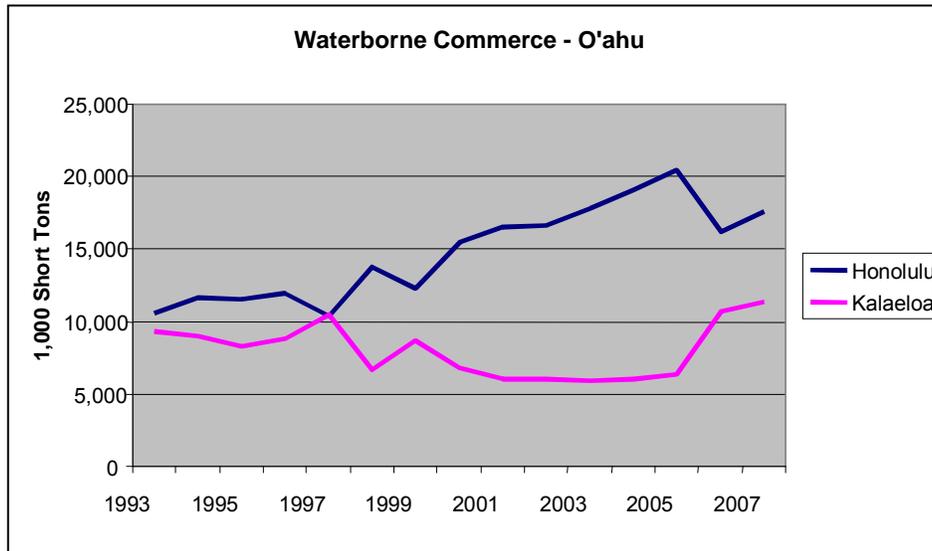
E. Harbor Data & Trends

E.1 – Cargo Volume

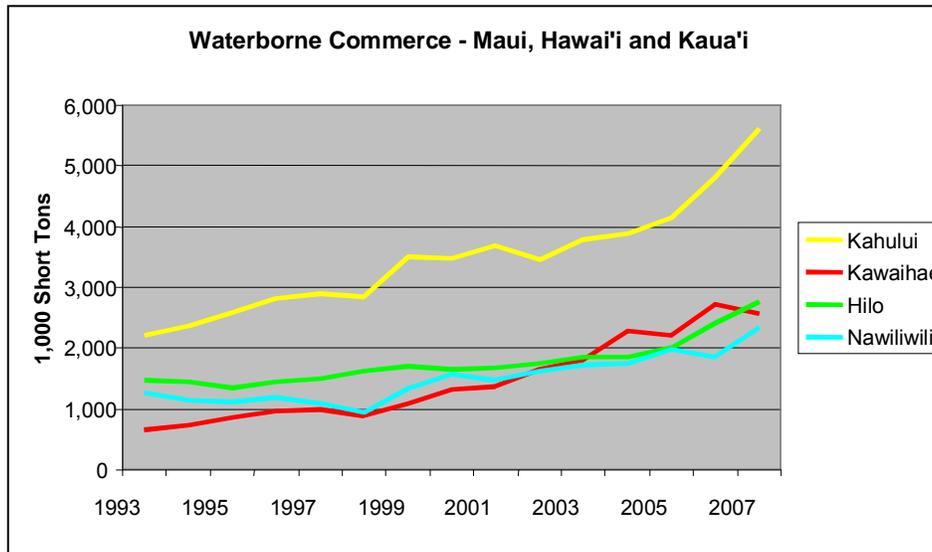
Relates to HSTP Goal V: Support Economic Growth, and Goal I: Mobility & Accessibility

Importance of Indicator: Shows the volume of cargo moving through major harbors.

Indicator Trends: Cargo is increasing in all harbors in 2007, except for Kawaihae Harbor. Commerce to the C&C of Honolulu shifts between Kalaeloa and Honolulu Harbors.



*1 short ton = 2,000lbs



*1 short ton = 2,000lbs

Commerce Trend by Harbor (1,000 short tons)						
	Honolulu	Kalaeloa	Kahului	Kawaihae	Hilo	Nawiliwili
1993	10,595	9,357	2,216	655	1,469	1,283
1994	11,672	9,022	2,368	736	1,455	1,151
1995	11,545	8,233	2,586	873	1,354	1,130
1996	12,010	8,745	2,828	969	1,442	1,203
1997	10,353	10,513	2,895	980	1,489	1,091
1998	13,723	6,658	2,851	886	1,630	938
1999	12,259	8,707	3,513	1,090	1,701	1,348
2000	15,501	6,778	3,477	1,310	1,651	1,581
2001	16,562	6,079	3,695	1,378	1,680	1,478
2002	16,636	5,990	3,458	1,645	1,765	1,619
2003	17,836	5,930	3,778	1,801	1,850	1,721
2004	19,085	6,086	3,901	2,277	1,850	1,757
2005	20,394	6,344	4,132	2,217	1,996	1,977
2006	16,224	10,724	4,794	2,728	2,408	1,864
2007	17,582	11,295	5,630	2,558	2,782	2,333

Note: Data shown in 1,000 short tons. A short ton is a unit of weight equal to 2,000 pounds.

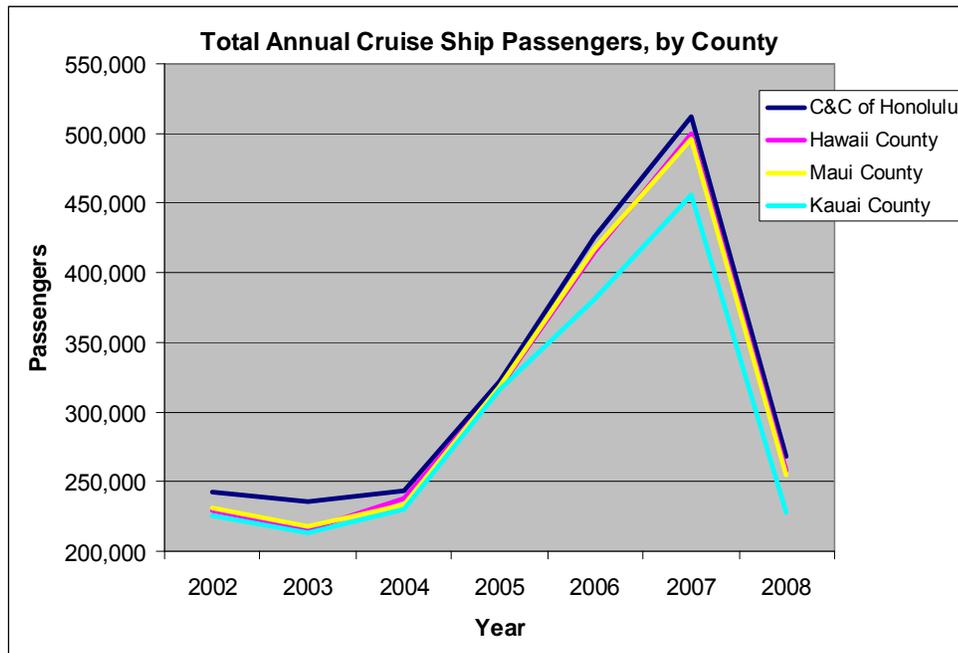
Source: State of Hawaii Department of Business, Economic Development & Tourism, Databook (annual). State of Hawaii, Department of Transportation, Harbors Division. State of Hawaii Department of Business, Economic Development & Tourism, Databook.

E.2 – Cruise Ship Passengers

Relates to HSTP Goal V: Support of Economic Growth

Importance of Indicator: Shows the number of passengers on board cruise ships that visit each island.

Indicator Trends: Rapid increase of cruise ship passengers between 2004 and 2007 followed by a significant decrease in 2008, due to Norwegian Cruise Lines (NCL) discontinuing service on two of their three Hawai'i-based cruise ships.



Total Annual Cruise Ship Passengers				
	C&C of Honolulu	Hawaii County	Maui County	Kauai County
2002	242,144	229,511	231,541	226,152
2003	236,149	215,116	218,082	213,229
2004	243,920	238,445	233,971	230,558
2005	321,522	317,602	318,901	316,383
2006	425,522	415,158	416,740	381,603
2007	511,964	499,327	496,813	455,865
2008	268,484	258,267	254,862	227,539

Note: Includes arrivals by cruise ships and visitors who entered Hawai'i via foreign-flagged cruise ships. The data reported under this section were derived from the Cruise Visitor survey, which covered U.S. flagged and foreign flagged cruise ships. The numbers are very similar by island because many of the cruise ships that visit the state visit all islands.

Source: State of Hawaii, Department of Business, Economic Development and Tourism, Annual Visitor Research Report

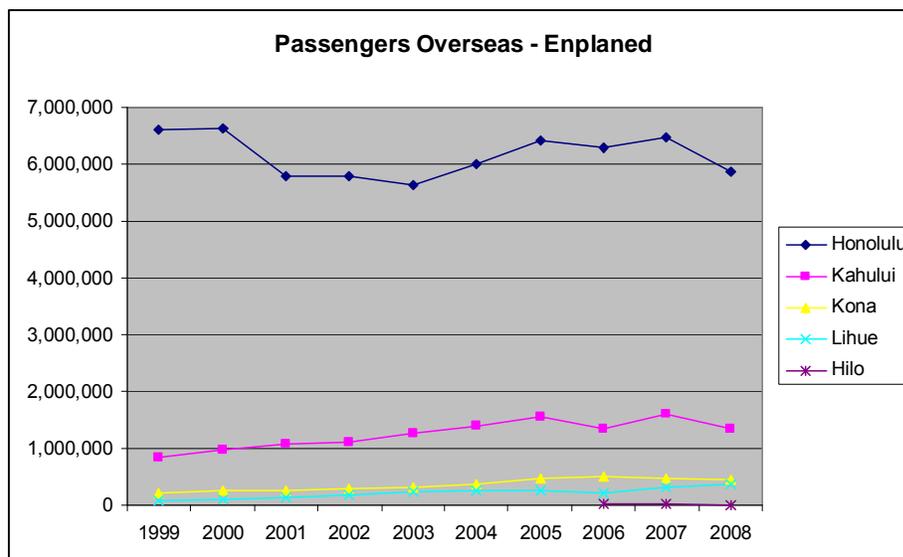
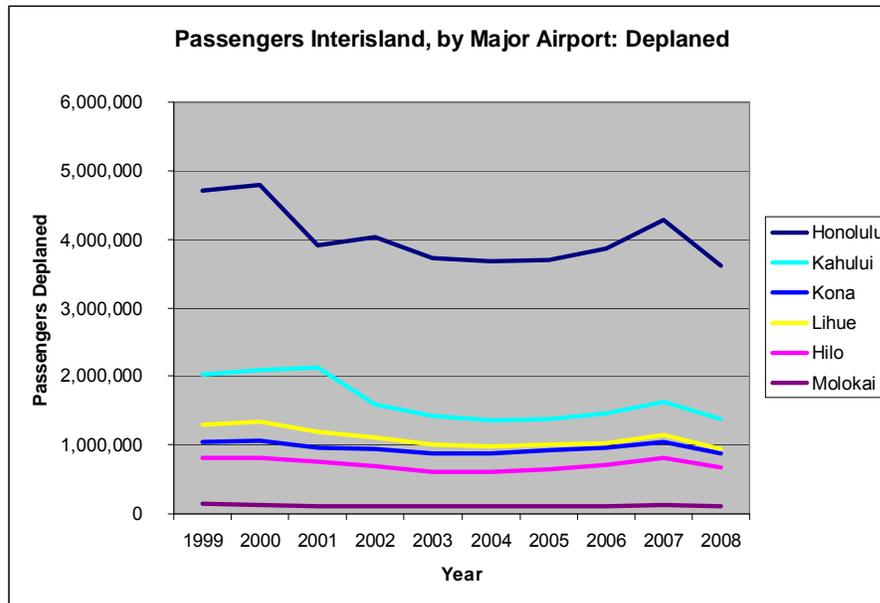
F. Airport Data & Trends

F.1 – Passenger Volumes

Relates to HSTP Goal V: Support of Economic Growth

Importance of Indicator: Shows the volume of passengers being serviced at our airports. Trends for enplaned and deplaned are very similar, therefore only one graph for interisland and one for overseas is shown below. All four data tables are included.

Indicator Trends: Interisland passengers have trended down overall, except for a rise in 2006-2007. Overseas passengers are increasing at Kahului Airport.



Hawaii Statewide Transportation Plan Update

Task 4: Research on Existing Conditions, Work Task 4.4: Data, Trends and Indicators

Passengers Interisland, by Airport: Deplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	4,693,657	4,795,326	3,904,023	4,026,089	3,719,548	3,679,869	3,710,398	3,876,417	4,295,504	3,619,778
Kahului	2,017,788	2,080,900	2,132,627	1,593,034	1,414,634	1,359,462	1,372,828	1,468,422	1,636,703	1,373,026
Kona	1,049,688	1,076,462	954,789	935,322	876,123	871,297	918,706	959,930	1,050,163	873,049
Lihue	1,303,694	1,338,243	1,195,805	1,112,042	996,728	985,894	997,288	1,023,104	1,152,251	931,990
Hilo	808,154	805,473	747,329	698,273	596,901	607,262	650,250	703,985	808,441	676,240
Waimea-Kohala	906	2,322	1,230	1,532	3,237	2,629	2,476	2,331	1,193	442
Hana	3,909	3,533	2,781	2,368	3,810	3,342	3,485	4,345	2,652	1,575
Kapalua	66,966	60,966	47,781	41,177	48,027	52,528	56,836	64,013	53,883	59,624
Molokai	137,212	131,165	108,740	105,622	100,163	96,924	99,643	110,940	119,400	110,268
Kalaupapa	3,996	2,981	1,252	2,224	5,097	5,028	6,139	5,760	4,088	4,283
Lanai	87,043	81,383	72,822	69,851	56,275	49,329	49,794	54,420	63,843	56,772
Princeville	56	21	3	34		75	94	73	18	

Passengers Interisland, by Airport: Enplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	4,493,189	4,629,187	4,498,754	3,947,739	3,642,671	3,593,639	3,616,328	3,796,429	4,225,298	3,541,335
Kahului	2,129,704	2,146,703	1,449,602	1,591,870	1,414,088	1,360,401	1,388,108	1,490,963	1,644,999	1,381,700
Kona	1,166,265	1,194,754	1,054,349	1,004,859	948,007	941,633	994,638	1,026,193	1,133,746	953,275
Lihue	1,306,322	1,345,787	1,200,676	1,118,687	1,001,742	995,349	1,004,761	1,032,712	1,159,455	940,322
Hilo	778,771	783,254	733,107	703,391	599,635	615,860	650,486	691,235	787,233	661,595
Waimea-Kohala	931	2,283	1,242	1,530	3,437	2,942	2,324	2,171	1,097	407
Hana	4,184	3,779	2,933	2,569	3,863	3,553	4,117	4,311	2,619	1,462
Kapalua	68,336	61,695	47,609	41,336	47,569	50,053	53,842	61,041	51,177	59,939
Molokai	132,540	126,810	106,898	103,139	97,180	95,113	97,199	108,284	114,999	106,988
Kalaupapa	4,150	3,110	1,295	2,381	5,947	5,736	6,697	6,249	3,695	3,135
Lanai	88,598	81,409	72,714	70,050	56,406	49,310	49,328	53,973	63,803	56,889
Princeville	76	4	3	17		50	109	179	18	

Passengers Overseas, by Airport: Deplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	6,392,667	6,553,097	5,691,752	5,751,123	5,566,407	5,912,484	6,325,587	6,180,962	6,407,656	5,778,993
Kahului	969,881	1,009,205	1,079,015	1,119,599	1,282,431	1,385,655	1,570,159	1,381,122	1,635,918	1,363,813
Kona	253,630	316,211	356,118	366,760	397,057	461,170	549,494	520,969	514,766	493,349
Lihue	83,498	103,127	143,485	176,862	246,263	274,182	285,342	219,897	325,350	371,638
Hilo			162		114			27,696	37,069	7,631

Passengers Overseas, by Airport: Enplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	6,604,650	6,642,705	5,781,553	5,792,148	5,637,009	6,012,555	6,427,146	6,300,708	6,482,093	5,868,997
Kahului	854,706	965,586	1,067,849	1,112,000	1,271,118	1,399,326	1,561,924	1,350,369	1,597,194	1,345,248
Kona	198,599	254,670	275,062	294,798	321,379	379,462	486,730	497,060	478,014	439,874
Lihue	79,539	96,364	138,951	171,064	243,062	267,413	273,933	208,743	318,338	366,085
Hilo								26,011	34,393	7,342

Note: Data includes visitors who entered Hawaii via arriving airline flights and does not include visitors who arrived into Hawaii via foreign-flagged cruise ships. Visitor counts were calculated by subtracting the estimated in-transit passengers, returning Hawaii residents and intended residents from the Airline Passenger Counts. The data reported under this section were derived from the State's Domestic In-flight survey and the International Departure survey. The surveys only covered arriving and departing flights and do not include visitors who arrived into Hawaii via foreign flagged cruise ships. Data not found prior to 1999.

Source: State of Hawaii, Department of Business, Economic Development and Tourism, Annual Visitor Research Report

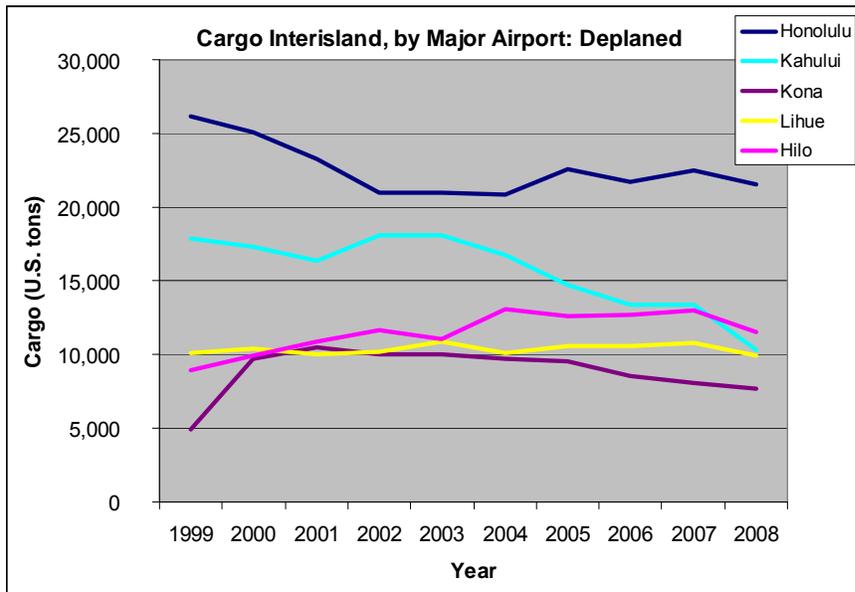
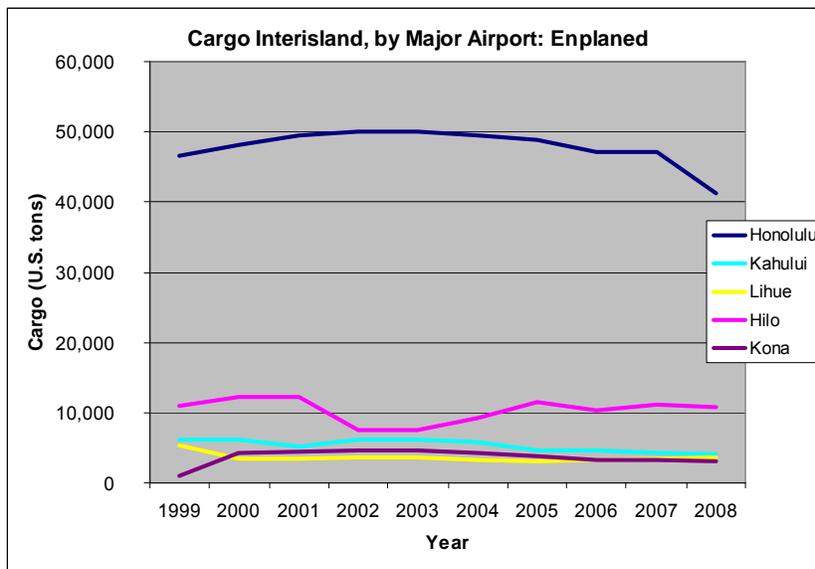
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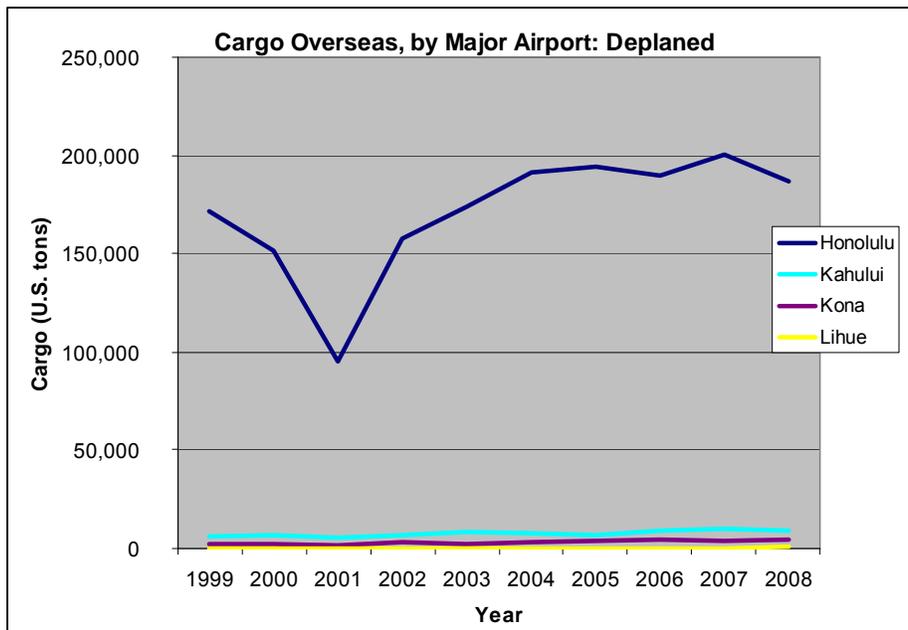
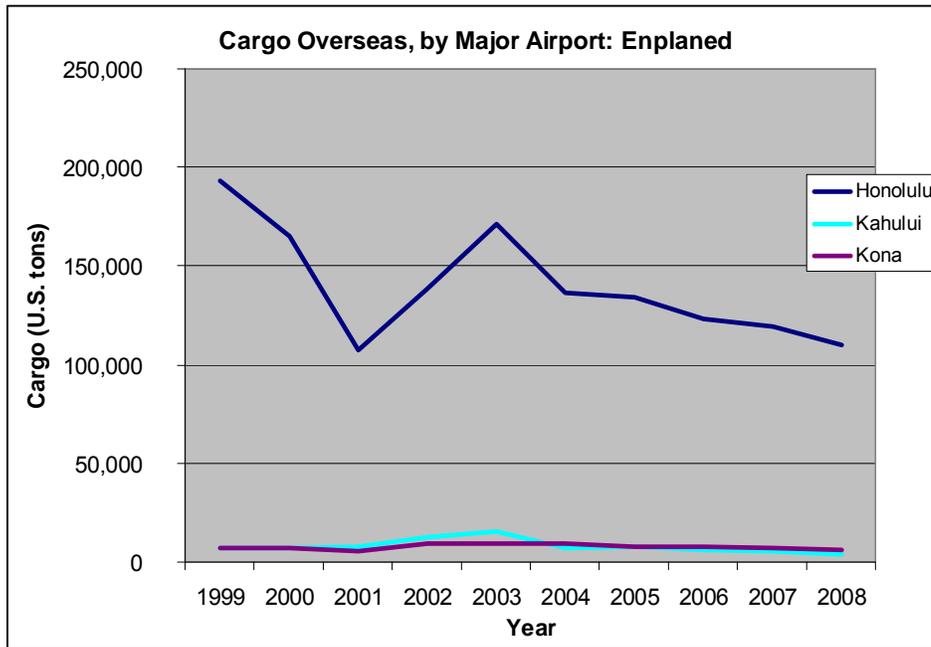
F.2 – Air Cargo Volume

Relates to HSTP Goal V: Support of Economic Growth

Importance of Indicator: Measures the volume of cargo being handled through our airports at the interisland level and overseas, which is a good economic indicator.

Indicator Trends: Cargo enplaned and deplaned differs significantly for both interisland and overseas. Interisland enplaned cargo remains relatively constant for each of the airports, while cargo deplaned fluctuates more from year to year for most of the airports. Enplaned cargo for overseas has decreased while deplaned cargo has increased since 2001.





Hawaii Statewide Transportation Plan Update

Task 4: Research on Existing Conditions, Work Task 4.4: Data, Trends and Indicators

Cargo Overseas, by Airport: Enplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	193,282	165,247	107,781	138,337	171,508	136,151	133,610	123,125	118,825	109,506
Kahului	6,945	7,390	7,919	12,471	15,699	7,138	8,003	6,088	5,157	3,674
Kona	7,070	7,244	5,778	9,668	9,058	8,983	7,576	7,600	7,254	6,061
Lihue										83

Cargo Overseas, by Airport: Deplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	171,115	151,299	94,939	157,673	173,899	190,946	194,533	189,706	200,480	186,750
Kahului	5,937	6,688	5,511	7,049	8,184	7,718	6,672	9,286	9,531	9,113
Kona	2,562	2,180	1,785	2,819	2,127	2,678	3,569	4,808	3,789	4,352
Lihue	100	84	59	85	118	159	204	319	380	398

Cargo Interisland, by Airport: Enplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	46,543	48,099	49,395	50,022	50,022	49,487	48,786	47,166	47,222	41,223
Kahului	6,147	6,135	5,266	6,134	6,134	5,833	4,653	4,543	4,267	4,019
Kona	888	4,223	4,379	4,670	4,670	4,171	3,797	3,326	3,221	3,010
Lihue	5,328	3,490	3,490	3,691	3,691	3,226	3,013	3,190	3,546	3,689
Hilo	10,906	12,187	12,187	7,555	7,555	9,296	11,491	10,422	11,165	10,662
Waimea-Kohala	5	5		2	1			1		
Hana	42	25	51	38	23	12	8	7	6	
Kapalua	277	273	278	258	285	213	269	259	253	266
Molokai	441	485	486	414	617	380	333	333	329	204
Kalaupapa	15	12	15	13	17	14	11	14	12	13
Lanai	112	76	73	78	79	50	117	74	84	101

Cargo Interisland, by Airport: Deplaned										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Honolulu	26,118	25,121	23,260	20,928	20,928	20,895	22,635	21,727	22,527	21,552
Kahului	17,872	17,321	16,362	18,101	18,101	16,688	14,702	13,412	13,412	10,285
Kona	4,911	9,754	10,457	9,981	9,981	9,744	9,535	8,575	8,085	7,718
Lihue	10,066	10,373	9,995	10,235	10,908	10,131	10,535	10,540	10,795	9,859
Hilo	8,980	9,896	10,907	11,597	11,033	13,099	12,602	12,720	12,945	11,561
Waimea-Kohala	20	15	1	3	24	2	1	2	1	
Hana	11	10	16	41	61	40	31	15	4	4
Kapalua	360	316	304	295	337	367	612	654	617	679
Molokai	967	847	836	856	815	758	798	785	804	730
Kalaupapa	174	190	170	193	174	218	202	169	146	180
Lanai	665	642	612	753	732	741	826	735	771	620

Note: Data shown in U.S. Tons. Kona Airport is formerly known as the Keahole Airport. Data not found prior to 1999. No overseas cargo was reported enplaned at Lihue airport between 1999-2007. No inter-island cargo was reported enplaned at Waimea-Kohala in the years: 2001, 2004, 2005, 2007, and 2008.

Source: State of Hawaii Department of Business, Economic Development & Tourism, Databook (annual). Hawaii State Department of Transportation, Airports Division, Records.

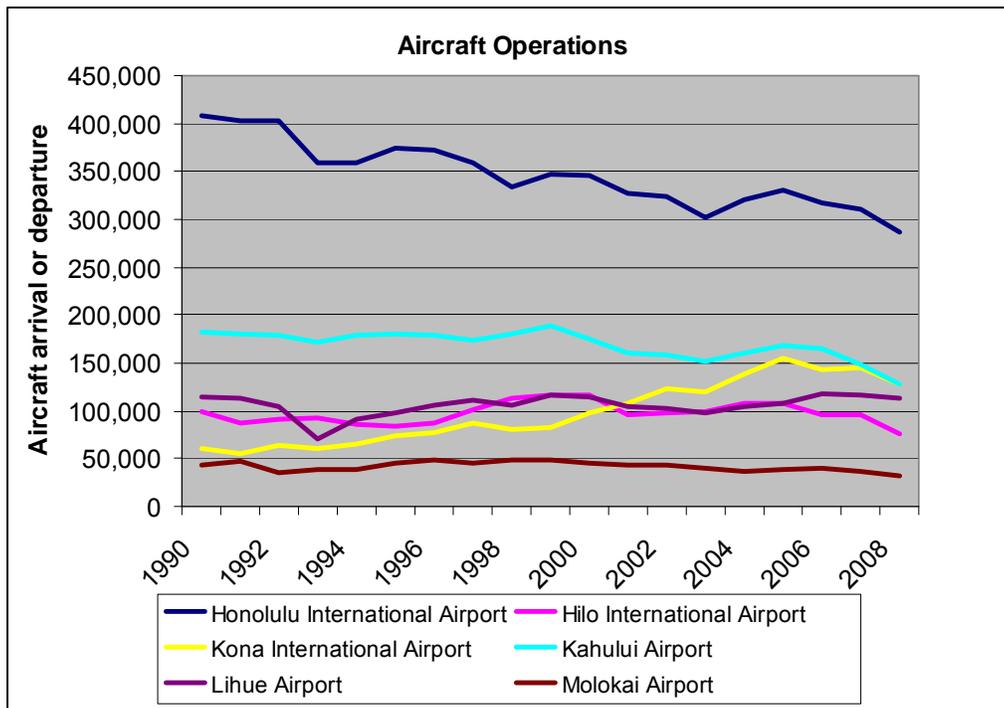
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F.3 – Takeoffs & Landings

Relates to HSTP Goal V: Support of Economic Growth

Importance of Indicator: One measure of level of activity at airports.

Indicator Trends: Honolulu has a downward trend in level of takeoff and landing activity. Kona had an increase in takeoffs and landings. The rest of the airports are relatively constant since 1990.



Aircraft Operations for Specified Airports						
	Honolulu International Airport	Hilo International Airport	Kona International Airport	Kahului Airport	Lihue Airport	Molokai Airport
1990	407,048	98,755	60,086	182,686	113,860	43,509
1991	403,566	88,206	56,140	180,857	112,679	47,898
1992	403,628	91,055	63,939	178,752	103,686	35,662
1993	358,505	92,297	59,904	172,265	70,910	39,057
1994	359,569	86,292	66,438	179,227	91,582	38,369
1995	373,926	84,917	73,537	179,883	97,400	45,517
1996	372,268	87,862	77,025	178,590	106,332	49,221
1997	358,784	101,521	87,358	173,342	111,349	44,667
1998	334,046	112,479	81,285	180,890	105,979	49,353
1999	346,609	115,820	82,955	188,385	115,523	49,184
2000	345,771	115,546	98,052	174,855	113,850	44,691
2001	327,006	96,238	107,793	160,324	103,655	43,806
2002	323,726	97,540	123,704	157,868	102,426	43,065
2003	301,919	99,415	119,210	151,558	97,576	40,944
2004	320,520	107,880	137,918	160,552	104,506	36,757
2005	330,506	108,462	154,967	168,449	107,497	39,364
2006	317,317	96,724	143,411	164,992	118,169	39,685
2007	310,607	96,011	144,537	148,034	116,461	37,615
2008	286,593	75,598	127,796	128,022	113,371	31,200

Note: An aircraft operation is an aircraft arrival (landing) or departure (takeoff). Number of aircraft operations includes: air carrier, air taxi, general aviation, and military. The Kona International Airport was formerly the Keahole Airport; name change effective June 16, 1997. Includes both commercial and private planes.

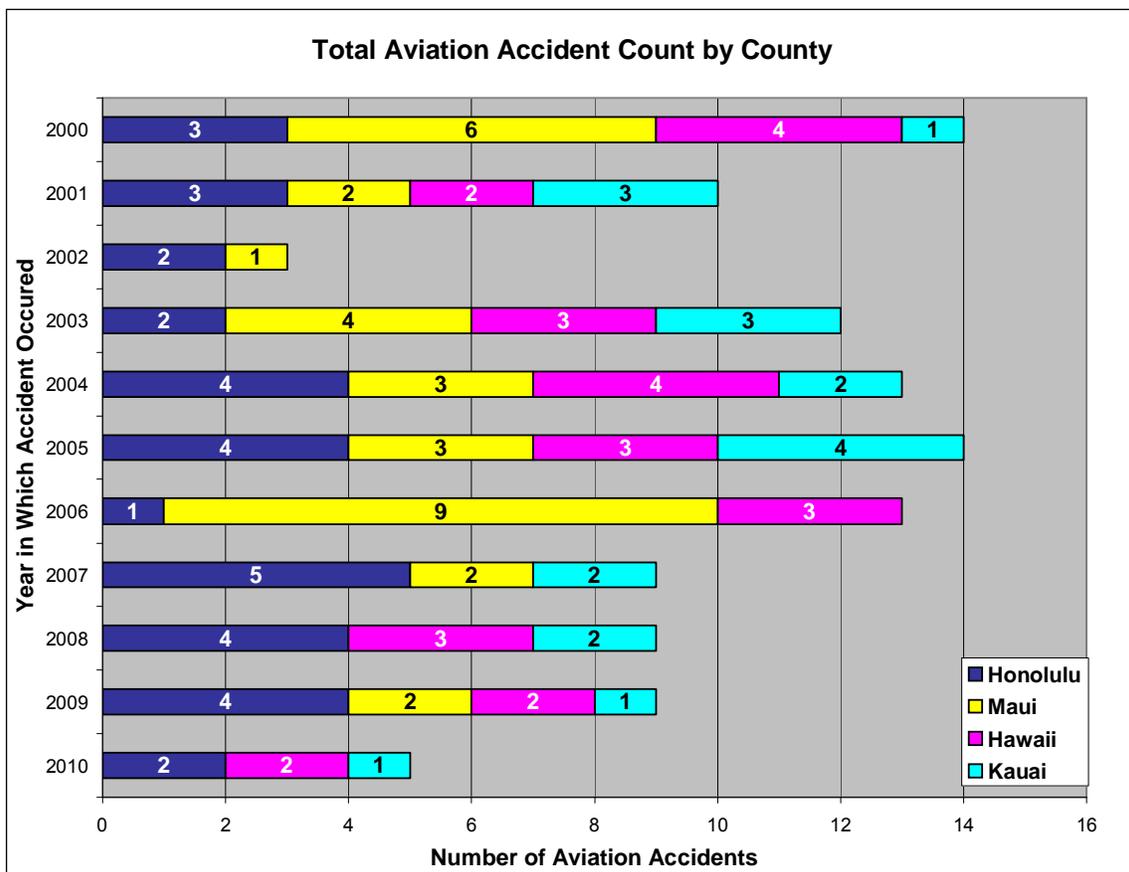
Source: State of Hawaii Department of Business, Economic Development & Tourism, Databook (annual) Hawaii State Department of Transportation, Airports Division reported by the United States Federal Aviation Administration's (FAA's) air traffic control towers.

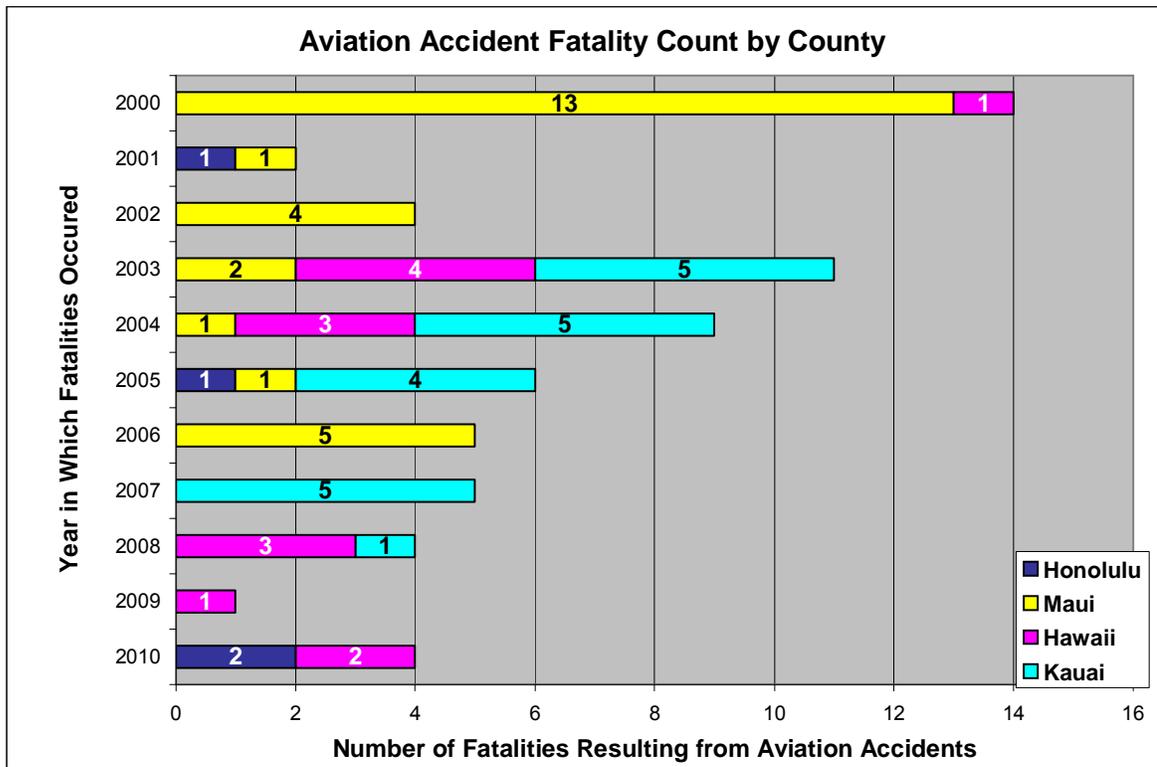
F.4 – Aviation Accidents & Fatalities

Related to HSTP Goal II: Safety of Air Systems

Importance of Indicator: Aviation accidents and fatalities are an indicator of safety levels in the air over the State.

Indicator Trends: While the City and County of Honolulu has the greatest number of aviation accidents, it also has the fewest fatalities by far. The higher fatality count within Maui, Hawaii, and Kauai Counties are due to more aerial sightseeing; most often helicopter tours.





Total Aviation Accident Count by County					
Year	C&C of Honolulu	Maui	Hawaii	Kauai	Total
2000	3	6	4	1	14
2001	3	2	2	3	10
2002	2	1	0	0	3
2003	2	4	3	3	12
2004	4	3	4	2	13
2005	4	3	3	4	14
2006	1	9	3	0	13
2007	5	2	0	2	9
2008	4	0	3	2	9
2009	4	2	2	1	9
2010	2	0	2	1	5
Total	34	32	26	19	111

Aviation Accident Fatality Count By County					
Year	C&C of Honolulu	Maui	Hawaii	Kauai	Total
2000	0	13	1	0	14
2001	1	1	0	0	2
2002	0	4	0	0	4
2003	0	2	4	5	11
2004	0	1	3	5	9
2005	1	1	0	4	6
2006	0	5	0	0	5
2007	0	0	0	5	5
2008	0	0	3	1	4
2009	0	0	1	0	1
2010	2	0	2	0	4
Total	4	27	14	20	65

Note: An accident is defined as “an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.” Similar data for Hawai‘i Harbors is not available.

Source: National Transportation Safety Board Aviation Accident Database
<http://www.nts.gov/ntsb/query.asp>, Federal Aviation Administration

