

Executive Summary



The Hawaii Statewide Transportation Plan (HSTP) establishes the framework to be used in the planning of the statewide transportation system.

The HSTP is updated approximately every 10 years and provides an outlook for 20 to 25 years. This update is intended to provide a look forward and guidance for the transportation system in the state through 2045.

Purpose of the Plan

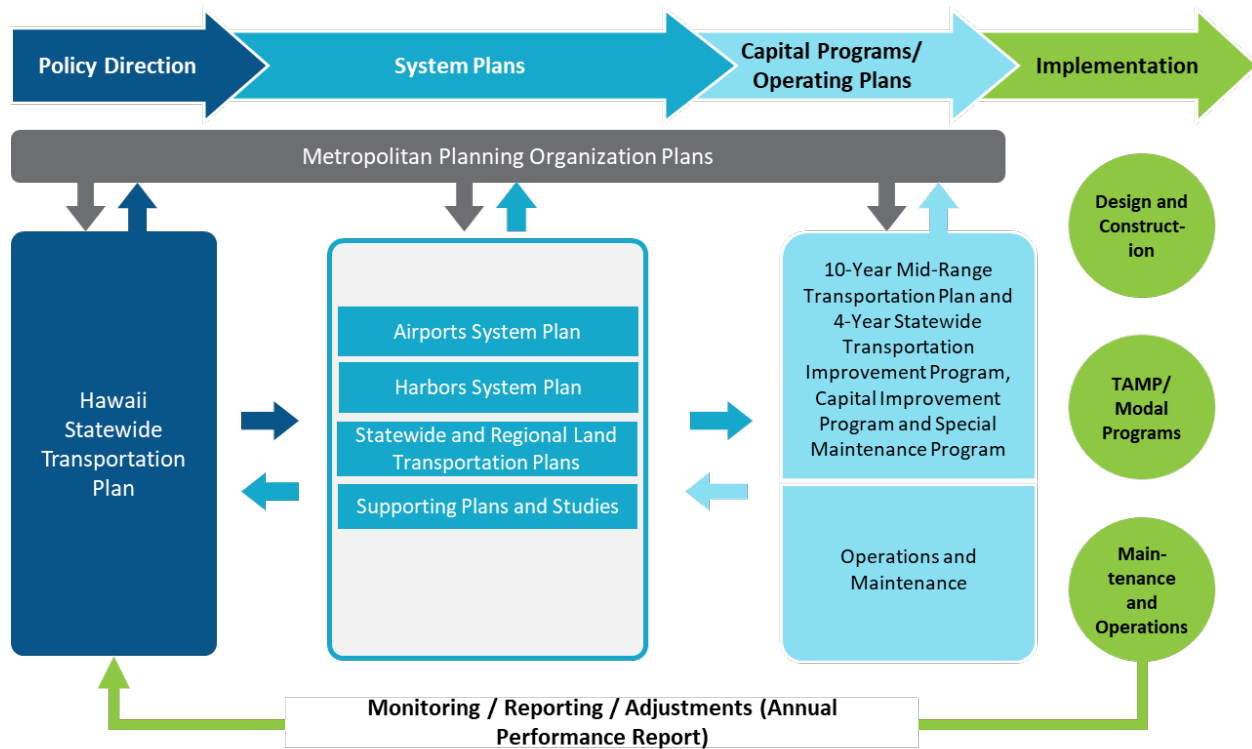
The HSTP was established by Hawaii Revised Statutes, Chapter 279A, to do the following:

- 1** Establish a comprehensive, multimodal statewide transportation planning process to develop coordinated transportation plans,
- 2** Address the necessity for the statewide transportation system to clearly serve and address social, economic, and environmental objectives, and
- 3** Provide a connection to and encourage coordination with the State's goals and other State and County agencies.

The HSTP is the overarching policy document that guides the system-level and master plans of the three primary modes of transportation (Exhibit 1). It establishes the framework to be used in the planning of Hawaii's transportation system and develops a process to work with the counties to delineate the coordination of the State's responsibilities for interisland and major highway transportation system planning and the counties' responsibilities for intra-island surface transportation planning.



Exhibit 1. HDOT Family of Plans



HSTP 2045 Plan Development

The HSTP was developed through a stepped process grounded in plan and policy guidance. Current trends and plausible future scenarios were considered to enable planning for an uncertain future.(Exhibit 2).

Exhibit 2. HSTP Planning Process



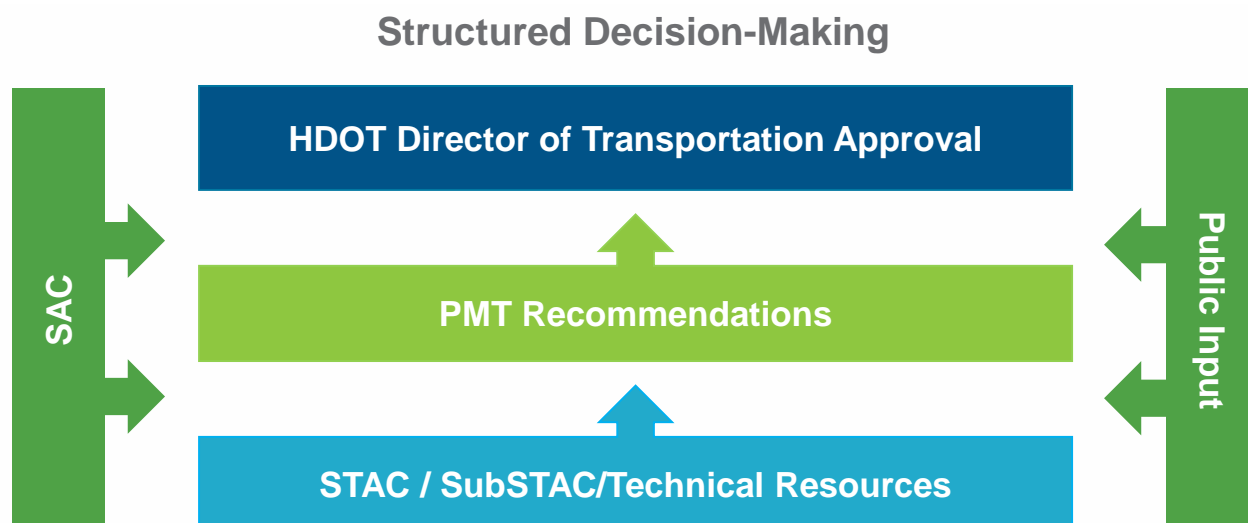
Public, technical, and industry stakeholders provided thorough and thoughtful consideration of issues in coordination with each of the steps. This helped ensure that quality decisions were made during each step of the plan development. Stakeholder involvement and outreach included the participants in Exhibit 3.

Exhibit 3. HSTP Stakeholders

HDOT	Project Management Team
The Statewide Transportation Planning Office was responsible for managing and developing the HSTP and providing final recommendations to the Director of Transportation.	Staff from the Statewide Transportation Planning Office and the Airports, Harbors and Highways divisions offered insight and technical guidance, as well as providing data, information, and reviews.
Statewide Transportation Advisory Committee (STAC/SubSTAC)	Industry Representatives/Stakeholder Advisory Committee (SAC)
Directors and designated staff from the county Planning, Transportation and Transit divisions, metropolitan planning organizations, and federal and state agencies concerned with transportation make up this committee, which advises the HDOT on transportation policies and administrative issues through planning, programming, and project development reviews.	A focus group was established for the HSTP development to provide a balanced representation of interests, areas, and populations. Three meetings were held with this group to obtain input at key steps of the plan development.
Technical Resources	Public
Stakeholder interviews were conducted with federal, state, and local agencies, as well as industry organizations, for additional details guiding the plan development.	A variety of public involvement tools were used throughout the plan development to provide meaningful and widespread outreach. Efforts included a series of public workshops, development of a project website, and a survey.

A structured and transparent decision-making process (Exhibit 4) empowered the various stakeholder groups to participate in making decisions that produced better solutions, which are more likely to be implemented.

Exhibit 4. Structured Decision-Making Process



Planning for an Uncertain Future


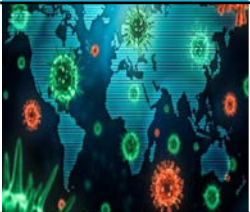


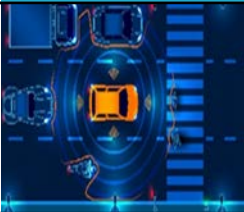
The HSTP uses a process called scenario planning to prepare the HDOT for an uncertain future. This approach considers existing conditions and emerging trends to develop a range of alternative futures for Hawaii, each with unique challenges and opportunities to meet the goals and objectives.

The following emerging trends and issues are expected to influence the characteristics and demand for transportation:



Based on these emerging trends and issues, five alternative futures were considered in the planning process (Exhibit 5). Each alternative future considered a combination of assumptions related to the emerging trends to shape a unique and plausible picture of conditions by the year 2045. These futures were used to create a plan that is responsive and adaptive to a range of changing travel needs and preferences.

Exhibit 5. Alternative Futures

Business as Usual	Global Health Crisis	Power in Paradise	Climate Emergency	Technology Revolution
				
Hawaii largely returns to pre-COVID growth forecasts projected by the State of Hawaii	Hawaii experiences increased frequency and severity of pandemics and epidemics	Hawaii achieves energy independence	Hawaii faces more extreme effects of climate change and welcomes climate refugees from Pacific islands devastated by sea level rise	Technological breakthroughs change the way humans live, work, and travel on a day-to-day basis

These futures are not intended to predict what will happen in Hawaii or to select a single preferred future, but rather, to help the HDOT and its partners build a more agile plan that is prepared for a wide range of potential outcomes. Because the actual future may reflect a combination of some or all of these scenarios, consideration of all of the futures helps the State prepare a more effective and resilient long-range plan. This information was used in combination with the plan's goals to generate robust strategies and actions that will help Hawaii achieve its goals whatever the future may bring.

Goals, Objectives, and Strategies

The goals and objectives of the HSTP represent the plan's vision and are intended to support the HDOT mission, as well as the missions of the individual HDOT modal divisions. The goals and objectives build off of the previous HSTP, plan and policy reviews, best practices, and input from various stakeholders. Collectively, these goals and objectives constitute a vision for the HSTP 2045.

The alternative futures were used in tandem with the plan goals and objectives to develop a robust set of strategies. Strategies were qualitatively screened based upon the alternative futures framework. Robust strategies that furthered multiple goals or addressed numerous challenges were elevated, while strategies of limited performance were eliminated. For the HSTP, strategies are intended to be broad and applicable to the statewide system.

Exhibit 6. Goals, Objectives, and Strategies



Provide a safe and secure multimodal transportation system.

- Eliminate transportation-related fatalities and serious injuries.
 - Establish policy or initiatives that lead to zero deaths and serious injuries.
 - Develop and integrate safe infrastructure design strategies.
- Protect against security threats to transportation system users and facilities.
 - Identify and mitigate biosecurity, cybersecurity, and other risks to the transportation system.
 - Invest in cybersecurity through information technology improvements.



Provide a high-quality, well-maintained multimodal system.

- Maintain the multimodal transportation system in a state of good repair.
 - Manage transportation assets effectively and efficiently.
- Modernize transportation infrastructure.
 - Prepare infrastructure to accommodate new technologies.



Improve mobility and enhance access to destinations.

- Reduce delay and improve reliability across all modes, for all users.
 - Increase the efficiency of transportation services through partnerships, advanced technologies, and operational enhancements to improve service delivery methods.
 - Optimize intermodal connections
- Improve access to destinations for system users across all modes.
 - Invest in improvements to provide choices and connections between rural and urban areas.
 - Strategically align transportation and land use decision-making.
 - Develop an implementation plan to support statewide broadband access for all communities, especially in rural and underserved areas.



Support a vibrant and changing economy.

- Serve Hawaii's communities through efficient and reliable goods movement & distribution.
 - Optimize multimodal freight capacity and connectivity to global supply chains.
 - Modernize last mile goods delivery and distribution systems
- Advance and diversify statewide and local economic development.
 - Support sustainable development in urban and rural communities.
- Improve efficiency and convenience of inter- and intra-state travel.
 - Provide Hawaii's residents and visitors with improved travel options and experiences.



Anticipate and adapt to climate change, storms, pandemics and other disruptions.

- Enhance resiliency of transportation systems to the impacts of climate change, public health crises, and other disruptions.
 - Adapt to climate change, storms, pandemics, and other disruptions.
 - Facilitate robust, resilient, and sustainable supply chains and goods movement systems.
 - Improve system resiliency to public health crises.
- Improve emergency preparedness, response, and evacuation measures.
 - Anticipate and prepare for system emergencies.



Support equity, public health, and quality of life.

- Enhance safe, convenient, and affordable options for populations with high transportation cost burdens and limited access.
 - Integrate equity considerations into all aspects of transportation planning.
- Support public health and quality of life for Hawaii residents.
 - Reduce exposure to harmful impacts of the transportation system for vulnerable users.
- Facilitate equitable participation in transportation decision-making.
 - Expand community outreach and engagement.



Protect and enhance natural and cultural resources and reduce climate impacts.

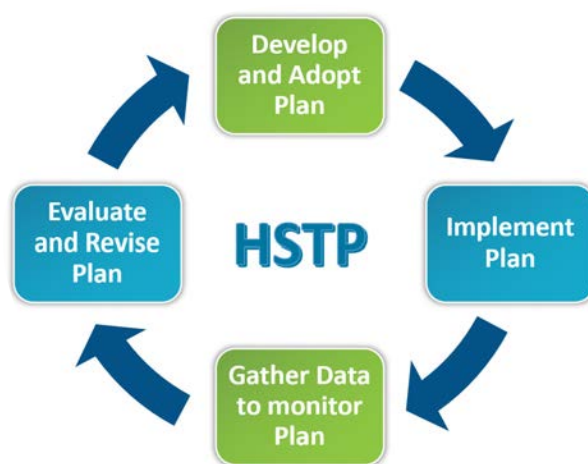
- Improve and preserve the quality of air, water, land, and other natural and cultural resources.
 - Avoid or mitigate the negative impacts of transportation systems and infrastructure.
 - Require integration of environmental considerations into new transportation construction and maintenance.
- Support the statewide goals of carbon neutrality and 100 percent clean energy by 2045.
 - Expand access to clean fuels and technologies across all modes.
 - Implement initiatives to reduce fossil fuel consumption, mitigate greenhouse gases, and improve air quality.

Monitoring Progress

Performance-based planning uses performance management principles to guide long-range transportation planning (Exhibit 7). It is designed to link policy and investment decisions made about a transportation system to the performance of that system. Managing and monitoring performance is critical to making informed decisions about funding, project prioritization, and policy decisions. The HSTP recommends that HDOT system plans and master plans include performance indicators to enable the following:

- Making informed decisions
- Facilitating coordination
- Reporting to partners and the public
- Complying with federal and state regulations
- Aligning with other performance-based plans in the state

Exhibit 7. Performance-based Approach



Moving Forward

The HSTP outlines a vision to inform and guide the HDOT's divisions, the metropolitan planning organizations, local governments, and other partners. It shows the many different challenges and opportunities that Hawaii faces in the coming years and transportation's role in addressing and meeting these challenges and opportunities.

With the statewide transportation goals and objectives outlined in the HSTP, the next step is to implement the strategies and create an action plan to ensure that the HDOT is achieving the intended strategy's milestones. As progress indicators are tracked over time, the HDOT will be assessing the effectiveness of the actions and may need to make adjustments to better achieve the HSTP goals and objectives. Exhibit 8 summarizes the plan structure and implementation.

Exhibit 8. Plan Implementation



Financial Forecast and Funding Strategies

A financial analysis was prepared to document the current financial structures of the modal divisions and the ability of these existing structures to meet the forecasted future needs. The forecast analysis identified order-of-magnitude shortfalls in the future.

Because the current funding sources are not expected to keep up with the demands of the transportation system, the HSTP also identified alternative transportation funding sources, as well as screening guidance to identify appropriate funding sources.

Statewide Transportation Planning Process

The statewide transportation planning process is a structured functional and organizational process that provides for the HDOT's continuing, cooperative and comprehensive planning for the entire HDOT family of plans (Exhibit 1), from the long-range policy and vision plans, through program development, to the short-range budgeting and project development plans.

The process is meant to be ongoing and collaborative to allow for both flow down of policy and flow up of data to adjust to changing statewide needs. The guiding principle for the statewide transportation planning process was developed to provide overall guidance for the process, encouraging continuous coordination and communication for all of the HDOT family of plans, as follows:

Implement a statewide transportation planning process that correlates land use and transportation while supporting decision-making and programming for Hawaii's integrated, comprehensive, multi-modal transportation systems.

The proposed structure of the statewide planning process streamlines coordination and provides intergovernmental communication at the federal, state, and county levels (Exhibit 9).

Implementation provides a process to identify individual and collective actions to achieve goals. Setting up an implementation process for the HSTP is one way to enhance statewide planning and decision-making processes. It will ensure that all of the planning work and research that went into this plan is used to implement change in the state.

A successful implementation process should do the following:

1. **Identify roles and responsibilities** – Clearly defining roles and responsibilities will ensure that the HDOT and its divisions and partners have a shared understanding of the actions needed to achieve the collective goals outlined in this plan.
2. **Track progress toward goals** – Setting up progress indicators, defining aspirational and/or interim targets, and tracking progress toward these targets allows the HDOT a realistic understanding of what areas need more support to achieve goals.
3. **Allows for future adjustments** – Implementation plans should be flexible and adapt as the state's needs change.

The HDOT should continue to enhance its decision-making process by setting up an implementation framework that includes all the divisions and statewide partners.

While the state faces many uncertainties and challenges, the HDOT is optimistic that state and local agencies and stakeholders can work together to face these challenges and ensure Hawaii's transportation system remains a strong backbone of our state.

The HSTP will serve as a tool for the HDOT by providing policy-level guidance to system-level and master plans of the three primary modes of transportation used in Hawaii—the air, water, and land systems—as well as the connections between these modal systems.



Exhibit 9. Statewide Planning Process Organizational Structure

