

ATTACHMENT 1

State of Hawaii
Department of Transportation
TITLE VI NOTICE

The State of Hawaii, Department of Transportation (HDOT), hereby notifies all members of the public, pursuant to Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, *et seq.*, as amended, 49 CFR Part 21, that no person shall be subjected to discrimination on the basis of race, color or national origin under any program or activity that receives federal financial assistance.

Any person who believes that he or she has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, may file a written complaint, with or without assistance, with the Hawaii Department of Transportation Office of Civil Rights, or with the Federal Transit Administration, at the offices listed below. Such complaint must be filed no later than one-hundred eight (180) days after the last date of the discrimination.

Office of Civil Rights
Department of Transportation
State of Hawaii
200 Rodgers Boulevard
Honolulu, Hawaii 96819
Phone: 808 831-7921
Facsimile: 808 831-7944
HDOT-TITLEVI@hawaii.gov

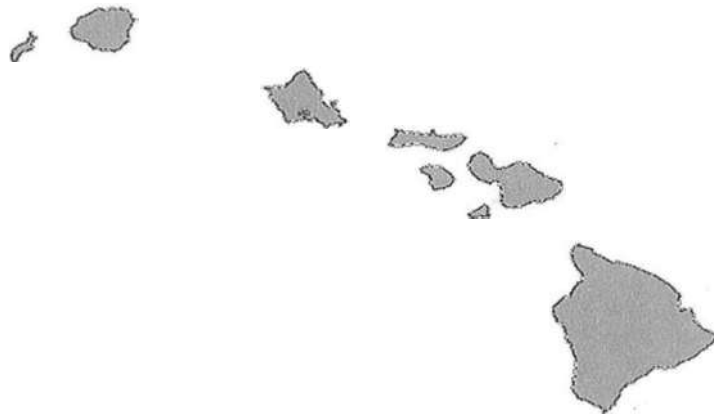
Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team
East Building, 5th Floor - TCR
1200 New Jersey Avenue, SE
Washington, DC 20590 United States
Phone: 888 446-4511

If information is needed in another language, please contact the HDOT or county agency involved to request interpretive or translation services. If unsure where to begin requesting more information in another language, please begin by calling 808-831-7921 or email to HDOT-TITLEVI@hawaii.gov for more information.

ATTACHMENT 2



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
LANGUAGE ACCESS PLAN



Equality



Equity

Office of Civil Rights
Title VI Program
200 Rodgers Boulevard
Honolulu, Hawaii 96819

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
M E M O R A N D U M**

OCT-T 1.9137

TO: EDWIN H. SNIFFEN, DIR **DATE:** November 17, 2023
THROUGH: TAMMY LEE, DEP-ADM *Tr*
FROM: CURTIS MOTOYAMA, OCR *CM*
SUBJECT: 2023 LANGUAGE ACCESS PLAN

Title VI of the Civil Rights Act of 1964, Executive Order 13166 and Hawaii Revised Statutes (HRS) Chapter 321C require that the Hawaii Department of Transportation's (HDOT) services are accessible to Limited English Proficient (LEP) persons.

HRS §321C-4 requires each state agency to file a Language Access Plan with the Office of Language Access.

Attached for your review and approval is HDOT's newly revised Language Access Plan. Revisions including updated LEP population statistics for the State of Hawaii, clearer procedures for providing public notice, oral interpretation, and written translation services to LEP persons, and an updated departmental volunteer bilingual staff directory for use in providing interpreter services.

For questions about the new Language Access Plan, please contact Randall Landry at (808) 831-7921 or via email at randall.t.landry@hawaii.gov.

APPROVED:



EDWIN H. SNIFFEN
Director of Transportation

Nov 20, 2023

DATE

Attachment

JOSH GREEN, M.D.
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
FORD N. FUCHIGAMI
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO

IN REPLY REFER TO:

OCR-T 1.9094

NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the Hawaii Department of Transportation (HDOT) that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any federally or non-federally funded program or activity administered by the Department or its sub-recipients.

To comply with this policy, civil rights and all staff with civil rights responsibilities must work closely to oversee their shared Title VI nondiscrimination responsibilities. All HDOT employees, including the Director, Deputy Directors, Modal Administrators, Program Administrators, Engineering Program Managers, Section Heads of HDOT's major program areas (Planning, Construction and Maintenance, Design, Right-of-Way, and Materials Testing and Research Branch, and any and all other applicable sections), as well as the Department's sub-recipients will be responsible for making a good faith effort to ensure that this policy is carried out in their respective program areas.

The authority to develop, maintain, implement, and monitor this policy is delegated to the Civil Rights Coordinator.

Handwritten signature of Edwin H. Sniffen in black ink.

EDWIN H. SNIFFEN
Director of Transportation

Aug 21, 2023

DATE

JOSH GREEN, M.D.
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
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ROBIN K. SHISHIDO

IN REPLY REFER TO:

OCR-T 1.9107

LANGUAGE ACCESS POLICY


The scope of Hawaii's population cannot be described merely through the varied numbers of races, cultures, or languages spoken by individuals. Considering the myriad number of languages spoken, Hawaii's Department of Transportation (HDOT) must ensure that Limited English Proficient (LEP) persons be provided with reasonable access to services and notice of reasonable access to said services as administered by HDOT.

In compliance with Title VI of the Civil Rights Act of 1964, Executive Order 13166 and Hawaii Revised Statutes Chapter 321C, HDOT endeavors to provide meaningful access for LEP persons to information and services. LEP persons often find that there are barriers to accessing important services, understanding rights and complying with required responsibilities.

What constitutes reasonable steps to ensure meaningful access is contingent upon the following factors:

1. The number or proportion of LEP person in the eligible service area;
2. The frequency with which LEP persons come into contact with the program;
3. The importance of the service; and
4. The resources available to the Recipient.

In providing services to members of the public HDOT employees must determine whether the individual seeking HDOT services are LEP. If so, HDOT employees should use the services of the telephone interpretive services available for solicitation via the State Procurement Office or the Bilingual Employee List as tools to provide language assistance. This will assure that HDOT's programs and activities are accessible to persons with limited English proficiency.



 EDWIN H. SNIFFEN
 Director of Transportation

Aug 29, 2023

 DATE

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LEGAL AUTHORITIES AND GUIDANCE

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964.

Section 601 of Title VI of the Civil Rights Act of 1964 (Title VI) provides that, "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." 42 U.S.C. §§ 2000d- 2000d-7. Note: the 1987 Civil Rights Restoration Act broadened the coverage of Title VI protections to include all of the recipient's programs and activities, whether they are federally funded or not.

The national origin protected category under Title VI gives the statutory authority for nondiscrimination in the provision of services to individuals with Limited English Proficiency (LEP).

EXECUTIVE ORDER 13166.

Presidential Executive Order (EO) 13166, *Improving Access to Services for Persons with Limited English Proficiency* directs recipients of federal funds to, "examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the [recipient]." 65 Fed. Reg. 50121 (Aug. 16, 2000).

UNITED STATES DEPARTMENT OF JUSTICE (DOJ) POSITION ON LANGUAGE ACCESS

The role of the U.S. DOJ under EO 13166 includes providing LEP guidance to other federal agencies and to ensure consistence among agency specific guidance.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) POSITION ON LANGUAGE ACCESS

Guidance from the U.S. DOT places high priority on providing LEP persons with meaningful access and advocates a flexible approach in ensuring such access in order to fit the varying needs of its recipients. 67 Fed Reg. 41455 (June 18, 2002).

HAWAII REVISED STATUTES (HRS) Chapter 321C

The purpose of HRS Chapter 321C is to affirmatively address, on account of national origin, the language access needs of LEP persons in Hawaii. In providing the delivery of language accessible services, it is the intent of the Hawaii legislature that those services be guided by EO 13166 and succeeding provisions of federal law, regulation, or guidance. HRS § 321C-3 (2012).

LIMITED ENGLISH PROFICIENCY

Limited English Proficiency (LEP) is a term used to describe people who do not speak English as their primary language and who identify themselves as having a limited ability to read, write, speak, or understand English.

The diversity of Hawaii's LEP population continues to grow. Statewide, approximately 24.2 percent of individuals speak a language other than English at home. Of that 24.2 percent, 42.4 percent of those persons report speaking English "not well" or "not at all." The top 15 languages spoken by Hawaii's LEP population in descending order are Ilocano, Japanese, Tagalog, Korean, Vietnamese, Cantonese, Spanish, Chuukese, Mandarin, Marshallese, Samoan, Hawaiian, Cebuano, Thai, and Tongan (*2017-2021 American Community Survey including Public Use Microdata Sample*). Subsequent data has reaffirmed the aforementioned data, with languages other than English spoken at home by 24.2 percent of the population of Hawaii, and from that, 42.4 percent speak English less than "very well."¹

Language for individuals with LEP can be a barrier to accessing important benefits or services, understanding, and exercising important rights, complying with applicable responsibilities, or understanding other information.

The Hawaii Department of Transportation (HDOT) Language Access Plan reinforces HDOT's policy of providing meaningful access to its services, programs, and activities for individuals with LEP. HDOT ensures the provision of competent and timely oral language services as well as written translations of vital documents based on the four-factor analysis outlined below.

IMPLEMENTING HDOT'S LANGUAGE ACCESS PLAN

Any HDOT branch or applicable subrecipient or other entity overseen by HDOT that deals with members of the public must assess the need for provision of language services and take reasonable steps to ensure meaningful access to public services, programs and activities by LEP persons. The services may include:

- Providing oral language services in a timely and competent manner.
- Offering written translations of vital documents into the primary language of LEP persons who constitute 5 percent or 1,000 of the population eligible to be served or likely to be affected or encountered, or notice of the right to receive oral interpretation of vital documents if said population is less than 50.

¹ American Community Survey 2022. Accessible at:

<https://data.census.gov/table/ACSST1Y2022.S1601?q=Language+Spoken+at+Home&g=040XX00US15>.

2020 Census data detailing language spoken at home and related statistics is not available at this time.

Meaningful Access

Guidance from the U.S. DOJ, the U.S. DOT, and Hawaii State law directs recipients of federal and state funds to take reasonable steps to ensure meaningful access to its services, programs and activities by LEP persons. This flexible and fact dependent standard begins with an assessment that balances the following four factors:

1. The number or proportion of LEP persons served or encountered in the eligible service population;
2. The frequency with which limited English proficient persons come in contact with the services, programs, or activities;
3. The nature and importance of the services, programs, or activities; and
4. The resources available to the State or covered entity and costs. See 67 Fed Reg. 41455 (June 18, 2002), 70 Fed. Reg. 74087 (December 14, 2005), HRS §321C-3.

At this time, HDOT does not anticipate limitations regarding budget funding for translations; however, if a large document (i.e., a master plan, a manual, or something similar that is over 25 pages long), reassessment will need to be made as large document translations are anticipated to require a large amount of time and resources to translate into multiple languages. This reassessment will be well-substantiated and documented.

Pursuant to Federal guidance and HRS §321C-3, HDOT allows for a “safe harbor” where written translations of documents shall be provided in the manner set forth in HRS §321C-3(c).

The two main ways to provide language services are oral interpretation (either in person or via telephone interpretation service), and written translation. Oral interpretation can range from on-site interpreters to telephone interpretation services. Likewise, written translation can range from translation of an entire document to translation of a short description of the document.

The correct mix should be based on what is both necessary and reasonable in light of the four-factor analysis. HDOT branches covered entities under HDOT have substantial flexibility in determining the appropriate mix.

IDENTIFYING LEP INDIVIDUALS WHO NEED LANGUAGE ASSISTANCE

The U.S. DOT provides some examples (not exhaustive) of populations likely to include LEP persons who are served or encountered by DOT recipients. These populations should be considered when planning language services (this list is not exhaustive):

- Public transportation passengers.
- Persons who apply for a driver's license at a state department of motor vehicles.
- Persons subject to the control of state or local transportation enforcement authorities, including, for example, commercial motor vehicle drivers. Persons served by emergency

transportation response programs.

- Persons living in areas affected or potentially affected by transportation projects.
- Business owners who apply to participate in DOT's Disadvantaged Business Enterprise program.

Furthermore, specific to the needs of the citizens of Hawaii, the following additional populations should be considered:

- Airport travelers serviced by the airports under administration by HDOT. As airport travel is one of the key modes of transportation in and out of Hawaii, it is important to consider travelers' needs as they use HDOT services and infrastructure.
- Harbor travelers serviced by the harbors under administration by HDOT. As marine travel is one of the key modes of transportation in and out of Hawaii, it is important to consider travelers' needs as they use HDOT services and infrastructure.
- Demographic minority populations (including LEP) in impact areas of HDOT projects, plans, or programs.

LANGUAGE SERVICES

Oral Interpretation Services

Providing LEP persons with oral language assistance at public service counters when there is telephone contact or at public meetings is necessary. First, one determines the language in which the interpretive service is needed. Second, interpretation service may be obtained via on-demand over-the-phone interpretation service provided by vendor Language Link and in use in HDOT offices/branches/sections. Third, if that is not an option, an on-hand employee who is proficient in the language requested may interpret. Fourth, if an on-hand employee is not available, the Bilingual Employee Directory (Attachment B) should be consulted to obtain interpretation through an HDOT employee on the list. Employees will be trained for awareness that the use of the requester's family or friends for interpreters is highly discouraged outside of emergency circumstances. Additionally, Sight Translations related to in-person interpretation (either via professional hire or emergency employee or family/friend service) are discouraged outside of providing explanation of simple terms for understanding.

Additionally, as a part of personnel policy, "[t]o the extent that the State requires additional personnel to provide language services based on the determination set forth in this section, the State shall hire qualified personnel who are bilingual to fill existing, budgeted vacant public contact positions." See below for a more detailed outline of the process of providing interpretation services.

Multilingual Assistance

LEP persons have the right to free language assistance in their spoken language. The Hawaii Office of Language Access (OLA) developed a "If You Need an Interpreter..." poster listing twenty-two languages that are likely to be the primary languages spoken by LEP persons in Hawaii. The intent of the poster is for an LEP person to point to the poster indicating the language they understand. The languages included on the poster are: Burmese, Cambodian,

Chamorro, Chuukese, Hawaiian, Ilocano, Japanese, Korean, Kosraen, Lao, Mandarin or Cantonese, Marshallese, Pohnpeian, Russian, Samoan, Spanish, Tagalog, Thai, Tongan, Vietnamese, Visayan (Cebuano), and Yapese.²

HDOT offices that have contact with the public shall have the OLA's multilingual signage posters prominently placed where LEP persons may indicate which language they understand. See Attachment A.

Additionally, via the HDOT website main page³, LEP individuals are able to contact for language access and obtain arrangements. Furthermore, language such as or similar to the following is used for public meeting notices:

“If you need an auxiliary aid/service or other accommodation due to a disability, or language interpretation, please contact Mr. XXXXXXXXXXXX at (808) XXX-XXXX or XXXXXXXXXXXX@hawaii.gov as soon as possible. Requests made as early as possible have a greater likelihood of being fulfilled. Upon request, this notice is available in alternate/accessible formats.”

Volunteer HDOT Bilingual Staff

HDOT has created a Departmental directory of volunteer bilingual staff in the event language assistance is needed in person at the office location of the volunteer bilingual staff (See Attachment B for the HDOT Bilingual Staff Directory). HDOT strives to survey employees semi-annually for volunteers to ensure as complete a list for all branches and locations will be available but conducts surveys for volunteers at a minimum biannually upon renewal of the language access plan. HDOT will also conduct a voluntary survey at the onset of an individual employee’s employment to determine whether a given bilingual employee would be interested in being added to the bilingual staff directory. The HDOT Bilingual Staff Directory provided here is not an exhaustive list and subject to change given personnel shifts.

Telephone Interpreter Service

HDOT has contracted with vendor Language Link to provide on-demand over-the-phone and, as necessary, video-remote interpreting services. A copy of the procedures for use of this service is attached below (Attachment C). The following lists additional language interpretation and/or translation providers. List below is not exhaustive.

Name	Contact	Service
NASPO Valuepoint On-Demand Remote Interpreting (OPI)	808 587-3355 Lori Cervantes http://spo.hawaii.gov ; In link, go to Price & Vendor Lists Contracts ⁴	Oral Interpretation Written Translation

² Accessible at:

https://health.hawaii.gov/ola/files/2016/10/Edit2_LA-Poster-7-22-11-8-5x11-Latestrevised3-LTR.pdf

³ Accessible at: <https://hidot.hawaii.gov/language-access/> which is accessible at the main page.

⁴ A copy of the current master contract can be found here:

<https://spo.hawaii.gov/wp-content/uploads/2020/05/20-17.pdf>

and VRI) and Document Translation		
Pacific Gateway Center	808 851-7010 http://www.pacificgatewaycenter.org/hawaii-language-bank.html	Oral Interpretation Written Translation
Hawaii State Judiciary	808 539-4860 http://www.courts.state.hi.us/wp-content/uploads/2017/01/interpreters.pdf	Oral Interpretation
Hawaii Interpreters and Translators Association	www.hawaiiinterpreters.com	Oral Interpretation Written Translation

When interpretation is provided, it should be competent and timely in order to be effective. While quality and accuracy of language services are critical, they are nonetheless part of the appropriate mix of LEP services required.

To clarify the above-mentioned “quality,” U.S. DOT guidance provides, at 70 Fed. Reg. 74087 (December 14, 2005), “[t]he quality and accuracy of language services as part of disaster relief programs, or in the provision of emergency supplies and services, for example, must be extraordinarily high, while the quality and accuracy of language services in a bicycle safety course need not meet the same exacting standards.”

Further, to be timely, language assistance should be provided at a time and place that avoids the effective denial of the service, benefit, or right at issue or the imposition of an undue burden on or delay in important rights, benefits, or services to the LEP person.

MOST COMMON LANGUAGES

The top languages spoken by Hawaii's LEP population in descending order include: Ilocano, Japanese, Tagalog, Korean, Vietnamese, Cantonese, Spanish, Chuukese, Mandarin, Marshallese, Samoan, Hawaiian, Cebuano, Thai, and Tongan.⁵ The Motor Vehicle Safety Office, part of HDOT, offers driver’s license written exams in Chuukese, Marshallese, Korean, Hawaiian, Spanish, Simplified Chinese, Traditional Chinese, Ilocano, Samoan, Tongan, Japanese, Tagalog, and Vietnamese via the respective County Department of Motor Vehicles (DMV) or equivalent. The Hawaii State Driver’s Manual will be offered in the languages noted above for the driver’s license written examinations. Based on the exams offered for calendar years 2020, 2021, and 2022, county offices report that the most commonly requested alternative language exams are

⁵ 2017-2021 American Community Survey Public Use Microdata Sample, as analyzed by State of Hawaii Department of Business, Economic Development & Tourism, found at: <https://dbedt.hawaii.gov/economic/language-use-dashboard/>

those in Spanish, Japanese, Simplified Chinese, Traditional Chinese, Vietnamese, and Tagalog.⁶ Additional data collection for foreign language requests at the airports administered by HDOT is provided by the Airports Visitor Information Program (AIR-VIP) management to better understand and determine airport traveler needs. AIR-VIP reporting includes requests for Bisayan, Cantonese, Chamorro, French, German, Hawaiian, Ilocano, Indonesian, Japanese, Korean, Laotian, Mandarin, Marshallese, Micronesian (other), Portuguese, Russian, Samoan, Spanish, Tagalog, Thai, Tongan, Chuukese, and Vietnamese, as well as any other languages that may be requested in the “Other” category.

HDOT offices, branches, and programs have been instructed to provide update of language requests to HDOT OCR to help determine customer needs for respective offices, branches, and programs.

WRITTEN TRANSLATIONS OF VITAL DOCUMENTS

Procedure for Providing Written Translation Services

Vital documents are, "printed documents that provide important information necessary to access or participate in services, programs, and activities of a State agency or covered entity, including but not limited to applications, outreach materials, and written notices of rights, denials, losses, or decreases in benefits or services." HRS § 321C-2 (2012). Vital documents identified include, but are not exclusive to:

- Notices for public meetings related to HDOT projects, plans, or program updates.
- Notices for updates to HDOT projects, plans, or program updates
- Public notices at the airports in the State of Hawaii
- Driver’s Licensing and related materials promulgated to the public.
- Additional vital documents will be added as requests and circumstances warrant.

When a request for a written translation is received, the HDOT Branch Office receiving the request shall notify and meet with the Title VI Specialist. A decision for translation will be based on 1) whether the document is vital based on the definition in the paragraph above; and 2) the assessment of the four-factor analysis discussed above. As HDOT now contracts with vendor Language Link for oral interpretation services, use of Language Link’s written translation services are available as well. The Branch Office shall select a competent translator in a timely manner after consultation with the Title VI Specialist and determination of needs and whether Language Link can provide translation in the language(s) requested or if an outside vendor will be required for translation and should be procured using the State of Hawaii competitive procurement process accordingly. Standard translations for requested documents are desired in the event of multiple requests for translation of a given HDOT document.

⁶ Per month to month reports from County DMVs for the 2020-2022 years, top five language requests are: Spanish with 303 requests, Chinese with 383 requests (not all DMVs differentiated between Simplified and Traditional Chinese), Japanese with 137, Chuukese with 115, and Vietnamese with 106 requests. Not all data by month is reported by participating DMVs and data reported does not reflect every month within the given year. Data for Kauai is omitted due to data irregularities reported by the Kauai DMV.

TRAINING

All HDOT and covered entity managers and employees who have regular contact with members of the public and those who develop projects shall be trained, at least once every two years by HDOT Title VI Specialist and/or by other appropriate trainers, on meaningful access to services for LEP persons, identifying language needs, and provision of necessary interpreters or translation services.

MONITORING AND UPDATING LANGUAGE ACCESS POLICIES

Through regular Title VI compliance review, evidence from surveys, guidance via the Office of Language Access, as well as information gleaned through LEP community resources, OCR's Title VI Specialist shall monitor and update HDOT's Language Access Policy and procedures. In addition, the State of Hawaii's Office of Language Access shall receive a new Language Access Plan from HDOT every two years. Furthermore, HDOT shall submit semi-annual Language Access Reports in addition to the aforementioned documents, in the event requests for language access are made of the agency.

MONITORING LANGUAGE ACCESS COMPLIANCE AND COMPLAINTS

In tandem with HDOT's Title VI Program and Plan compliance as required by a variety of Federal agencies (Federal Highways Administration, Federal Motor Carrier Safety Administration, Federal Transit Administration, and Federal Aviation Administration), HDOT OCR will document any received complaints regarding language access and will provide managerial oversight of any complaints that are informal or otherwise fall outside of the formal complaint proceedings of the various Federal agencies overseeing HDOT's grant-funded activities. For informal complaints or ones outside the scope of the formal Title VI complaint process for the Federal agencies providing oversight, HDOT OCR will work with the complainant to address concerns and achieve a favorable resolution to the satisfaction of the complainant. Absent satisfactory resolution, HDOT OCR will recommend the complainant file formal complaint via applicable Federal agency, the State of Hawaii Office of Language Access, the State of Hawaii Civil Rights Commission, or other applicable oversight entity. Furthermore, HDOT will monitor and note complaints that are initiated via the State of Hawaii Office of Language Access's complaint process. A complaint log specific to language access complaints will be kept by HDOT OCR.

Implementation of the Language Access Plan is handled via outreach through emails, in-person meetings, or phone reporting, and monitoring of use of language access resources to determine needs and deficiencies. Additionally, HDOT OCR anticipates implementation of an online covered entity/subcontractor review system via e-mail master list and survey response setup (either via Microsoft Forms or ArcGIS Survey123) to provide oversight over the large number of myriad entities that work under and through HDOT.

Attachment A Office of Language Access Multilingual Poster



**Please point here if you need an interpreter
in this language (at no cost to you).**



<u>Hawaiʻian:</u>	E kuhikuhi mai 'oe i 'ane'i ke pono ka mahahele'ōlelo ('a'oha kāki).
<u>日本語 (Japanese):</u>	日本語の通訳が必要な方は、ここを指差してください (通訳費用はかかりません)。
<u>한국어 (Korean):</u>	통역을 필요로 하시면 다음 약속일 전에 반드시 통역이 필요하다고 말씀하셔야합니다. 비용은 부담않아서도됩니다.
<u>普通话(华语/國語) (Mandarin):</u>	如果您需要讲普通话的免费翻译, 请指这里。(如果您需要講國語的免費翻譯, 請指這裡。)
<u>廣東話 (Cantonese):</u>	如果您需要講廣東話的免費翻譯, 請指這裡。
<u>Ilokano:</u>	No masapulmo ti paraipatarus iti Ilokano nga awan bayadna, pakitudom ditoy.
<u>Tagalog:</u>	Kung kailangan mo ng libreng tagasalin sa Tagalog, pakituro lamang dito.
<u>Cebuano (Visayan):</u>	Kung kinahanglan nimo ug libre nga tighubad sa Binisaya, itudlo lang diri.
<u>Tiếng Việt (Vietnamese):</u>	Xin chỉ vào đây nếu bạn cần thông dịch viên cho ngôn ngữ này (bạn sẽ được cung cấp thông dịch viên miễn phí).
<u>မြန်မာ (Myanmar):</u>	သင်နားလည်သောစကားနှင့် ဘာသာပြန်အလိုရှိပါက ယခုနေရာသို့ညွှန်ပြပါ။ အထက်ပါစကား အတွက်နောက်တစ်ခေါက်ဆက်သွယ်ရန်လိုအောင်းလျှင်မူလား။
<u>ภาษาไทย (Thai):</u>	กรุณาชี้มาที่ข้อความนี้ ถ้าคุณต้องการล่ามภาษาไทย (โดยที่คุณไม่ต้องเสียค่าใช้จ่ายใดๆ)
<u>ភាសាខ្មែរ (Khmer):</u>	សូមបង្ហាញទៅត្រង់នេះមក បើសិនជាអ្នកត្រូវការអ្នកបកប្រែភាសានេះ (អ្នកមិនត្រូវការថវិកាអ្វីទាំងអស់)។
<u>ລາວ (Lao):</u>	ກະລຸນາຊີ້ໃສ່ບ່ອນນີ້ຖ້າທ່ານຕ້ອງການລ່າມພາສາລາວ (ໂດຍທ່ານບໍ່ຕ້ອງເສຍທຶນໃດໆ)
<u>Marshallese:</u>	Jouj im jitōñe ijin elañe kwoj aikuji juōn am ri-ukok ilo kajin in (ejjelok wōñāñ ñan yuk).
<u>Chuukese:</u>	Itini awenewenan ikeei ika pwún kopwe néunéu emén chón chiakú nón fōosun eei fénú (kosap wisenméeni noum eei chón chiakú).
<u>Chamorro:</u>	Matka pat apunta este yangen un nesisita intetpiti gi fino Chamorro (dibadi este na sitbesio).
<u>Pohnpeian:</u>	Menlau idih wasa ma ke anahne soun kawehwe (sohte isais).
<u>Kosraean:</u>	Nunak munas srisrngingac acn se nge fwin kom enenu met in top nuke kahs lom an sifaena (kom ac tia moli).
<u>Yapese:</u>	Fa'anra bet'uf bae' ninge ayweg nem nge abweg e thin rom (ni dabmu pii'pulwon) meere mog aray.
<u>Yapese (Outer Island):</u>	Gobe sor gare go tipeli bwo semal yebe gematfa kepatal menel le yetwai yor paluwal ngalug.
<u>Samoan:</u>	Fa'amolemole tusi lou lima i'i pe 'ā 'e mana'omia se fa'amatala'upu i le gagana lea (e te lē tologiina se tupe).
<u>Tongan:</u>	Tuhu ki heni kapau 'e fiema'u ha taha ke fakatonulea 'oku ta'etotongi.
<u>Русский (Russian):</u>	Если вам нужен бесплатный переводчик русского языка, пожалуйста укажите пальцем на это предложение.
<u>Español (Spanish):</u>	Por favor señale aquí con el dedo si necesita un intérprete (sin ningún costo para usted).

For more information, please contact:

Office of Language Access
830 Punchbowl Street, Room 322
Honolulu, Hawaii 96813

E-mail: Ola@doh.hawaii.gov
Call: (808) 586-8730
Neighbor Islands: 1 (866) 365-5955

Attachment C

HDOT Interpretation Procedures

Ver. 1.3

November 17, 2023

Procedures For Accessing the Language Link Over-the-Phone Interpretation Service for Hawaii Department of Transportation (HDOT)

Use of the on-demand phone service will be determined by appropriate HDOT managerial or supervisory personnel to distribute to appropriate public-facing staff. Use of this service **IS NOT** authorized for use by anyone other than HDOT employees or attached agency staff. Use of this service is for Limited English Proficient (LEP) individuals or customers of HDOT.

Procedures are as follows:

1. In the event of a request for interpretation services from a LEP individual and determining which language aside from English the requestor needs, the HDOT employee shall call the following number to access the service: 1-833-200-9162
 - a. In the event a third-party call is needed, then the HDOT employee will need to dial the number of the third-party line.
2. The HDOT employee will be prompted to provide the language as requested by the service. If the language the employee needs is not listed in the options and the employee needs to hear the list of additional languages, or if a customer service representative is necessary, press "9." Once the language requested is provided, average wait time is 15-20 seconds before an interpreter in the language requested appears on the call to assist.
3. Upon calling the number, the HDOT employee will be prompted to provide the location code number. Please use the number provided by the manager or supervisor (the code will be 4 digits or XXXX).
 - a. NOTE: While unlikely, it is possible that wait times for an interpreter can exceed 60 seconds. In the event the HDOT employee calls and interpreter wait time exceeds 60 seconds, please notify the HDOT Office of Civil Rights in order to follow up with Language Link on the service concerns.
4. The HDOT employee will provide the phone to the requesting LEP individual (or use the speaker function on the phone if available and pursuant to specific office policy) and allow the LEP individual to speak with the interpreter in order to determine questions or concerns. The HDOT employee will direct the conversation to the requesting individual via the interpreter as the interpreter is there to facilitate the conversation.

In the event that video-remote interpretation services are needed, please contact the HDOT Office of Civil Rights at the contact information below to determine needs and next steps to set up for the appropriate event or service.

The HDOT Office of Civil Rights greatly appreciates your efforts to implement this over-the-phone interpretation service throughout the agency. If there are any questions or concerns, please call the Language Access Coordinator, Randall Landry, at (808) 831-7921 or email at randall.t.landry@hawaii.gov, or call the Civil Rights Coordinator, Curtis Motoyama, at (808) 831-7912 or email at curtis.s.motoyama@hawaii.gov.

ATTACHMENT 3

Title VI Equity Analysis: COUNTY OF HAWAI‘I MASS TRANSIT AGENCY BASEYARD & MAINTENANCE FACILITY

Contents

1	Introduction	1
1.1	Purpose of Report	1
1.2	Project Location	2
2	Project Description and Need	3
3	Alternative Locations Considered	3
4	Alternatives Equity Analysis	4
5	Public Outreach	5
6	References	7

1 INTRODUCTION

1.1 PURPOSE OF REPORT

The County of Hawaii Mass Transit Agency (MTA) is a direct recipient of federal funds administered by the Federal Transit Agency (FTA). MTA proposes to use FTA funding to construct a baseyard and maintenance facility that MTA has determined to fall under the provisions of Chapter III-13 of FTA Circular 4702.1B:

DETERMINATION OF SITE OR LOCATION OF FACILITIES. Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part." Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin." For purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and

the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations:

a. The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.

b. When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts.

c. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

In short, the purpose of a Title VI equity analysis is to ensure the location is selected without regard to race, color, or national origin. Per the guidance in the circular, this analysis must:

- Include outreach to persons potentially impacted by the siting of the facility;
- Compare impacts of various siting alternatives;
- Determine if cumulative adverse impacts might result due to the presence of other facilities with similar impacts in the area; and
- Occur before the selection of the preferred site.

If disparate impacts are identified, the least discriminatory alternative must be implemented.

1.2 PROJECT LOCATION (PREFERRED SITE)

The Base Yard and Maintenance Facility ("Project") is proposed to be located in Waiākea Homesteads, Waiākea *ahupua'a*, South Hilo District, Island and County of Hawai'i (see Figure 1). The preferred site is identified as a five acre portion ("Site") in the northwest corner of the state-owned TMK (3) 2-1-013:148, which is 40 acres in total.

In 1964, the State of Hawai'i Board of Land and Natural Resources (BLNR) approved the issuance of Governor's Executive Order (EO) 1288 to set aside TMK (3) 2-1-013:148, consisting of 40 acres, for use as a County of Hawai'i quarry and borrow pit. In 2014, the County of Hawai'i requested withdrawal of a five-acre portion of TMK (3) 2-1-013:148 from EO 1288. The withdrawn area is to then be reset aside to

the County for this proposed Mass Transit Agency Base Yard and Maintenance Facility. On September 12, 2014, the BLNR approved in concept the reset aside of the Site subject to several requirements, including compliance with Chapter 343, Hawai'i Revised Statutes (HRS) and subdivision. The BLNR will grant final approval to the reset aside of the executive order upon publication of the Final Environmental Assessment (EA), which will fulfill the Chapter 343, HRS compliance requirement, and final subdivision approval. The HRS 343 Final EA/FONSI was published on July 8, 2015. The subdivision is in process.

Access to the Site is over Ho'olaulima Road, a 50-foot wide road that the County of Hawai'i maintains. The owner and constructor of this road are unknown. In addition to providing access to the Site, the road is also used to access other County of Hawai'i properties and facilities, including a quarry, borrow pits, landfill, and sort station, in the area. The Site is not being used and has several four-wheel drive paths running through it.

2 PROJECT DESCRIPTION AND NEED

The Project site plan includes a 26,500 square foot building with 19,500 square feet of warehouse space for transit vehicle maintenance, washing, and repair. The building will also include office space for administrative staff who oversee daily transit operations as well as storage space. The roll up doors which access the warehouse/maintenance portion of the building are configured in the East/West direction. Two driveways will provide access from Ho'olaulima Road (Figure 2).

The majority of the Site will be paved to provide for bus staging and parking. Fifty-six bus stalls and 11 passenger vehicle stalls will be provided. This will be sufficient to accommodate MTA's fleet and the base yard employees' personal vehicles. The buses will be repaired, serviced, and washed inside the building. The exterior portion of the site is just intended for parking/staging.

The purpose of the Project is to better support MTA's operations. The MTA provides island-wide public transportation for the County of Hawai'i, administrative support to the Hawai'i County Transportation Commission, and oversees taxicab operators.

The Project is necessary because the MTA has grown significantly over the years and is in need of its own facility to improve efficiency and the work environment. Currently, its maintenance facility and baseyard is located on Railroad Avenue in the Schultz Siding facility where it shares limited space with the Department of Public Works.

3 ALTERNATIVE LOCATIONS CONSIDERED

Two alternate sites in Hilo for the Base Yard and Maintenance Facility were considered: one on Kino'ole Street and another on Kapiolani Street (refer to Figure 1).

- **Alternative Site #1.** The Kino'ole Street location is 3.70 acres and is the former site of the Hilo Lanes Bowling Alley (TMK 3rd/2-2-010:009). The site is privately owned, recently closed, and would need to be acquired. The width of the roads and traffic in the area were not conducive to

bus maneuvering. There is an affordable elderly rental housing across the street and retail businesses that would have been affected by the noise generated by the Project.

- Alternative Site #2. The Kapiolani Street site (TMK 3rd/2-4-001:183) is tight to accommodate the needed facilities (2.559 acres). It is a vacant State-owned parcel, so acquisition costs are minimal. The immediate neighbors are noise-sensitive—a hospice and a church.

4 ALTERNATIVES EQUITY ANALYSIS

Table 1 below compares the demographic impacts of the preferred Site against the alternative sites using the following criteria:

- Minority population of the census tract where the site was located;
- Who would be impacted (surrounding land use);
- Whether the Project would cause a displacement;
- Similar facilities nearby.

Table 1. Equity Impact Comparison of Alternative Sites

Equity Impact Criteria	Preferred Site	Alternative Site #1: Kinoole Street	Alternative Site #2: Kapiolani Street
Census Tract (FIPS Code) (see Figure 3)	15001020600	15001020400	15001020500
Minority Population of Census Tract within 1 mile radius (see Exhibit A)	Minority %: 87% Population density: 92 persons/sq. mi. Pacific Islander (including native Hawaiians): 27%	Minority %: 81% Population density: 2,831 persons/sq. mi. Pacific Islander (including native Hawaiians): 16%	Minority %: 85% Population density: 3,510 persons/sq. mi. Pacific Islander (including native Hawaiians): 17%
Who would be impacted by selecting this Site? (see Exhibit A, Figure 4, Figure 5)	Households: 21 Housing Units: 24 Surrounding Zoning: Agricultural (A-20a, A-10a, A-5a), Industrial (MG-1a, ML-20) Noise sensitive uses: DHHL large-lot ag-residential	Households: 968 Housing Units: 1,125 Surrounding Zoning: Commercial (CG-7.5), Higher-Density Residential (RD-3.75, RM-1) Noise-sensitive uses: elderly housing, residential, school, medical office, restaurants	Households: 1,005 Housing Units: 1,117 Surrounding Zoning: Commercial (CG-7.5, CG-20, CN-20), Residential (RS-10, RD-3.75, RM-1) Noise-sensitive uses: hospice, schools, churches, medical office, residential
Will selecting this site require displacement of residents or businesses?	No—State-owned vacant site	No—privately owned, recently closed business	No—State-owned vacant site
Other similar facilities nearby (e.g., maintenance,	Landfill, transfer station, green waste	Recycling center, automotive repair	None

storage, operations)? (see Figure 6)	processing, quarry, drag strip		
---	-----------------------------------	--	--

Sources:

Minority population within 1 mile: NEPAassist based on Census 2010 Summary File 1 (see Exhibit A) (U.S. Environmental Protection Agency, accessed July 2015)

County of Hawaii GIS zoning layer; Number of households and housing units from NEPA Assist

Aerial photograph of surrounding uses: Google Earth

The State Department of Hawaiian Home Lands (DHHL) owns land in the vicinity of the preferred site and leases exclusively to qualified native Hawaiians. DHHL has designated lands across from the Site for future agricultural homestead leases (see Figure 5). The extent of DHHL land in the vicinity of the Site is likely the primary factor for the preferred Site having the highest minority percentage.

Although within 0.5 mile of the preferred site the census tract minority population is the highest of the three sites, the following considerations outweigh the minority population criterion to recommend the preferred Site:

- The surrounding uses and associated ambient noise is mostly industrial for the preferred Site;
- The number of residences and noise-sensitive uses surrounding the preferred Site are the fewest;
- A noise study determined that the potential noise from the Project would not exceed HUD standards (less than 65 DNL) for the Department of Hawaiian Home Lands future agricultural homestead lots in the vicinity of the Site (see Exhibit B. Noise Study).

There should not be any cumulative adverse impacts due to the presence of other facilities with similar impacts in the area. The Project is a stand-alone project which does not involve a commitment for larger actions. Past use of the Site has been very minimal, and the proposed Base Yard and Maintenance Facility is a less intensive use than the quarry and borrow pit use for which the Site is currently slated. In addition, construction of the Base Yard and Maintenance Facility will provide better site control, halting the illegal dumping that is currently occurring.

The Base Yard and Maintenance Facility will serve the existing residents of Hilo and its visitors. It will not induce any increases or shifts in population, but it may allow the MTA to better respond to such increases or shifts.

Thus, the preferred location was selected without regard to race, color, or national origin. The preferred site had the least impacts in terms of impact to the surrounding uses. The Final EA includes mitigation measures to minimize potential impacts associated with the preferred Site.

5 PUBLIC OUTREACH

The following consultation was conducted as part of the State environmental process, as documented in the Final EA for the Project (PBR HAWAII & Associates, Inc., accessed July 2015).

8.2 PUBLIC REVIEW

The Draft EA was published in the April 23, 2015 issue of OEQC's Environmental Notice, initiating a Public Review period ending May 25, 2015. The following agencies,

organizations and individuals were sent copies of the Draft EA. Those that provided written comments (either by hardcopy or email) are highlighted in italics. Copies of the written comments and responses are reproduced in Appendix G.

8.2.1.1 State of Hawai'i

- Department of Agriculture
- *Department of Accounting and General Services*
- Department of Business, Economic Development & Tourism (DBEDT)
- DBEDT – Energy Division
- DBEDT – Hawai'i Housing Finance and Development Corporation
- *DBEDT – Office of Planning*
- Department of Defense
- Department of Education
- *Department of Hawaiian Homelands*
- *Department of Health - Environmental Planning Office*
- *Department of Human Services*
- Department of Labor and Industrial Relations
- *Department of Land and Natural Resources (DLNR)*
- DLNR - State Historic Preservation Division
- *Department of Transportation*
- Office of Environmental Quality Control
- Office of Hawaiian Affairs
- University of Hawai'i Water Resources Research Center
- State Representative R. Onishi
- State Senator Kauhale

8.2.1.2 Federal

- U.S. Army Corps of Engineers – Regulatory Branch
- U.S. Federal Emergency Management Agency
- U.S. Fish and Wildlife Service
- U.S. Geological Survey – Hawaiian Volcano Observatory
- U.S. National Oceanic and Atmospheric Administration

8.2.1.3 County of Hawai'i

- Department of Environmental Management
- Department of Parks & Recreation
- Department of Research & Development
- *Department of Water Supply*
- *Fire Department*
- Office of Housing and Community Development
- Planning Department
- *Police Department*
- County Councilmember D. Onishi

Private Organizations & Individuals

- *Hawaiian Electric Light Co.*
- Hawaiian Telecom
- Oceanic Time Warner Cable

6 REFERENCES

PBR HAWAII & Associates, Inc. (accessed July 2015). *Final Environmental Assessment and Finding of No Significant Impact: County of Hawai'i Mass Transit Agency Baseyard & Maintenance Facility*. Retrieved from OEQC Website:
http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Hawaii/2010s/2015-07-08-HA-5B-FEA-Hawaii-County-Mass-Transit-Agency-Base-Yard-and-Maintenance-Facility.pdf

U.S. Environmental Protection Agency. (accessed July 2015). *NEPAssist Mapping*. Retrieved from <http://nepassistool.epa.gov/nepassist/entry.aspx>

Figures

Figure 1. Location Map—Preferred & Alternative Sites

Figure 2. Site Plan

Figure 3. Census Tracts 2010 with 0.5-Mile Buffer around Preferred & Alternative Sites

Figure 4. Land Use Zoning Map

Figure 5. Department of Hawaiian Home Lands Island Plan Map

Figure 6. Aerial Photo of Surrounding Uses

Exhibits

Exhibit A. NEPAssist Reports

Exhibit B. Noise Study



PDF - CA
 Path: C:\Users\frankemoto\Documents\ArcGIS\Project Files\MTA Baseyard\MTA Baseyard.mxd

DATE: 7/13/2015

LEGEND
■ MTA Preferred Site
■ MTA Alternative Sites

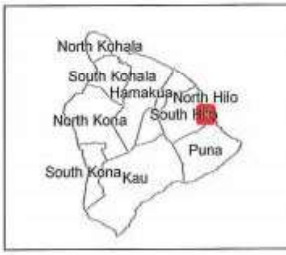
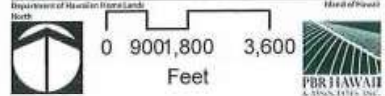
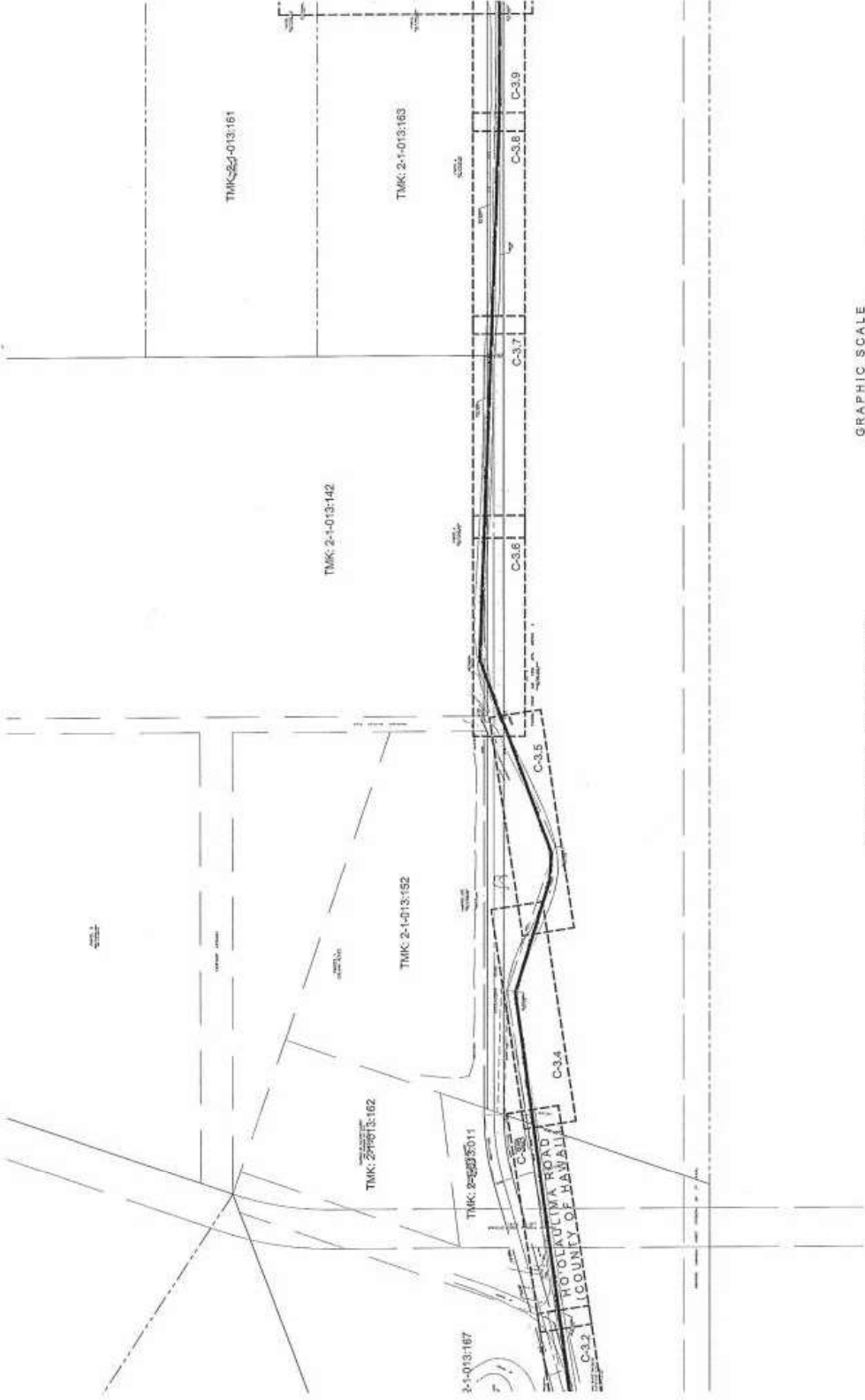


Figure 1. Location Map-- Preferred and Alternative Sites

MTA Baseyard & Maintenance Facility

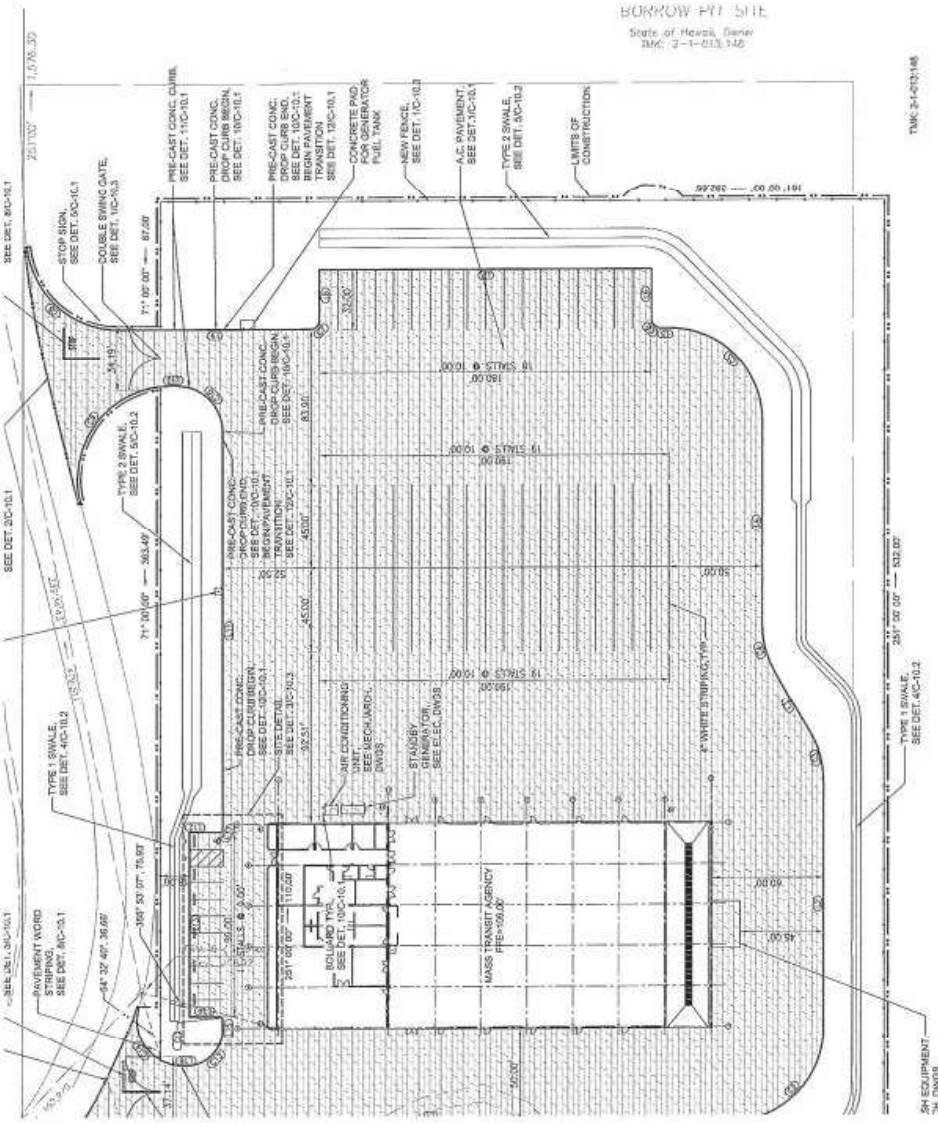


Source: ESRI Online Base Maps.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



OVERALL SITE PLAN

- IT CONC. WALKWAY / PAVEMENT
- A.C. PAVEMENT



Line Table: Alignments

Line #	Length	Direction
L1	325.69	341° 00' 00"
L2	133.04	280° 59' 45"
L3	19.78	221° 00' 00"
L4	110.51	251° 00' 00"
L5	5.00	181° 00' 00"
L6	27.00	251° 00' 00"
L7	180.00	181° 00' 00"
L8	27.00	71° 00' 00"
L9	104.14	181° 30' 00"
L10	4.07	341° 00' 00"
L11	214.78	71° 00' 00"
L12	16.00	181° 00' 00"
L13	99.00	71° 00' 00"
L14	15.81	341° 00' 00"
L15	5.12	71° 00' 00"
L16	1.77	181° 00' 00"

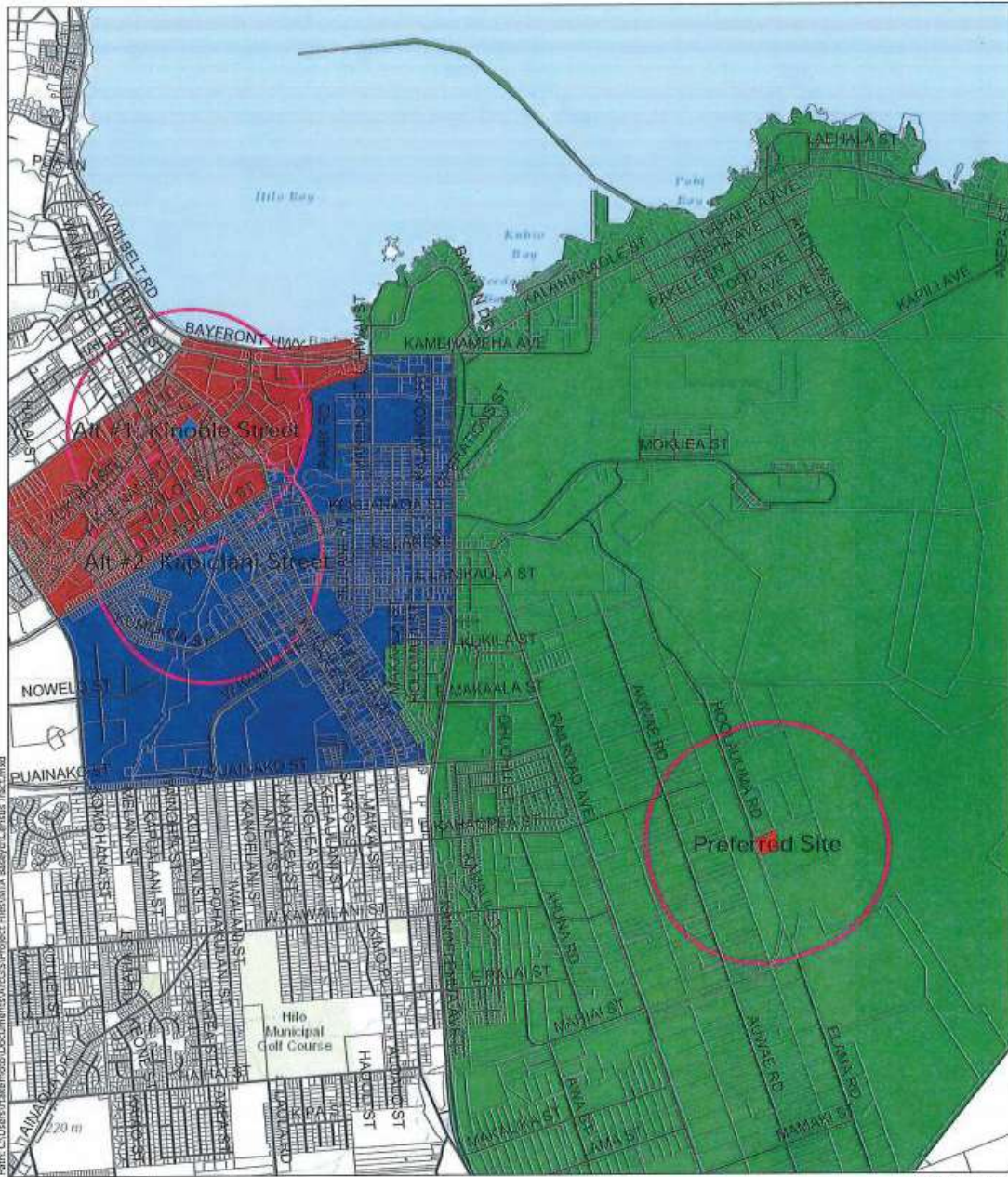
Curve #	CL
C1	50°38'44"
C2	80°00'15"
C3	28°59'45"
C4	30°00'00"
C5	80°00'00"
C6	90°00'00"
C7	90°00'00"
C8	84°22'37"
C9	105°53'29"
C10	90°00'00"
C11	90°00'00"
C12	84°58'19"
C13	90°00'00"
C14	107°38'1"

BORROW PIT SITE
 State of Hawaii, Denver
 TMC 2-1-013, 142

PARTIAL SITE PLAN 1

GRAPHIC SCALE
 30' 0" 30'

- IT CONC. WALKWAY/ PAVEMENT
- A.C. PAVEMENT



DATE: 7/13/2015

- LEGEND**
- MTA Preferred Site
 - MTA Alternative Sites
 - 0.5-mile radius
- TRACT**
- 020400
 - 020500
 - 020600

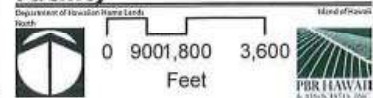
Source: ESRI Online Basemaps

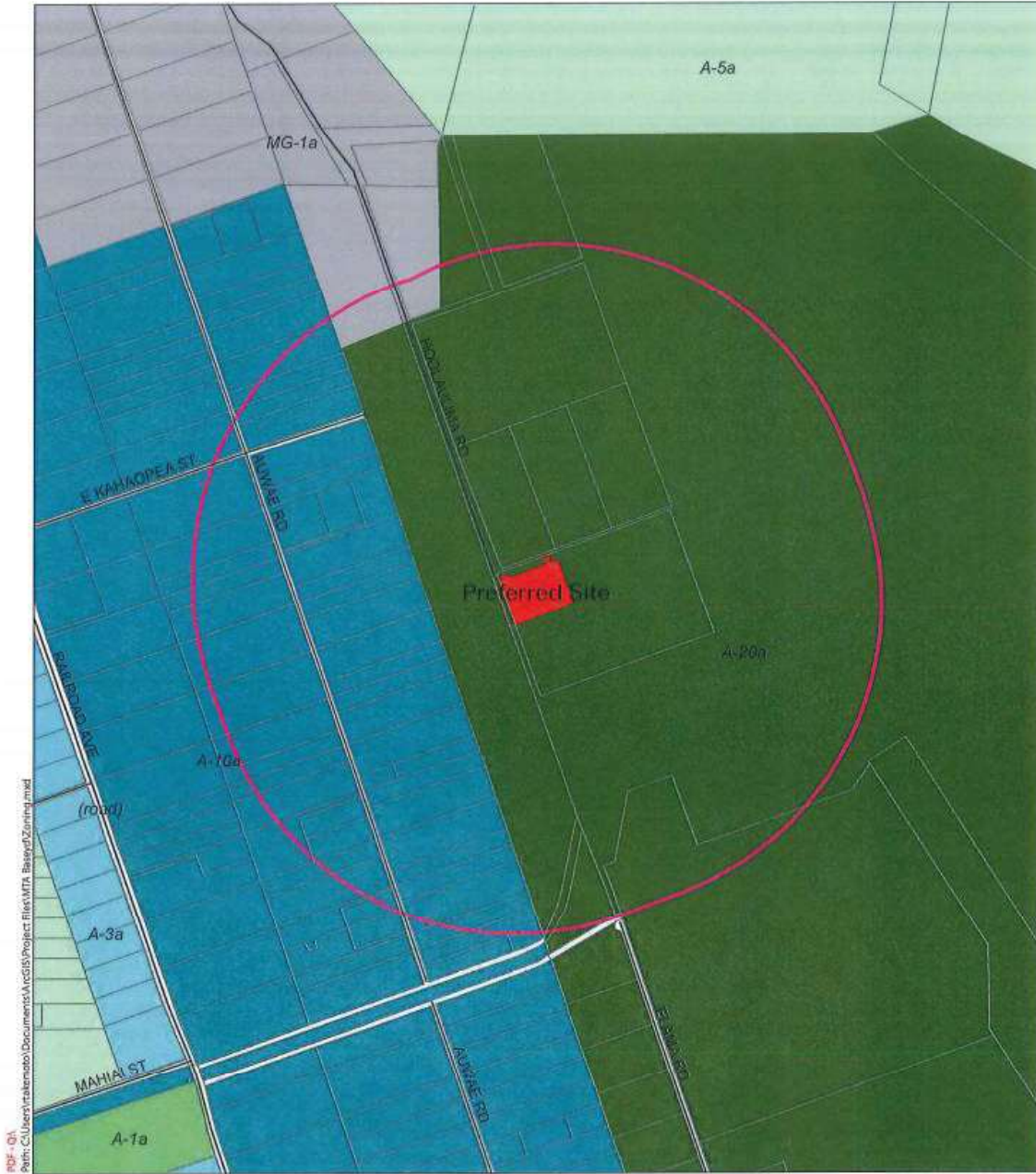
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



Figure 3. Census Tracts with 0.5-Mile Buffer around Preferred & Alternative Sites

MTA Baseyard & Maintenance Facility





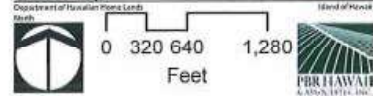
PDF - QA
 Path: C:\Users\trahernab\Documents\ArcGIS\Project Files\MTA Baseyard\Zoning.mxd

DATE: 7/13/2015

- LEGEND**
- MTA Preferred Site
 - MTA Alternative Sites
 - 0.5-mile radius

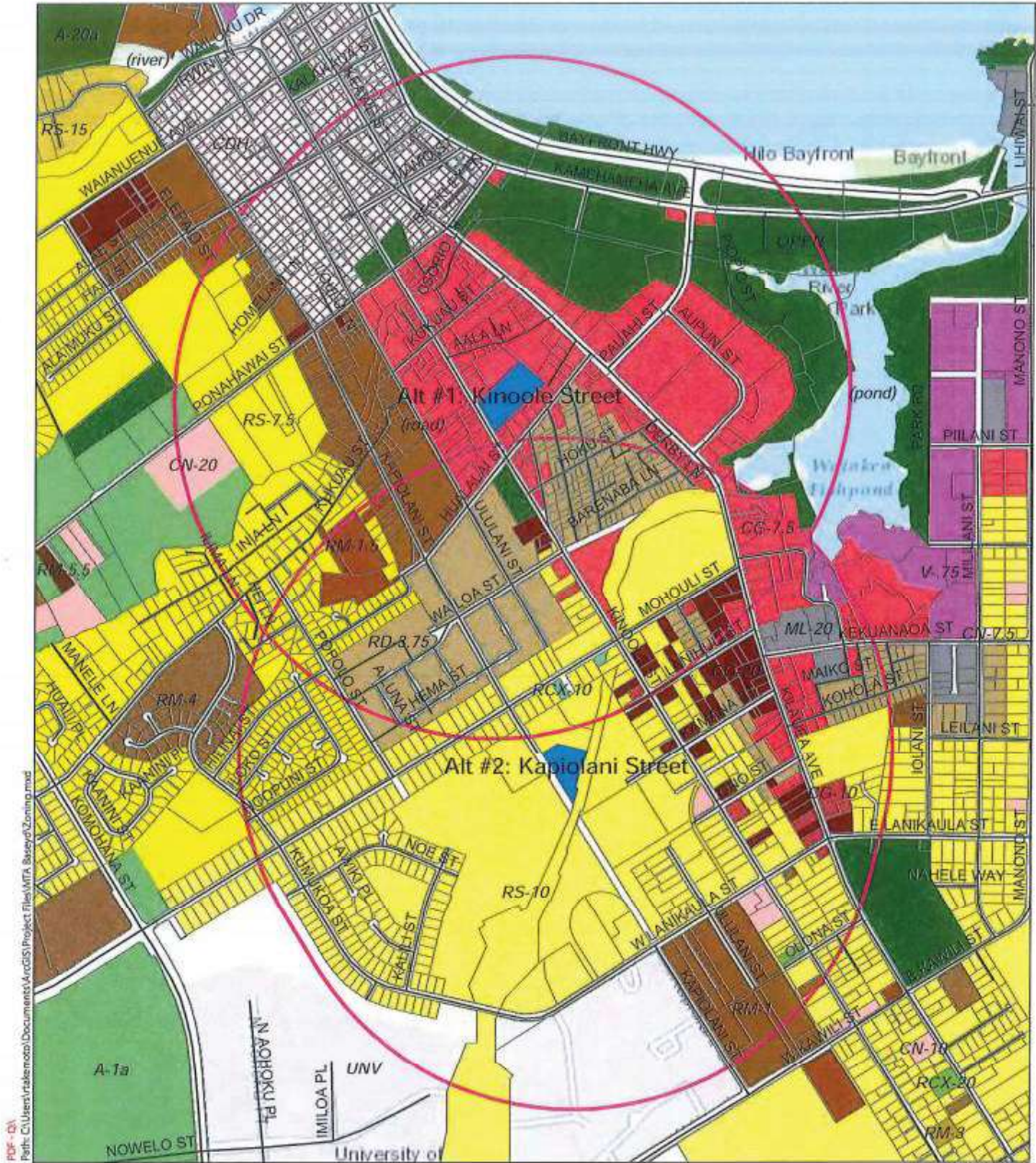


Figure 4. Land Use Zoning Map
MTA Baseyard & Maintenance Facility



Source: ESRI Online Basemaps.

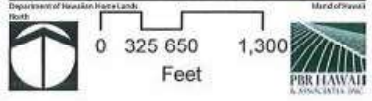
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



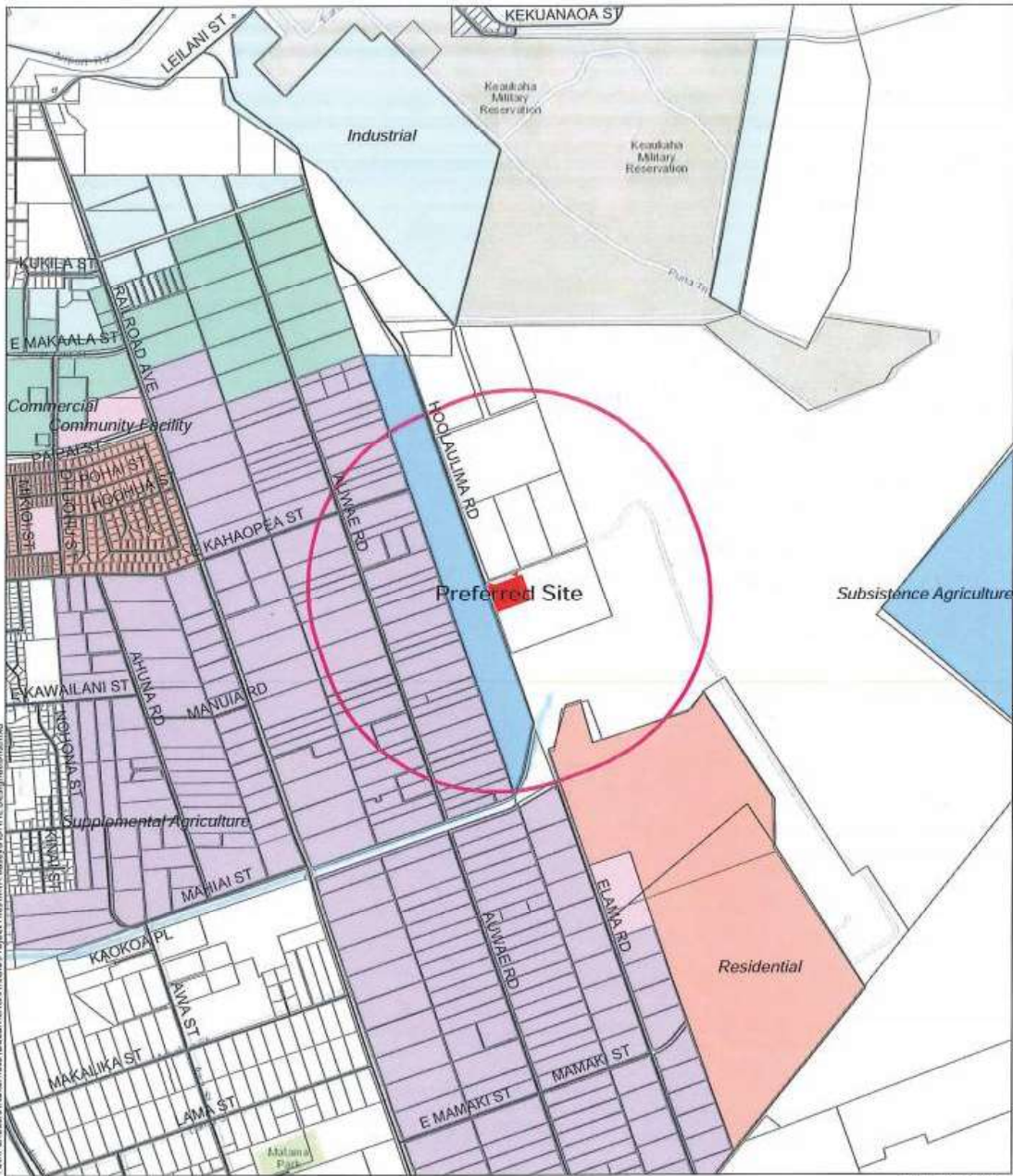
LEGEND
 ■ MTA Preferred Site
 ■ MTA Alternative Sites
 ○ 0.5-mile radius



Figure 4. Land Use Zoning Map
MTA Baseyard & Maintenance Facility



Source: ESRI Online Base Maps
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



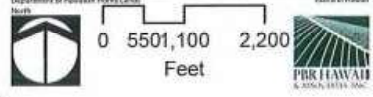
PCE - 01
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DATE: 7/13/2015

LEGEND	
■ MTA Preferred Site	■ Community Facility
■ MTA Alternative Sites	■ Commercial
 0.5-mile radius	■ Industrial
■ Residential	■ General Agriculture
■ Subsistence Agriculture	■ Special District
■ Supplemental Agriculture	■ Conservation
■ Pastoral	■ Undesignated



Figure 5. DHHL Island Plan Designations
MTA Baseyard & Maintenance Facility



Source: ESRI Online Basemaps.
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



Figure 6A

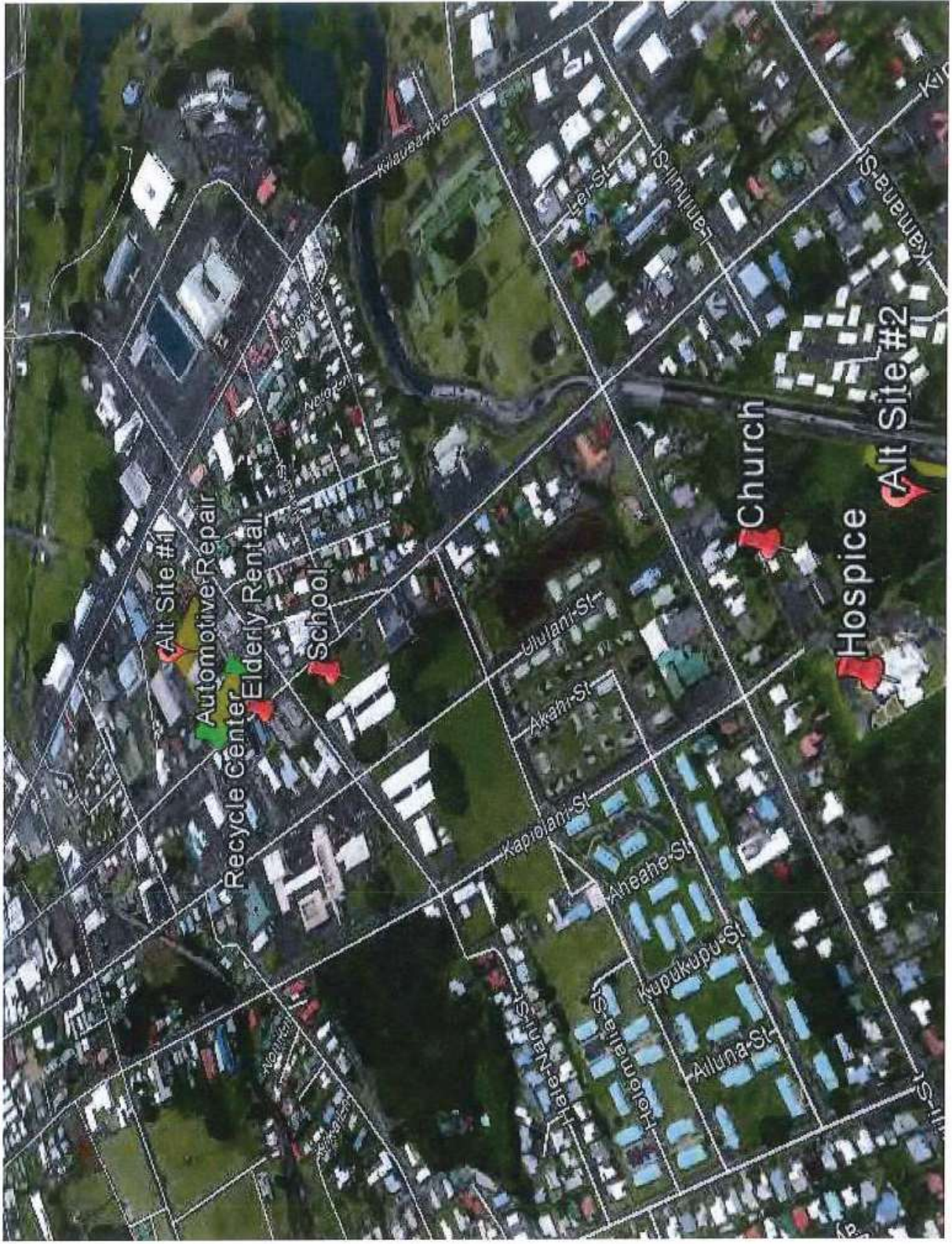


Exhibit A

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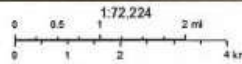
NEPAssist Report

Preferred Site



- Schools
- Churches
- Hospitals
- World Street Map

July 14, 2015



Source: Esri, HERE, DeLorme, USGS, Imagery, Positron P Corp., NAVTEQ, Earthstar (USA), Earthstar (Japan), Esri (Japan), Esri (Taiwan), Esri (Thailand), Swatch/NOA, © OpenStreetMap contributors, and the GIS User Community

Project Location	19.689,-155.041947
Within 0.5 miles of an Ozone 8 - hr Non-Attainment Area?	no
Within 0.5 miles of a PM2.5 Non-Attainment Area?	no
Within 0.5 miles of a Lead Non-Attainment Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	no
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	yes
Within 0.5 miles of a stream?	no
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a RADInfo site?	no
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	yes
Within 0.5 miles of an air emission facility?	no
Within 0.5 miles of a hazardous waste (RCRA) facility?	no
Within 0.5 miles of a school?	no
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	no

Within 0.5 miles of a designated sole source aquifer?	no
Within 0.5 miles of a historic property on the National Register of Historic Places?	no

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EJView Census 2010 Summary Report



Location: -155.041947,19.689000

Study Area: 0.5 miles around the point location

Summary	Census 2010
Population	84
Population Density (per sq. mile)	86
Minority Population	79
% Minority	94%
Households	21
Housing Units	23
Land Area (m ²)	2,516,731
% Land Area	100%
Water Area (m ²)	7,425
% Water Area	0%

Population by Race	Number	Percent
Total	84	-----
Population Reporting One Race	49	58%
White	6	7%
Black	0	0%
American Indian	0	0%
Asian	13	15%
Pacific Islander	29	35%
Some Other Race	0	0%
Population Reporting Two or More Races	35	42%
Total Hispanic Population	9	11%
Total Non-Hispanic Population	75	89%
White Alone	5	6%
Black Alone	0	0%
American Indian Alone	0	0%
Non-Hispanic Asian Alone	12	15%
Pacific Islander Alone	27	32%
Other Race Alone	0	0%
Two or More Races Alone	30	36%

Population by Sex	Number	Percent
Male	41	49%
Female	43	51%

Population by Age	Number	Percent
Age 0-4	5	6%
Age 0-17	23	27%
Age 18+	61	73%
Age 65+	12	14%

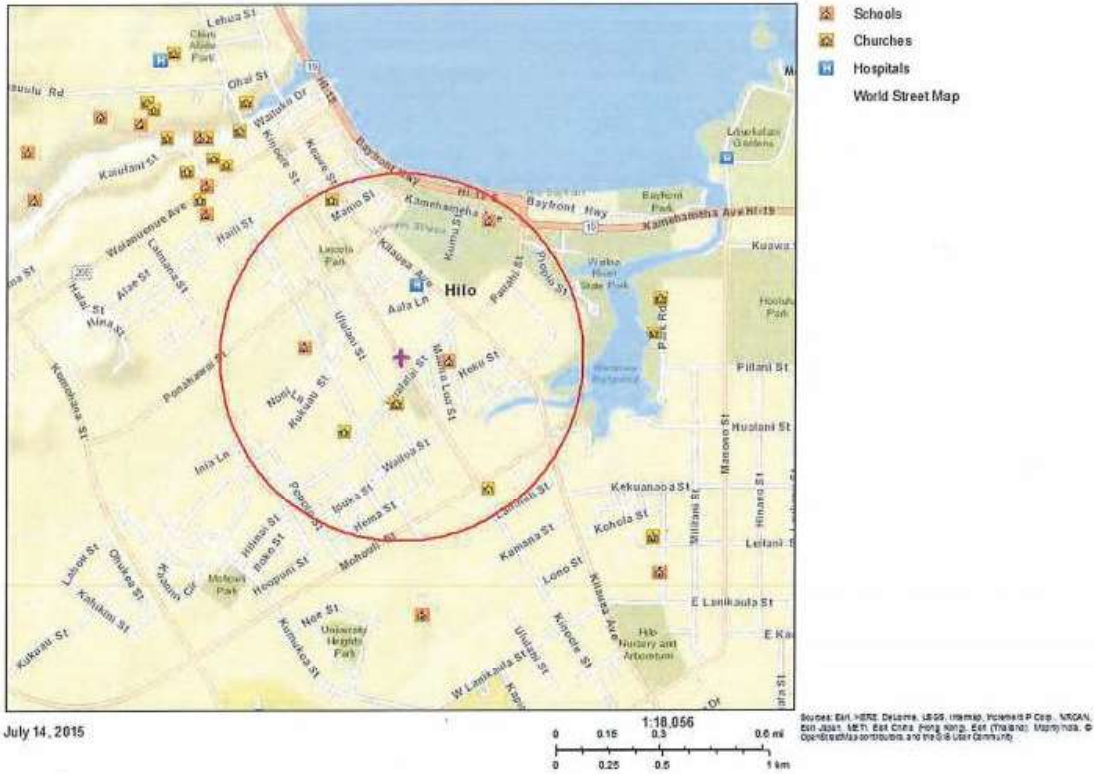
Households by Tenure	Number	Percent
Total	21	
Owner Occupied	17	80%
Renter Occupied	4	20%

Data Note: Detail may not sum to totals dues to rounding. Hispanic population can be of any race.

Source: U.S. Census Bureau, Census 2010 Summary File 1.

NEPassist Report

MTA Baseyd Alt Site #1



Project Location	19.716846,- 155.083695
Within 0.5 miles of an Ozone 8 - hr Non-Attainment Area?	no
Within 0.5 miles of a PM2.5 Non-Attainment Area?	no
Within 0.5 miles of a Lead Non-Attainment Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	yes
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	yes
Within 0.5 miles of a stream?	no
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a RADInfo site?	no
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	yes
Within 0.5 miles of an air emission facility?	yes
Within 0.5 miles of a hazardous waste (RCRA) facility?	yes
Within 0.5 miles of a school?	yes
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	yes

Within 0.5 miles of a designated sole source aquifer?	no
Within 0.5 miles of a historic property on the National Register of Historic Places?	no

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EJView Census 2010 Summary Report



Location: -155.041947,19.889000

Study Area: 0.5 miles around the point location

Summary	Census 2010
Population	84
Population Density (per sq. mile)	86
Minority Population	79
% Minority	94%
Households	21
Housing Units	23
Land Area (m ²)	2,516,731
% Land Area	100%
Water Area (m ²)	7,425
% Water Area	0%

Population by Race	Number	Percent
Total	84	-----
Population Reporting One Race	49	58%
White	6	7%
Black	0	0%
American Indian	0	0%
Asian	13	15%
Pacific Islander	29	35%
Some Other Race	0	0%
Population Reporting Two or More Races	35	42%
Total Hispanic Population	9	11%
Total Non-Hispanic Population	75	89%
White Alone	5	6%
Black Alone	0	0%
American Indian Alone	0	0%
Non-Hispanic Asian Alone	12	15%
Pacific Islander Alone	27	32%
Other Race Alone	0	0%
Two or More Races Alone	30	36%

Population by Sex	Number	Percent
Male	41	49%
Female	43	51%

Population by Age	Number	Percent
Age 0-4	5	6%
Age 0-17	23	27%
Age 18+	61	73%
Age 65+	12	14%

Households by Tenure	Number	Percent
Total	21	
Owner Occupied	17	80%
Renter Occupied	4	20%

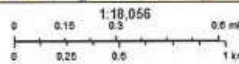
Data Note: Detail may not sum to totals dues to rounding. Hispanic population can be of any race.
 Source: U.S. Census Bureau, Census 2010 Summary File 1.

NEPAssist Report

MTA Baseyd Alt #2



July 14, 2015



SOURCES: Esri, DeLorme, GeoEye, (Geo) Information Systems, Inc., IGNON, Esri, Swire, MEI, East Asia, Hong Kong, Esri, (Thailand), Mapbox, © Copernicus, GeoEye, and GeoEye, Inc.

Project Location	19.709453, -155.082579
Within 0.5 miles of an Ozone 8 - hr Non-Attainment Area?	no
Within 0.5 miles of a PM2.5 Non-Attainment Area?	no
Within 0.5 miles of a Lead Non-Attainment Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	yes
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	no
Within 0.5 miles of a stream?	no
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a RADInfo site?	no
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	yes
Within 0.5 miles of an air emission facility?	no
Within 0.5 miles of a hazardous waste (RCRA) facility?	yes
Within 0.5 miles of a school?	yes
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	no

Within 0.5 miles of a designated sole source aquifer?	no
Within 0.5 miles of a historic property on the National Register of Historic Places?	no

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EJView Census 2010 Summary Report



Location: -155.041947,19.689000

Study Area: 0.5 miles around the point location

Summary	Census 2010
Population	84
Population Density (per sq. mile)	86
Minority Population	79
% Minority	94%
Households	21
Housing Units	23
Land Area (m ²)	2,516,731
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Renter Occupied	4	20%

Data Note: Detail may not sum to totals dues to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

Exhibit B

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June 18, 2015

Technical Memorandum

TO: Mitsunaga & Associates, Inc.
Attn: Mr. Chad McDonald, P.E., LEED AP
747 Amana St #216
Honolulu, HI 96814

FROM: Sam Silverman, Senior Associate
Dr. Seyedehsan Hosseini, Ph.D., Environmental Scientist
Terry A. Hayes Associates Inc.

DATE: June 18, 2015

Re: County of Hawai'i Mass Transit Agency Base Yard and Maintenance Facility Noise Study

Terry A. Hayes Associates Inc. (TAHA) completed a Noise Study for the County of Hawai'i Mass Transit Agency (MTA) Base Yard and Maintenance Facility. The State of Hawai'i Department of Hawaiian Homelands (DHHL) submitted a comment letter related to the Environmental Assessment (EA) prepared for the proposed facility. The DHHL asserts that the EA does not adequately assess noise levels at existing homestead lots in Pana'eewa, and future noise levels could compromise the ability to use U.S. Department of Housing and Urban Development (HUD) funds at adjacent undeveloped homesteads. This Noise Study discusses the fundamentals of noise, defines existing conditions, and identifies future noise levels associated with the proposed facility.

PROJECT DESCRIPTION

The Base Yard and Maintenance Facility is proposed to be located in Wai'ākea Homesteads, Wai'ākea ahupua'a, South Hilo District, Island and County of Hawai'i (**Figure 1**). The project site is identified as a five-acre area in the northwestern corner of the State-owned 40-acre lot.

The proposed facility includes construction of a 26,500-square-foot building with 19,500 square feet of warehouse space for transit vehicle maintenance, washing, and repair. The building would also include office space for administrative staff who oversee daily transit operations, as well as storage space. The building would be built to meet the Silver accreditation level of the U.S. Green Building Council Leadership in Energy and Environmental Design standards. The buildings would be oriented toward the Pana'eewa Drag Strip Road. Two driveways of the proposed facility would provide access to the Pana'eewa Drag Strip Road.

The majority of the project site would be paved to provide for bus staging and parking. Fifty-six bus stalls and 11 passenger vehicle stalls would be provided. This would be sufficient to accommodate MTA's fleet and the base yard employees' personal vehicles.



Terry A. Hayes Associates Inc.
8522 National Boulevard Suite 102
Culver City CA 90232-2400
310.839.4200 fax 310.839.4201
w e b t a h a . c o m

FUNDAMENTALS OF NOISE¹

Noise is generally considered to be unwanted sound. Sound is what we hear when our ears are exposed to small pressure fluctuations in the air. There are many ways in which pressure fluctuations are generated, but typically they are caused by vibrating movement of a solid object. Noise can be described in terms of three variables: amplitude (loud or soft); frequency (pitch); and time pattern (variability).

Sound is a fluctuation of air pressure. The number of times the fluctuation occurs in one second is called frequency. Our human hearing system does not respond equally to all frequencies of sound. Acoustical scientists measured and developed frequency response functions that characterize the way people respond to different frequencies. These are the so-called A-, B-, and C-weighted curves, representing the way people respond to sounds of normal, very loud, and extremely loud sounds, respectively. Environmental noise generally falls into the "normal" category so that the A-weighted sound level is considered best to represent the human response.

The A-weighted sound level in decibels (dBA) describes noise at any moment in time. The noise analysis discusses sound levels in terms of the Day-Night Average Sound Level (L_{dn}), which describes a cumulative noise exposure from all events over a full 24 hours, with events between 10:00 p.m. and 7:00 a.m. increased by 10 decibels to account for greater nighttime sensitivity to noise.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces, such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces, such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings, that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a community response.

EXISTING CONDITIONS

Existing Sound Levels. The primary sources of noise in the project vicinity include South Hilo Sanitary Landfill operations, quarry activity, vehicles associated with the Hilo Drag Strip, and aircraft associated with Hilo International Airport. Existing conditions were characterized over a 24-hour period using a SoundPro DL Sound Level Meter between 4:00 p.m. on Tuesday, June 9, 2015, and 4:00 p.m. on Wednesday, June 10, 2015. The noise monitoring location is shown in **Figure 2**. The L_{dn} in the project area was 54 dBA.

¹Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Surrounding Land Uses. A quarry run by the County of Hawai'i is directly north of the road that runs along the boundary of the project site. Beyond the quarry to the north is the County's South Hilo Sanitary Landfill. The Hilo International Airport is less than two miles due north of the project site. The National Guard's Keaukaha Military Reservation is less than one mile northeast of the project site.

Immediately to the east and south of the project site is a State-owned property that is leased to the U.S. Department of Transportation, Federal Aviation Administration (FAA).

West of the project site is a large linear piece of undeveloped land owned by DHHL and designated in their island plan for future Subsistence Agricultural homestead leases. Beyond this parcel to the west is DHHL's Keaukaha-Pana'ewa Community, which is an existing agricultural subdivision.

Further south beyond the FAA property is another DHHL-owned property, which is identified as being part of the agency's Wai'ākea Community. However, there is currently no development on this property. To the southwest is the Hilo Drag Strip, which is a drag racing facility.

The Federal Transit Administration (FTA) defines sensitive receptors as land uses where the noise level is quiet because it is an essential element in their intended purpose, such as residences and buildings where people sleep, and institutional land uses with primarily daytime and evening uses. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas are noise-sensitive receptors and may warrant unique measures for protection from intruding noise. Existing homesteads and undeveloped DHHL land are shown in **Figure 1**. These are the closest noise-sensitive land uses to the project site and have the most potential to be impacted by the proposed project.

REGULATORY FRAMEWORK

Federal Regulations. The following summarizes relevant regulations established by the FTA and HUD.

FTA. All transit projects receiving federal transit funding must use the FTA's Noise Impact and Vibration Assessment to predict and assess potential noise impacts. The guidance includes impact criteria to identify potential adverse effects. As ambient levels increase, smaller and smaller increments of noise are recommended to limit community annoyance. This is because, in areas with high ambient noise, it takes a smaller increase in noise to attain the same percentage increase in human annoyance levels as a larger increase in noise in areas with low ambient noise. The impact criteria are shown in **Figure 3**.

The noise impact criteria are defined by two curves, which allow increasing project noise levels as existing noise increases up to a point, beyond which impact is determined based on project noise alone. Below the lower curve, a proposed project is considered to have no noise impact since, on the average, the introduction of the project would result in an insignificant increase in the number of people highly annoyed by the new noise. Project noise above the upper curve is considered to cause Severe Impact since a significant percentage of people would be highly annoyed by the new noise. Between the two curves, the proposed project is judged to have Moderate Impact. The change in the cumulative noise level is noticeable to most people but may not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation, such as the existing level, predicted level of increase over existing noise levels and the types and numbers of noise-sensitive land uses affected. Refer to the *FTA Noise Impact and Vibration Assessment (2006)* for a detailed discussion of the impact criteria.

HUD. HUD regulations include exterior noise standards for new housing construction assisted or supported by the department.² HUD states that an acceptable noise level is 65 dBA L_{dn} or less, a normally unacceptable noise level exceeds 65 dBA L_{dn} but does not exceed 75 dBA L_{dn} (appropriate sound attenuation measures must be provided to achieve an acceptable status), and an unacceptable noise level exceeds 75 dBA L_{dn} . HUD regulations do not contain standards for interior noise levels. The noise environment inside a building is considered acceptable if the noise environment external to the building is acceptable and the building is constructed in a manner common to the area.

State and Local Regulations. The State of Hawaii established Community Noise Control rules in the Hawaii Administrative Rules in 1996.³ The purpose of Title 11, Chapter 46 of the Hawaii Administrative Rules is to define the maximum permissible sound levels, and to provide for the prevention, control, and abatement of noise pollution. The State Department of Health published a Noise Reference Manual for the Big Island.⁴ The manual describes various kinds of noise, their sources, and how complaints can be resolved. Neither the Community Noise Control rules nor the Noise Reference Manual contain operational standards relevant to the proposed project.

PROJECT-RELATED NOISE

Project-related noise was assessed in accordance with FTA and HUD guidance. Neither agency provides methodology for assessing potential impacts to undeveloped, future land uses. FTA provides impact criteria for existing land uses based on the incremental change in existing noise levels caused by a project. HUD provides land use compatibility guidelines for projects actively requesting HUD funds.

The Keaukaha-Pana'ewa Community contains the closest existing residences to the project site. These residences were assessed using the FTA methodology. Directly to the west, a large linear piece of undeveloped land owned by DHHL is designated future Subsistence Agricultural homesteads although the homesteads are not being designed or developed at this time. HUD land use compatibility criteria do not directly apply to these unplanned homesteads although the analysis below presents the project-related noise levels at this undeveloped land.

Noise levels were estimated using the FTA Noise Impact Assessment Spreadsheet. The FTA spreadsheet methodology accounts for activity at the Base Yard and Maintenance Facility and buses on the Pana'ewa Drag Strip Road. Passenger vehicles are not included in the FTA methodology as the bus facility and associated bus activity would be the dominant noise sources. The following FTA Noise Impact Assessment Spreadsheet variables were used based on input provided by the project team:

- FTA Land Use Category - 2 (Residential)
- Stationary Source - Bus Operating Facility
 - Average number of buses during daytime hours - 2.0
 - Average number of buses serviced during daytime hours - 1.4
 - Average number of buses during nighttime hours - 2.7
 - Average number of buses serviced during nighttime hours - 0.6

²U.S. Code of Federal Regulations, Title 24, Part 51, Section 103.

³State of Hawaii, Hawaii Administrative Rules, Title 11, Chapter 46, Community Noise Control, September 23, 1996.

⁴Hawaii Department of Health, *Noise Reference Manual - Big Island Edition*, 2008.

- Highway/Transit Source - Buses (Diesel-Powered)
 - Speed - 25 miles per hour
 - Average number of events during daytime hours - 2.0
 - Average number of events during nighttime hours - 1.4

Regarding existing DHHL homesteads, the closest property to the Base Yard and Maintenance Facility is located at 889 Auwae Road, approximately 630 feet to the west. The homestead at 501 Auwae Road was used to represent the closest property to bus activity on Pana'ewa Drag Strip Road. Based on FTA impact criteria and the existing 54 dBA L_{dn} , a Moderate Impact would occur if the project-related noise exceeds 55 dBA L_{dn} and a Severe Impact would occur if project-related noise levels exceed 61 dBA L_{dn} . As shown in **Table 1**, the project would not result in Moderate or Severe Impacts. Refer to the appendix for detailed calculations.

TABLE 1: FTA NOISE ASSESSMENT FOR EXISTING LAND USES				
Location	Estimated dBA, L_{dn}			Impact?
	Existing Conditions	Total Project Noise Level	Total Noise Exposure	
889 Auwae Road	54	41	54	No
501 Auwae Road	54	34	54	No

SOURCE: TAHA, 2015.

Regarding future DHHL homesteads, the project-related noise levels at the undeveloped strip of DHHL property would be 56 L_{dn} , and the combined project and existing noise level would be 58 dBA L_{dn} . This would be less than the HUD standard for an acceptable noise environment of 65 dBA L_{dn} , and, if DHHL were seeking HUD funds at this time, the proposed project would not interfere with procurement of those funds.

SUMMARY

The Noise Study examined and evaluated future possible noise impacts at the existing and future DHHL homesteads due to operations of the proposed Base Yard and Maintenance Facility. The results of the analysis indicate that project-related noise would not impact existing land uses in accordance with FTA guidance. In addition, project-related noise would comply with HUD compatibility standards at future DHHL homesteads.



LEGEND:

- Noise Monitoring Location

■ Project Site

SOURCE: TAHA, 2015.

APPROX. SCALE



FIGURE 1

NOISE MONITORING LOCATION



LEGEND:

- Project Site
- Existing Homesteads
- Undeveloped Lands

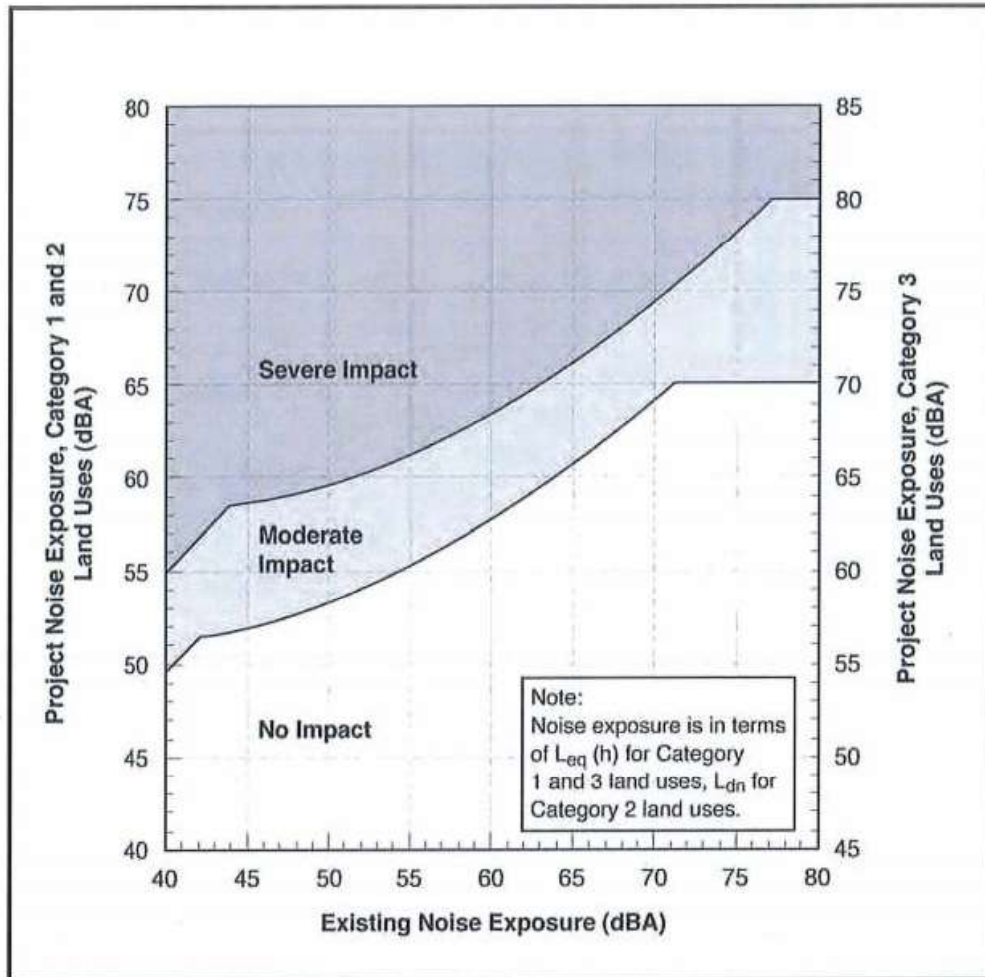
APPROX.
SCALE



SOURCE: TAHA, 2015.

FIGURE 2

EXISTING HOMESTEADS AND
UNDEVELOPED DHHL



SOURCE: FTA, 2006.

FIGURE 3

NOISE IMPACT CRITERIA

Appendix

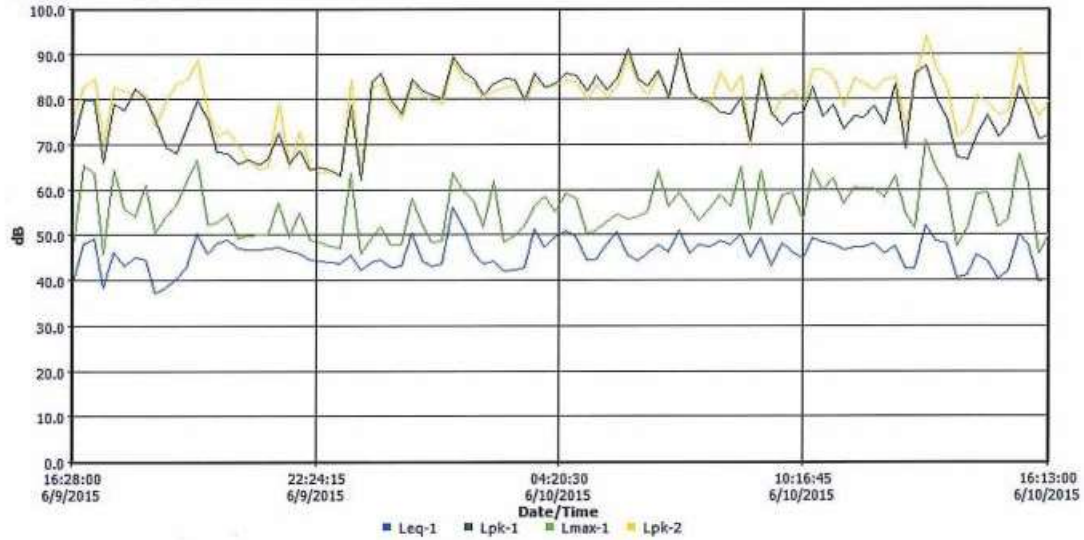
Study Report

6/18/2015

General Data Panel

Description	Meter/Sensor	Value	Description	Meter/Sensor	Value
Lmin	1	31 dB	Lmax	1	71.1 dB
Leq	1	47.3 dB	CNEL	1	54.3 dB
SEL	1	96.6 dB	LDN	1	54 dB

Logged Data Chart



Leq-1	Timestamp
39.6	6/9/2015 4:28:00 PM
48.2	6/9/2015 4:43:00 PM
49.3	6/9/2015 4:58:00 PM
38.4	6/9/2015 5:13:00 PM
46.4	6/9/2015 5:28:00 PM
43.2	6/9/2015 5:43:00 PM
45.1	6/9/2015 5:58:00 PM
44.6	6/9/2015 6:13:00 PM
37.3	6/9/2015 6:28:00 PM
38.6	6/9/2015 6:43:00 PM
40.4	6/9/2015 6:58:00 PM
43.0	6/9/2015 7:13:00 PM
50.7	6/9/2015 7:28:00 PM
46.0	6/9/2015 7:43:00 PM
48.2	6/9/2015 7:58:00 PM
49.2	6/9/2015 8:13:00 PM
47.2	6/9/2015 8:28:00 PM
47.0	6/9/2015 8:43:00 PM
46.9	6/9/2015 8:58:00 PM
47.1	6/9/2015 9:13:00 PM
47.6	6/9/2015 9:28:00 PM
46.5	6/9/2015 9:43:00 PM
46.0	6/9/2015 9:58:00 PM
44.8	6/9/2015 10:13:00 PM
44.5	6/9/2015 10:28:00 PM
44.0	6/9/2015 10:43:00 PM
43.8	6/9/2015 10:58:00 PM
45.9	6/9/2015 11:13:00 PM
42.4	6/9/2015 11:28:00 PM
44.0	6/9/2015 11:43:00 PM
44.6	6/9/2015 11:58:00 PM
43.1	6/10/2015 12:13:00 AM
43.2	6/10/2015 12:28:00 AM

Leg-1	Timestamp
50.7	6/10/2015 12:43:00 AM
44.3	6/10/2015 12:58:00 AM
43.2	6/10/2015 1:13:00 AM
43.7	6/10/2015 1:28:00 AM
56.3	6/10/2015 1:43:00 AM
52.0	6/10/2015 1:58:00 AM
46.2	6/10/2015 2:13:00 AM
43.9	6/10/2015 2:28:00 AM
44.4	6/10/2015 2:43:00 AM
42.2	6/10/2015 2:58:00 AM
42.5	6/10/2015 3:13:00 AM
43.0	6/10/2015 3:28:00 AM
51.4	6/10/2015 3:43:00 AM
47.5	6/10/2015 3:58:00 AM
49.7	6/10/2015 4:13:00 AM
51.1	6/10/2015 4:28:00 AM
49.7	6/10/2015 4:43:00 AM
44.6	6/10/2015 4:58:00 AM
44.7	6/10/2015 5:13:00 AM
47.9	6/10/2015 5:28:00 AM
50.8	6/10/2015 5:43:00 AM
45.8	6/10/2015 5:58:00 AM
44.3	6/10/2015 6:13:00 AM
46.1	6/10/2015 6:28:00 AM
47.9	6/10/2015 6:43:00 AM
46.4	6/10/2015 6:58:00 AM
51.1	6/10/2015 7:13:00 AM
46.1	6/10/2015 7:28:00 AM
47.9	6/10/2015 7:43:00 AM
47.5	6/10/2015 7:58:00 AM
49.0	6/10/2015 8:13:00 AM
48.1	6/10/2015 8:28:00 AM
50.4	6/10/2015 8:43:00 AM
45.3	6/10/2015 8:58:00 AM
49.5	6/10/2015 9:13:00 AM
43.2	6/10/2015 9:28:00 AM
48.4	6/10/2015 9:43:00 AM
46.4	6/10/2015 9:58:00 AM
45.0	6/10/2015 10:13:00 AM
49.4	6/10/2015 10:28:00 AM
48.6	6/10/2015 10:43:00 AM
48.1	6/10/2015 10:58:00 AM
46.8	6/10/2015 11:13:00 AM
47.5	6/10/2015 11:28:00 AM
47.5	6/10/2015 11:43:00 AM
48.2	6/10/2015 11:58:00 AM
46.1	6/10/2015 12:13:00 PM
47.7	6/10/2015 12:28:00 PM
42.8	6/10/2015 12:43:00 PM
42.7	6/10/2015 12:58:00 PM
52.2	6/10/2015 1:13:00 PM
48.8	6/10/2015 1:28:00 PM
48.4	6/10/2015 1:43:00 PM
40.7	6/10/2015 1:58:00 PM
41.4	6/10/2015 2:13:00 PM
45.8	6/10/2015 2:28:00 PM
44.5	6/10/2015 2:43:00 PM
40.6	6/10/2015 2:58:00 PM
42.2	6/10/2015 3:13:00 PM
50.3	6/10/2015 3:28:00 PM
48.0	6/10/2015 3:43:00 PM
39.8	6/10/2015 3:58:00 PM
40.6	6/10/2015 4:13:00 PM

Bus Departure and Arrival Frequencies	Time	# per hour		
		Departing	Incoming	Total
Departing:	0			
3:00 a.m. - 5:30 a.m. - 10 buses departing base	1			
6:30 a.m. - 1	2			
7:00 - 2	3	4		4
8:45 - 1	4	4		4
9:30 - 1	5	4		4
11:30 - 4	6	1		1
12:00 p.m. - 1	7	2		2
1:00 p.m. - 1	8	1	1	2
2:00 p.m. - 1	9	1	2	3
Incoming:	10		3	3
6:00 a.m. - 1	11	4		4
9:00 - 10:00 a.m. - 2	12	1		1
10:00 - 11:00 a.m. - 3	13	1	2	3
1:00 - 2:00 p.m. - 2	14	1		1
4:30 p.m. - 6:45 p.m. - 10 buses	15			
7:15 p.m. - 2	16		5	5
10:00 - 11:00 p.m. - 2	17			
	18			
	19		2	2
	20			
	21			
	22		2	2
	23			
Day Time		0.8	1.2	2.0
Night Time		1.2	0.2	1.4

From 5 a.m. - 5 p.m. the average number of buses serviced is 15, while from 5 p.m. - 10 p.m. the average is 4 buses. Please keep in mind that not all services, repairs, and maintenance require electrical tools that will have a significant impact on the noise level. Use of an air gun will be the "loudest" tool to contribute to the noise level. The air gun is most often used to replace tires and broken wheel studs. The average amount of time we would use the air gun is once a day. Other tools include grinders, blow guns, & hammers. We have a compressor that will be enclosed in a storage and a generator will be used in the event electricity shuts down. In addition, I believe we were insulating the building to absorb some of the noise(?).

Time	Number of Buses Repaired
0	0.0
1	0.0
2	0.0
3	0.0
4	0.0
5	3
6	3
7	3
8	3
9	3
10	3
11	3
12	3
13	3
14	3
15	3
16	3
17	3
18	1
19	1
20	1
21	0.0
22	0.0
23	0.0
Ave Day Time	2.7
Ave Night Time	0.6

	Project: Hawaii Mass Transit Agency Base Yard and Maintenance Facility
--	---

Receiver Parameters	
Receiver:	889 Auwae Road
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	54 dBA

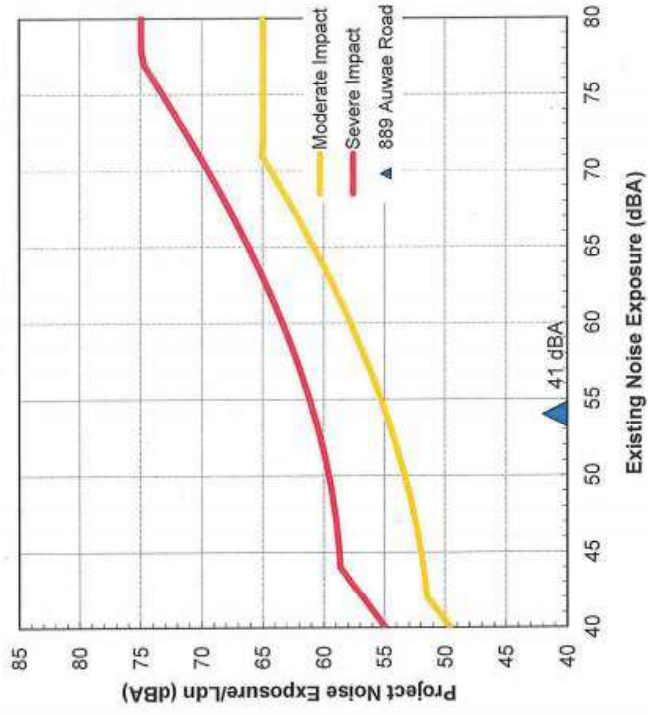
Noise Source Parameters	Number of Noise Sources:	2
--------------------------------	--------------------------	---

Noise Source Parameters		Source 1	
		Source Type:	Stationary Source
Daytime hrs	Specific Source:	Bus Operating Facility	
	Avg. Number of Buses/hr	2	
Nighttime hrs	Avg. Number of Buses Serviced/hr	2.7	
	Avg. Number of Buses/hr	1.4	

	Avg. Number of Buses Serviced/hr	0.6
Distance	Distance from Source to Receiver (ft)	670
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 2
	Source Type:	Highway/Transit
	Specific Source:	Buses (diesel-powered)
Daytime hrs	Speed (mph)	25
	Avg. Number of Events/hr	2
Nighttime hrs	Speed (mph)	25
	Avg. Number of Events/hr	1.4
Distance	Distance from Source to Receiver (ft)	630
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	41 dBA
Total Noise Exposure:	54 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

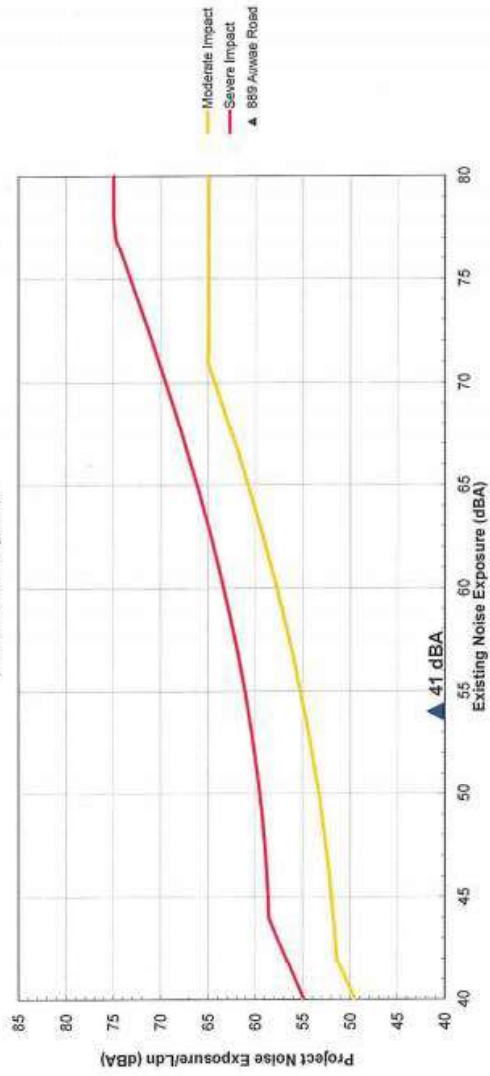
Source 1 Results

Leq(day):	37.6 dBA
Leq(night):	32.5 dBA
Ldn:	40.1 dBA

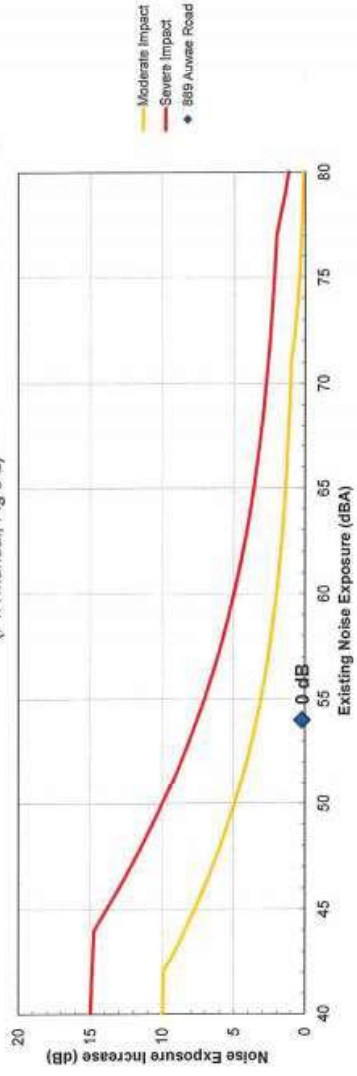
Project: Hawaii Mass Transit Agency Base Yard and Maintenance Facility
 Receiver: 889 Aluwae Road

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact	Impact	
1 Bus Operating Facility	670 ft	40.1 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None
2 Buses (diesel-powered)	630 ft	33.5 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None
3 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
4 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
5 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
6 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
Combined Sources		41 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: **Hawaii Mass Transit Agency Base Yard and Maintenance Facility**

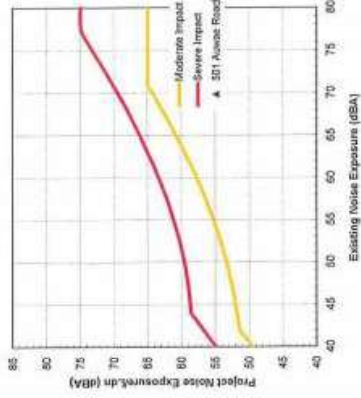
Receiver: **501 Awaia Road**
 Land Use Category: **Residential**
 Existing Noise (Measured or Generic Value): **54 dBA**

Number of Noise Sources: **2**

Daytime hrs	Avg. Number of Buses/hr	Avg. Number of Buses Served/hr	Avg. Number of Buses/hr	Avg. Number of Buses Served/hr	Distance from Source to Receiver (ft)	Number of Intervening Rows of Buildings	Noise Barrier?
	2	2.7	1.4	0.6	2041	0	No

Daytime hrs	Speed (mph)	Avg. Number of Events/hr	Speed (mph)	Avg. Number of Events/hr	Distance from Source to Receiver (ft)	Number of Intervening Rows of Buildings	Noise Barrier?
	25	2	25	1.4	650	0	No

Noise Impact Criteria
 (FTA Manual, Fig 3-1)



Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	54 dBA
Total Noise Exposure:	54 dBA
Increase:	0 dB
Impact:	None

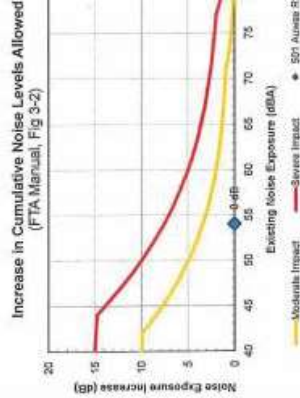
Distance to Impact Contours
 Dist to Mod. Impact Contour (Sources 1-2): --
 Dist to Sev. Impact Contour (Sources 1-2): --

Source 1 Results

Leq(day):	25.5 dBA
Leq(night):	20.4 dBA
Ldn:	26.0 dBA

Source 2 Results

Leq(day):	26.2 dBA
Leq(night):	26.6 dBA
Ldn:	33.3 dBA
Incremental Ldn (Src 1-2):	34.4 dBA



Blank lined writing area with horizontal lines.

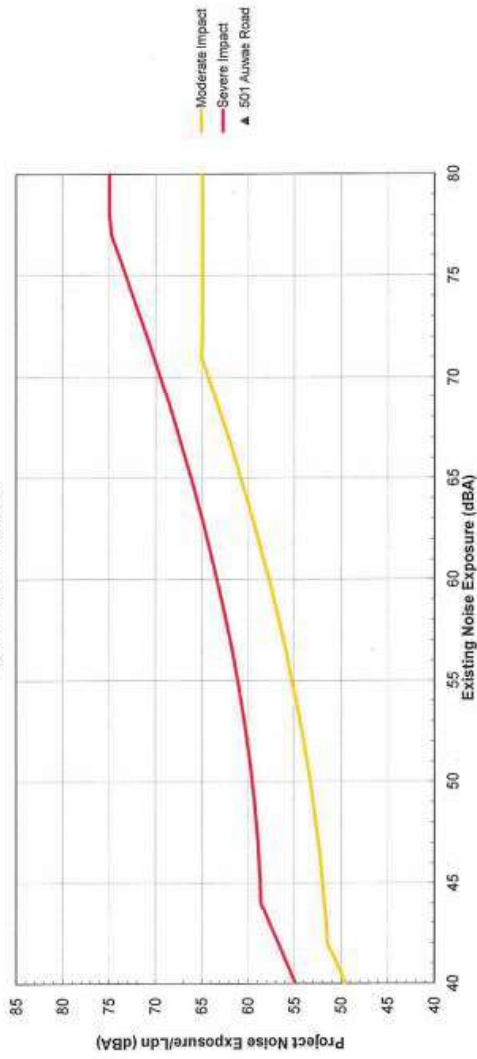


Blank lined writing area with horizontal lines.

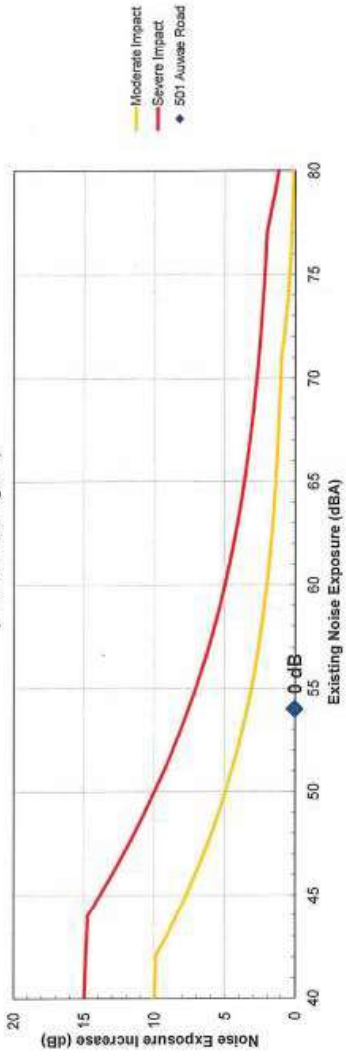
Project: Hawaii Mass Transit Agency Base Yard and Maintenance Facility
Receiver: 501 Auwae Road

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact	Impact?	
1 Bus Operating Facility	2041 ft	28.0 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None
2 Buses (diesel-powered)	650 ft	33.3 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None
3 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
4 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
5 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
6 --	ft		54 dBA	55 dBA	61 dBA	61 dBA	
Combined Sources		34 dBA	54 dBA	55 dBA	61 dBA	61 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: Hawaii Mass Transit Agency Base Yard and Maintenance Facility

Receiver Parameters
 Receiver: Undeveloped DHHL land
 Land Use Category: 2. Residential
 Existing Noise (Measured or Generic Value): 54 dBA

Noise Source Parameters
 Number of Noise Sources: 2

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Bus Operating Facility
Daytime hrs	Avg. Number of Buses/hr	2
	Avg. Number of Buses Serviced/hr	2.7
Nighttime hrs	Avg. Number of Buses/hr	1.4
	Avg. Number of Buses Serviced/hr	0.6
Distance	Distance from Source to Receiver (ft)	280
Adjustments	Number of Intervening Rows of Buildings	0
	Noise Barrier?	No

Noise Source Parameters		Source 2
	Source Type:	Highway/Transit
	Specific Source:	Buses (diesel-powered)
Daytime hrs	Speed (mph)	25
	Avg. Number of Events/hr	2

Project Results Summary
 Existing Ldn: 54 dBA
 Total Project Ldn: 56 dBA
 Total Noise Exposure: 58 dB
 Increase: 4 dBA

Distance to Impact Contours
 Dist to Mod. Impact Contour (Sources 1+2): --
 Dist to Sev. Impact Contour (Sources 1+2): --

Source 1 Results
 Leq(day): 47.1 dBA
 Leq(night): 42.0 dBA
 Ldn: 49.6 dBA

Source 2 Results
 Leq(day): 49.4 dBA
 Leq(night): 47.9 dBA
 Ldn: 54.5 dBA

Incremental Ldn (Src 1-2): 55.7 dBA

Nighttime hrs			
	Speed (mph)	25	
	Avg. Number of Events/hr	1.4	
Distance	Distance from Source to Receiver (ft)	25	
	Number of Intervening Rows of Buildings	0	
Adjustments	Noise Barrier?	No	

ATTACHMENT 4

American Community Survey

2015–2019 ACS 5-Year Narrative Profile Hawaii County, Hawaii

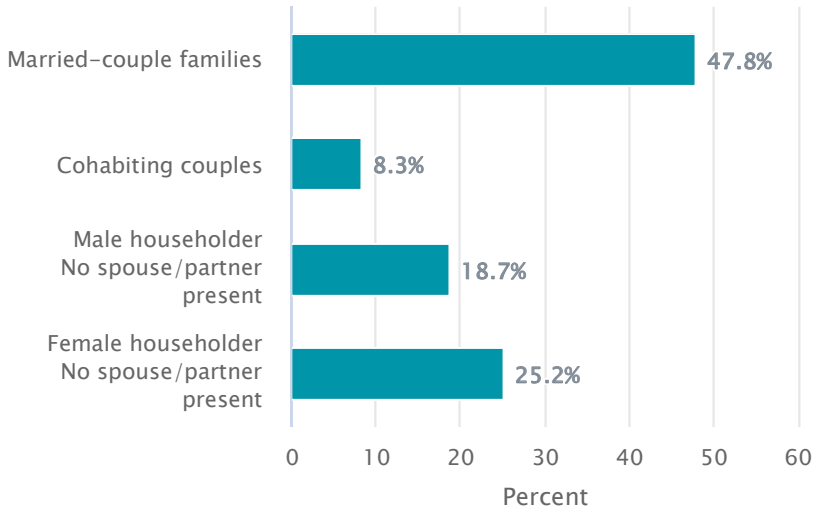
Households and Families

In 2015-2019, there were 69,453 households in Hawaii County, Hawaii. The average household size was 2.82 people.

Married-couple households made up 47.8 percent of the households in Hawaii County, Hawaii while cohabiting couple households made up 8.3 percent of households. Female householder families with no spouse or partner present and own children under 18 years were 3.9 percent of all households, while 1.0 percent of households were male householder families with no spouse or partner present and own children under 18 years. Of people living alone, 13.3 percent were male householders, and 13.4 percent were female householders, for a total of 26.7 percent of all households.

In Hawaii County, Hawaii, 27.9 percent of all households have one or more people under the age of 18; 40.3 percent of all households have one or more people 65 years and over.

Types of Households in Hawaii County, Hawaii in 2015-2019



Marital status

Among persons 15 and older, 48.9 percent of males and 47.8 percent of females are currently married.

Population 15 years and over	Males	Females
Never married	36.4	29.0
Now married, except separated	48.9	47.8
Separated	1.7	1.7
Widowed	3.0	9.6
Divorced	9.9	11.9

Grandparents and grandchildren

In Hawaii County, Hawaii, 6,816 grandparents lived with their grandchildren under 18 years old. Of those grandparents, 35.3 percent were responsible for the basic needs of their grandchildren.

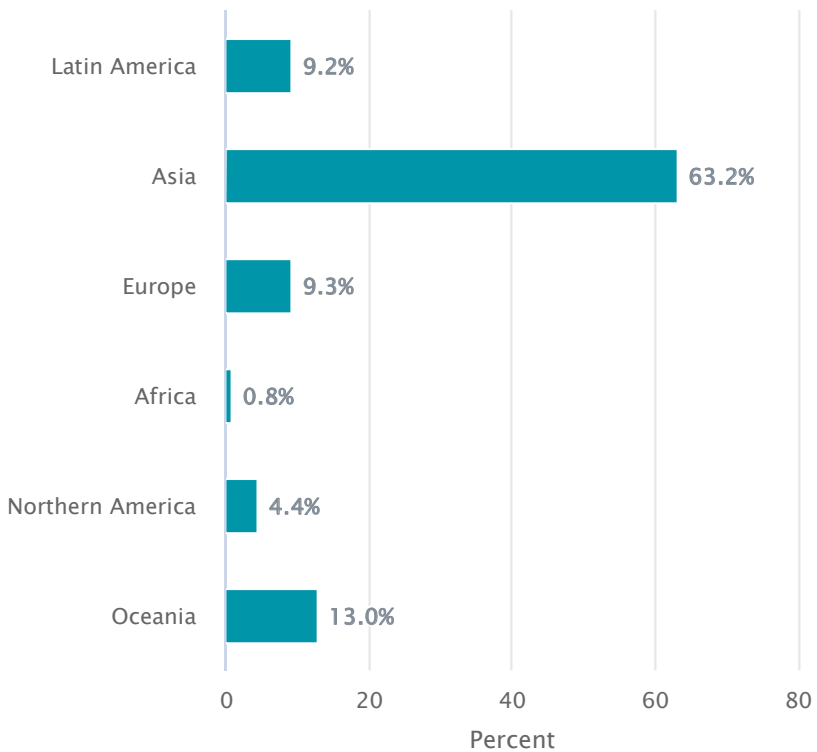
Nativity and Foreign Born

In 2015-2019, an estimated 87.3 percent of the people living in Hawaii County, Hawaii were U.S. natives. 55.4 percent of the Hawaii County, Hawaii population were living in the state where they were born.

Approximately 12.7 percent of Hawaii County, Hawaii residents in 2015-2019 were foreign-born. 48.5 percent of foreign born were naturalized U.S. citizens and an estimated 77.6 percent entered the country before the year 2010.

Foreign-born residents of Hawaii County, Hawaii come from different parts of the world. The bar graph below displays the percentage of foreign born from each world region of birth in 2015-2019 for Hawaii County, Hawaii.

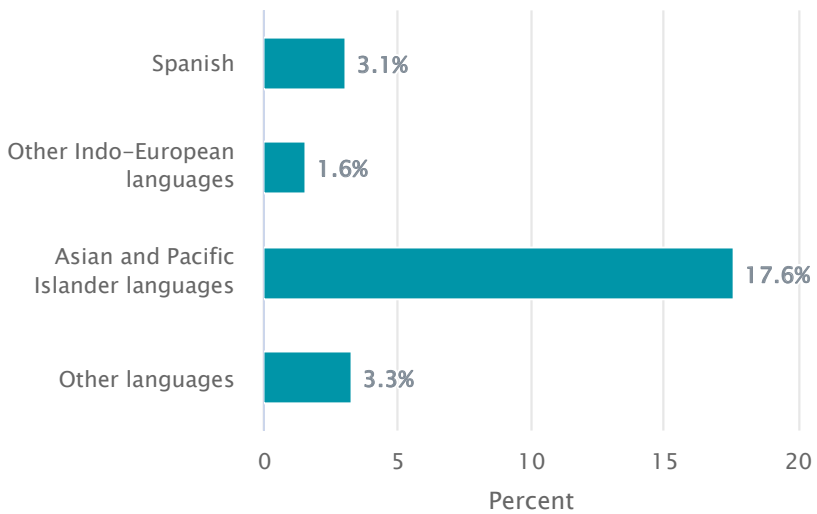
Region of Birth for the Foreign-Born Population in Hawaii County, Hawaii in 2015-2019



Language

Among people at least five years old living in Hawaii County, Hawaii in 2015-2019, 25.5 percent spoke a language other than English at home. Spanish was spoken by 3.1 percent of people at least five years old; 7.7 percent reported that they did not speak English "very well."

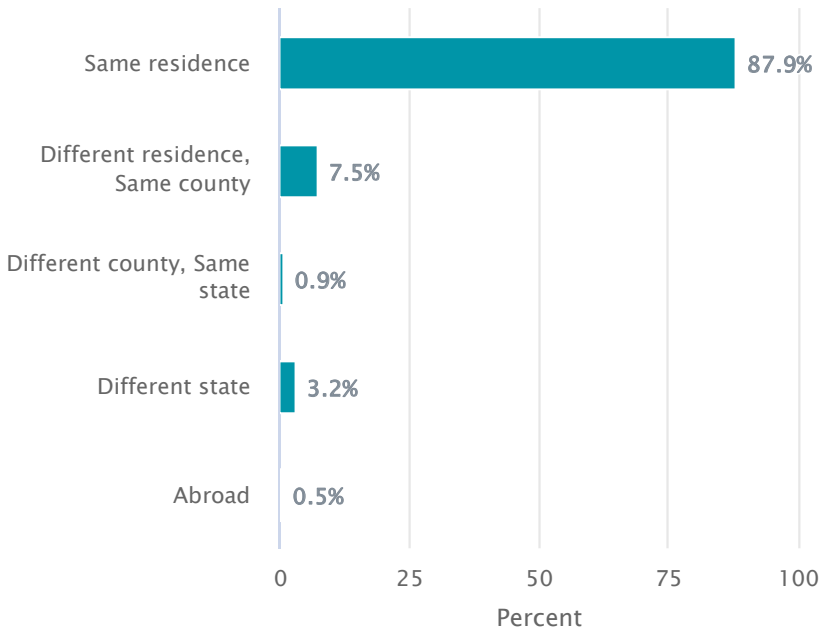
Percent of the Population 5 years and over who Speak a Language other than English in Hawaii County, Hawaii in 2015-2019



Geographic Mobility

In 2015-2019, 87.9 percent of the people at least one year old living in Hawaii County, Hawaii were living in the same residence one year earlier.

Geographic Mobility of Residents of Hawaii County, Hawaii in 2015-2019

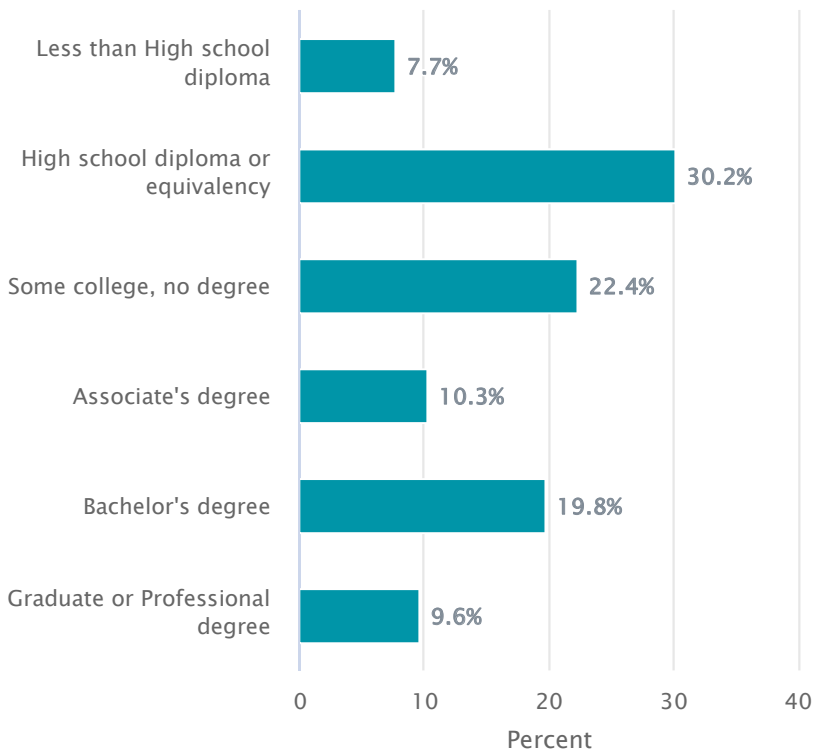


Education

In 2015-2019, 92.3 percent of people 25 years and over had at least graduated from high school and 29.4 percent had a bachelor's degree or higher. An estimated 7.7 percent did not complete high school.

The total school enrollment in Hawaii County, Hawaii was 42,786 in 2015-2019. Nursery school enrollment was 2,875 and kindergarten through 12th grade enrollment was 30,447. College or graduate school enrollment was 9,464.

Educational Attainment of People in Hawaii County, Hawaii in 2015-2019



Disability

In Hawaii County, Hawaii, among the civilian noninstitutionalized population in 2015-2019, 14.6 percent reported a disability. The likelihood of having a disability varied by age - from 4.1 percent of people under 18 years old, to 10.7 percent of people 18 to 64 years old, and to 37.3 percent of those 65 and over.

Employment Status and Type of Employer

In Hawaii County, Hawaii, 54.7 percent of the population 16 and over were employed; 41.6 percent were not currently in the labor force.

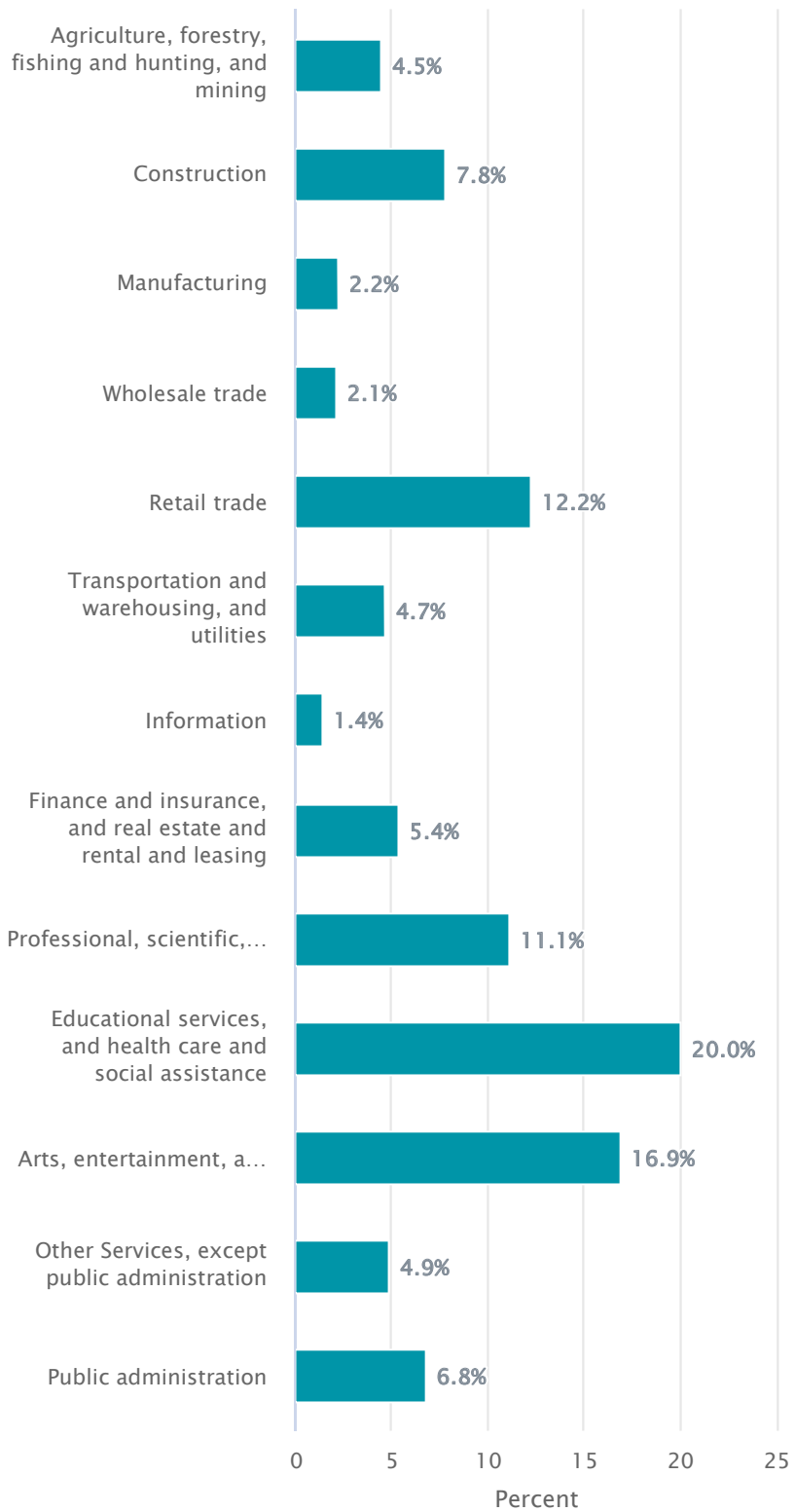
An estimated 71.0 percent of the people employed were private wage and salary workers; 18.1 percent were federal, state, or local government workers; and 10.7 percent were self-employed in their own (not incorporated) business.

Class of worker	Number	Percent
Private wage and salary workers	62,564	71.0
Federal, state, or local government workers	15,912	18.1
Self-employed workers in own not incorporated business	9,422	10.7

Industries

In 2015-2019, the civilian employed population 16 years and older in Hawaii County, Hawaii worked in the following industries:

Percent by Industry in Hawaii County, Hawaii in 2015-2019



Occupations

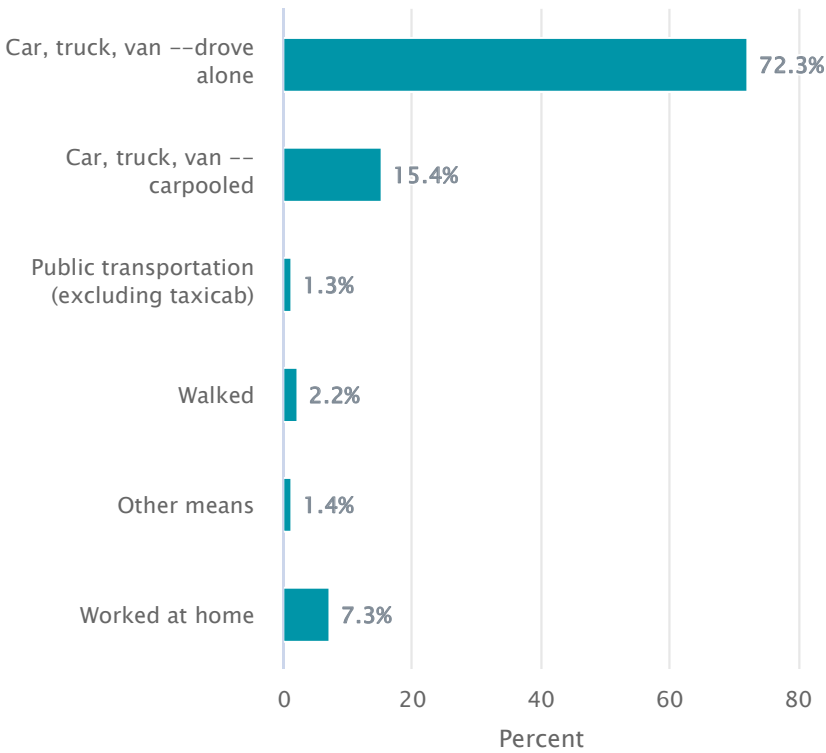
Occupations for the Civilian Employed Population 16 Years and over in Hawaii County, Hawaii in 2015-2019

Civilian employed population 16 years and over	Number	Percent
Management, business, sciences, and arts occupations	28,518	32.4
Service occupations	21,744	24.7
Sales and office occupations	19,281	21.9
Natural resources, construction, and maintenance occupations	10,358	11.8
Production, transportation, and material moving occupations	8,197	9.3

Commuting to Work

An estimated 72.3 percent of Hawaii County, Hawaii workers drove to work alone in 2015-2019, and 15.4 percent carpooled. Among those who commuted to work, it took them on average 26.1 minutes to get to work.

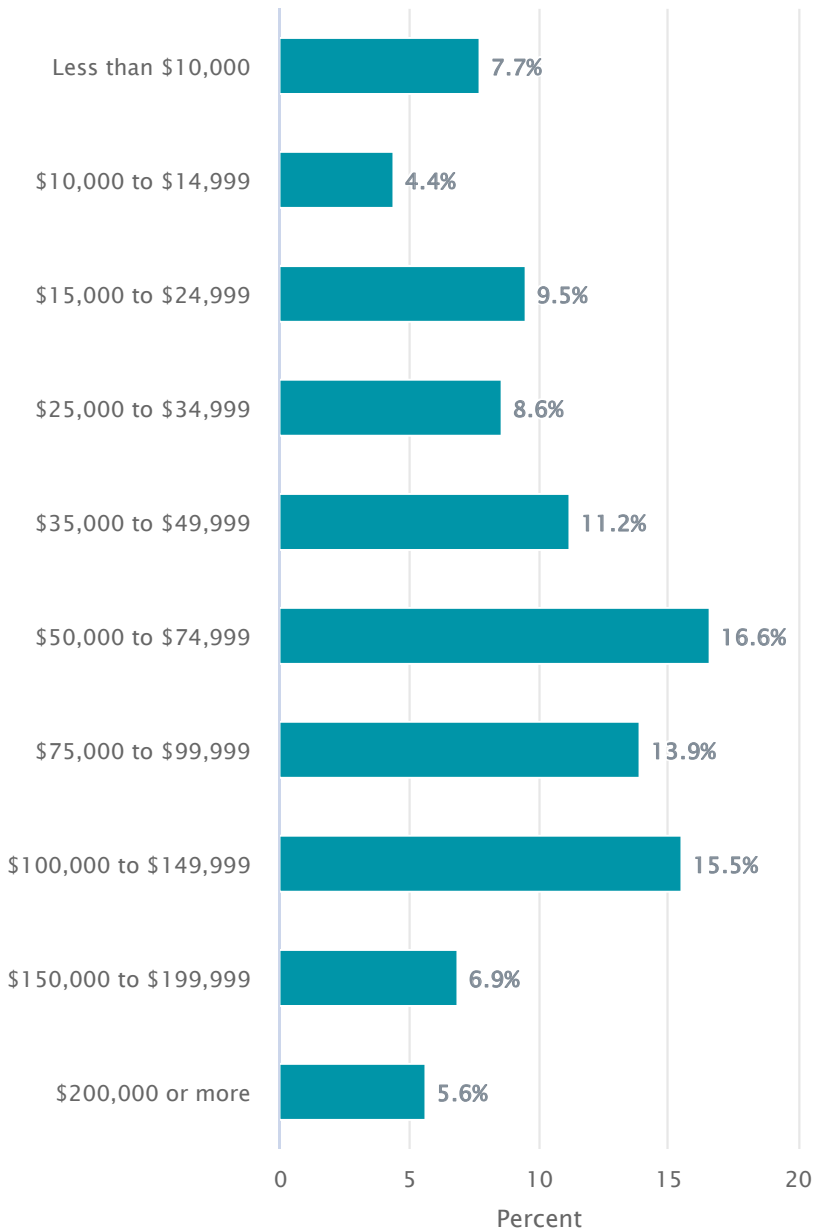
Percent of Workers 16 and over Commuting by Mode in Hawaii County, Hawaii in 2015-2019



Income

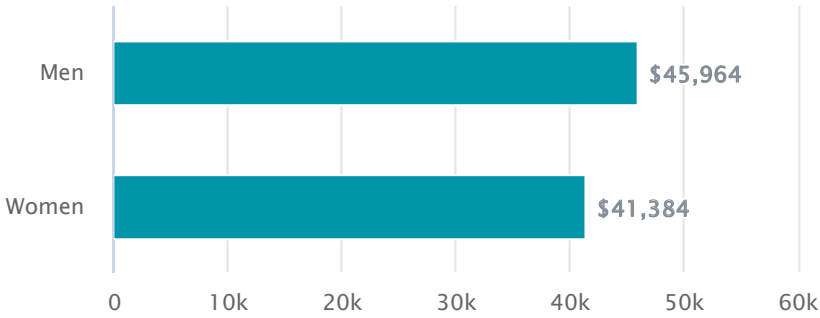
The median income of households in Hawaii County, Hawaii was \$62,409. An estimated 7.7 percent of households had income below \$10,000 a year and 5.6 percent had income over \$200,000 or more.

Household Income in Hawaii County, Hawaii in 2015-2019



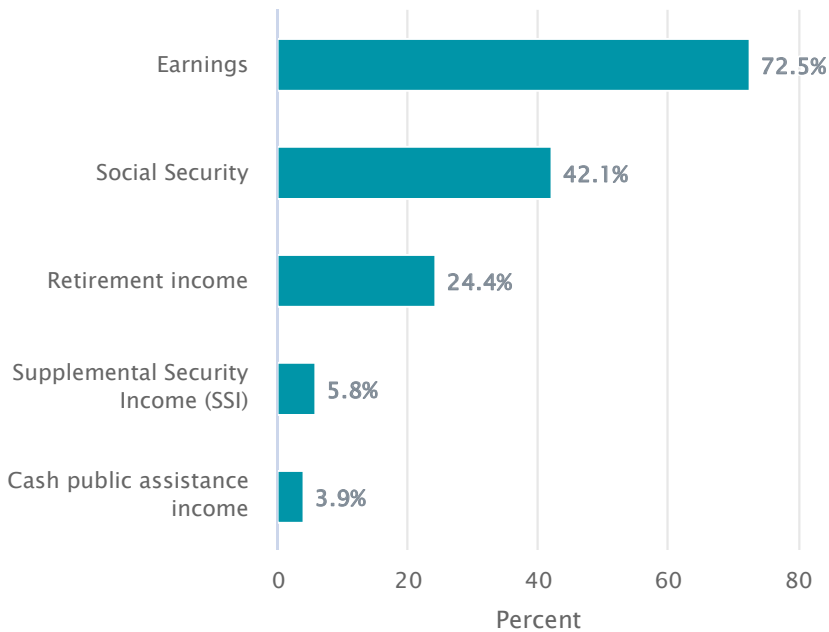
Median earnings for full-time year-round workers was \$43,716. Male full-time year-round workers had median earnings of \$45,964. Female full-time year-round workers had median earnings of \$41,384.

Median Earnings for Full-Time Year-Round Workers by Sex in Hawaii County, Hawaii in 2015-2019



An estimated 72.5 percent of households received earnings. An estimated 42.1 percent of households received Social Security and an estimated 24.4 percent of households received retirement income other than Social Security. The average income from Social Security was \$19,704. These income sources are not mutually exclusive; that is, some households received income from more than one source.

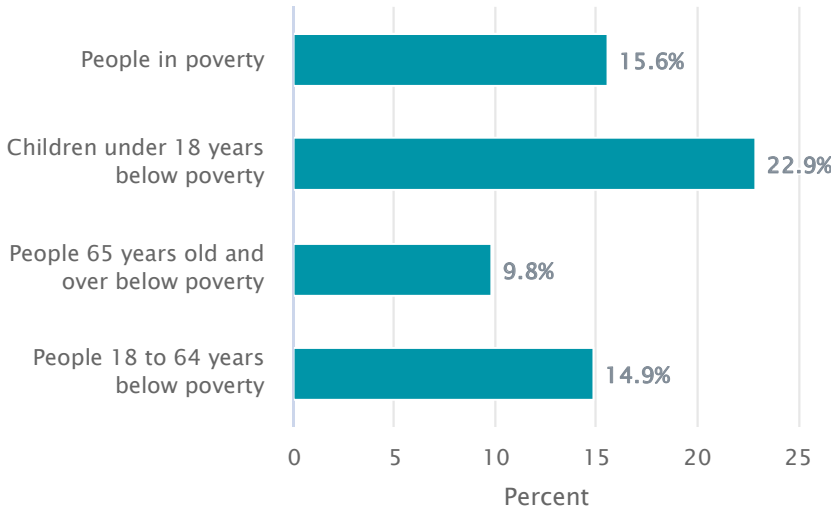
Proportion of Households with Various Income Sources in Hawaii County, Hawaii in 2015-2019



Poverty and Participation in Government Programs

In 2015-2019, 15.6 percent of people were in poverty. An estimated 22.9 percent of children under 18 were below the poverty level, compared with 9.8 percent of people 65 years old and over. An estimated 14.9 percent of people 18 to 64 years were below the poverty level.

Poverty Rates in Hawaii County, Hawaii in 2015-2019



In 2015-2019, 19.7 percent of households received SNAP (the Supplemental Nutrition Assistance Program). An estimated 47.2 percent of households that received SNAP had children under 18, and 43.6 percent of households that received SNAP had one or more people 60 years and over. An estimated 32.8 percent of all households receiving SNAP were families with a female householder and no husband present. An estimated 31.7 percent of households receiving SNAP had two or more workers in the past 12 months.

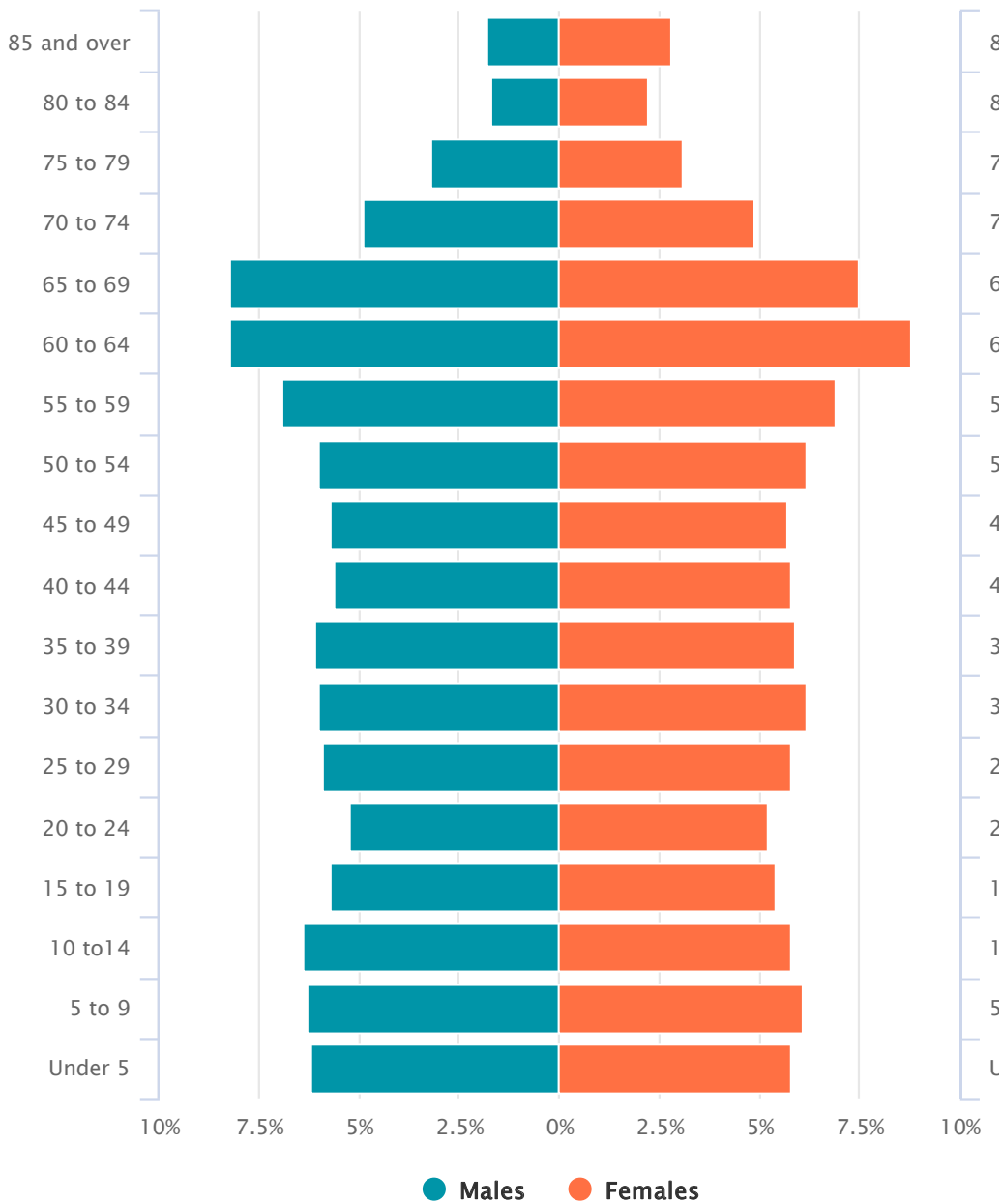
Health Insurance

Among the civilian noninstitutionalized population in Hawaii County, Hawaii in 2015-2019, 95.1 percent had health insurance coverage and 4.9 percent did not have health insurance coverage. Private coverage was 64.4 percent and government coverage was 46.7 percent, respectively. The percentage of children under the age of 19 with no health insurance coverage was 2.6 percent.

Population

In 2015-2019, Hawaii County, Hawaii had a total population of 199,459 – 100,457 (50.4 percent) females and 99,002 (49.6 percent) males. The median age was 42.7 years. An estimated 21.7 percent of the population was under 18 years, 31.0 percent was 18 to 44 years, 27.2 percent was 45 to 64 years, and 20.2 percent was 65 years and older.

Population by Age and Sex for Hawaii County, Hawaii in 2015-2019



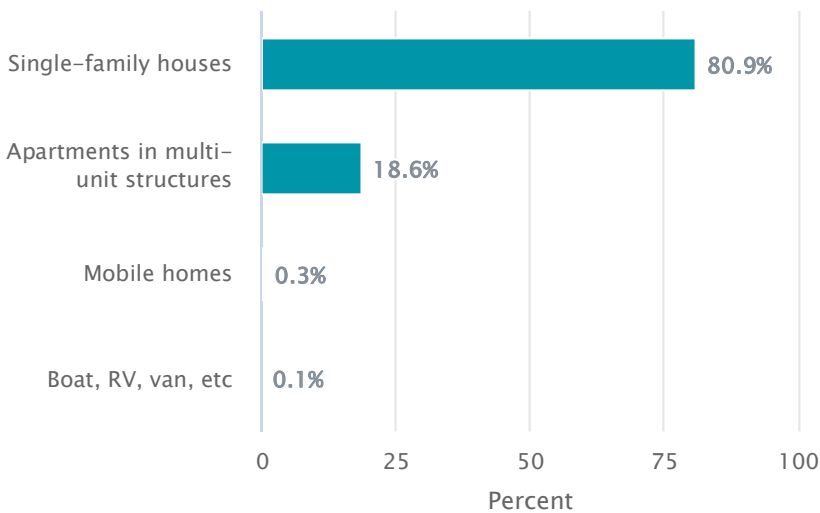
Race and Hispanic origin

For people reporting one race alone, 33.3 percent were White; 0.6 percent were Black or African American; 0.5 percent were American Indian and Alaska Native; 22.5 percent were Asian; 12.2 percent were Native Hawaiian and Other Pacific Islander, and 1.9 percent were some other race. An estimated 28.9 percent reported two or more races. An estimated 12.7 percent of the people in Hawaii County, Hawaii were Hispanic. An estimated 30.3 percent of the people in Hawaii County, Hawaii were White non-Hispanic. People of Hispanic origin may be of any race.

Housing Inventory Characteristics

In 2015-2019, Hawaii County, Hawaii had a total of 87,824 housing units. Of these housing units, 80.9 percent were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhouses” or “row houses”). 18.6 percent of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. 0.3 percent were mobile homes, while any remaining housing units were classified as “other,” which included boats, recreational vehicles, vans, etc.

Types of Housing Units in Hawaii County, Hawaii in 2015-2019



3.9 percent of the housing inventory was comprised of houses built since 2010, while 3.6 percent of the houses were first built in 1939 or earlier. The median number of rooms in all housing units in Hawaii County, Hawaii was 4.9 rooms, and of these housing units 61.4 percent had three or more bedrooms.

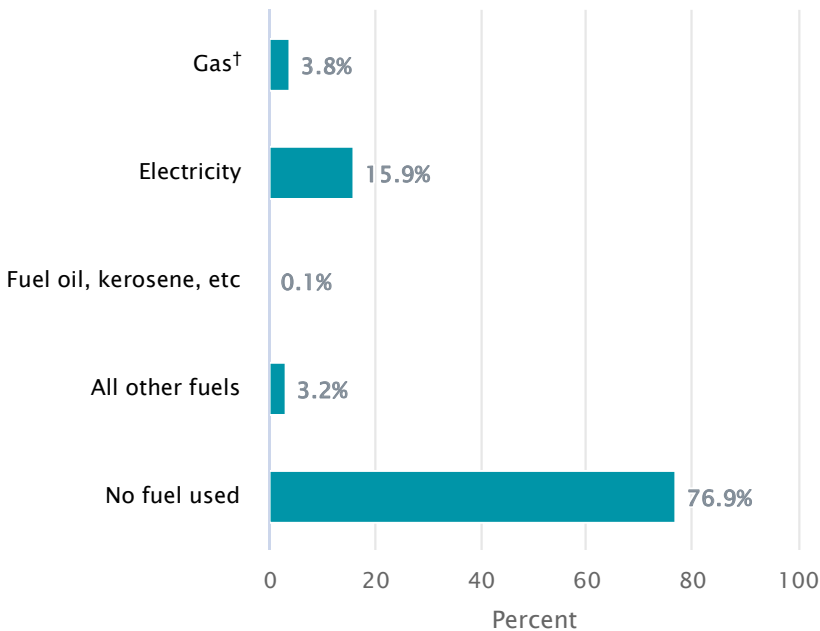
Occupied Housing Characteristics

In 2015-2019, Hawaii County, Hawaii had 69,453 housing units that were occupied or had people living in them, while the remaining 18,371 were vacant. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 67.7 percent while renters occupied 32.3 percent. The average household size of owner-occupied houses was 2.76 and in renter-occupied houses it was 2.95.

22.3 percent of householders of these occupied houses had moved into their house since 2015, while 15.7 percent moved into their house in 1989 or earlier. Households without a vehicle available for personal use comprised 5.0 percent and another 24.2 percent had three or more vehicles available for use.

The following chart provides the primary fuel used to heat houses in Hawaii County, Hawaii:

House Heating Fuel Used in Hawaii County, Hawaii in 2015-2019



†This category includes utility, bottled, tank, or LP gas.

Financial Characteristics and Housing Costs

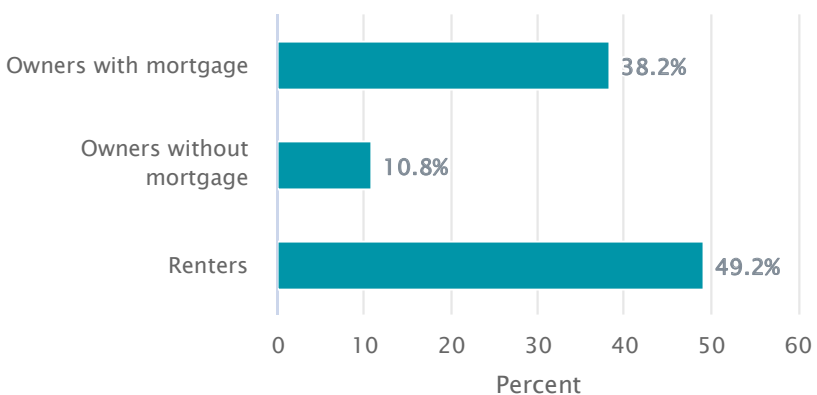
In 2015-2019, the median property value for owner-occupied houses in Hawaii County, Hawaii was \$350,000.

Of the owner-occupied households, 57.8 percent had a mortgage. 42.2 percent owned their houses “free and clear,” that is without a mortgage or loan on the house. The median monthly housing costs for owners with a mortgage was \$1,689 and for owners without a mortgage it was \$328.

For renter-occupied houses, the median gross rent for Hawaii County, Hawaii was \$1,180. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house.

Households that pay thirty percent or more of their income on housing costs are considered cost-burdened. In 2015-2019, cost-burdened households in Hawaii County, Hawaii accounted for 38.2 percent of owners with a mortgage, 10.8 percent of owners without a mortgage, and 49.2 percent of renters.

Households with a Housing Cost Burden in Hawaii County, Hawaii in 2015-2019

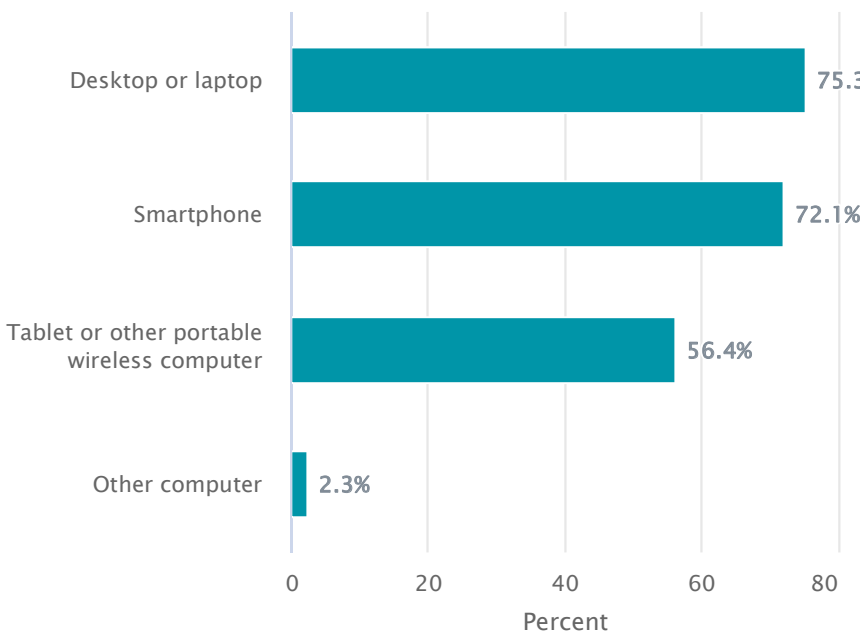


Computer and Internet Use

In 2015-2019, 87.5 percent of households in Hawaii County, Hawaii had a computer, and 77.5 percent had a broadband internet subscription.

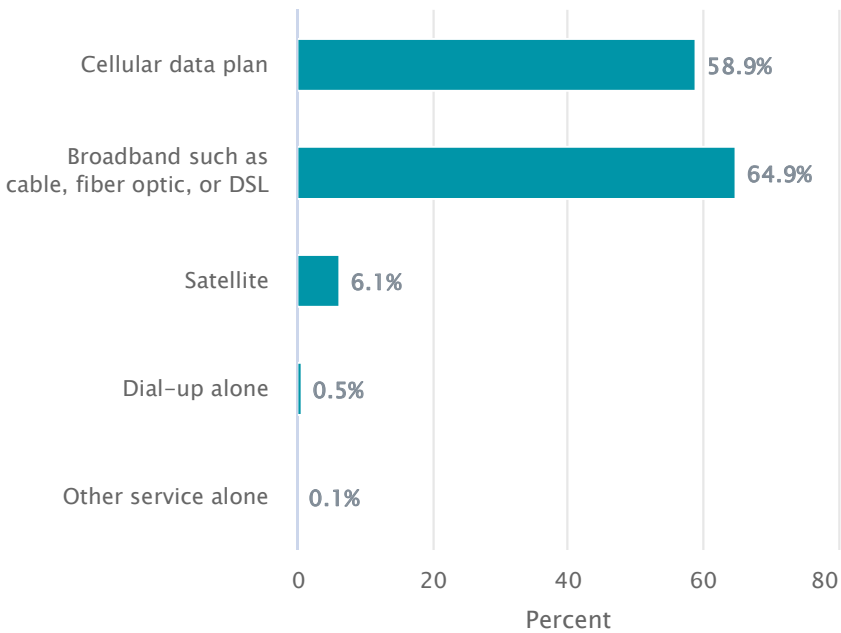
An estimated 75.3 percent of households had a desktop or laptop, 72.1 percent had a smartphone, 56.4 percent had a tablet or other portable wireless computer, and 2.3 percent had some other computer.

Types of Computers in Hawaii County, Hawaii in 2015-2019



Among all households, 58.9 percent had a cellular data plan; 64.9 percent had a broadband subscription such as cable, fiber optic, or DSL; 6.1 percent had a satellite internet subscription; 0.5 percent had dial-up alone; and 0.1 percent had some other service alone.

Types of Internet Subscriptions in Hawaii County, Hawaii in 2015-2019



ATTACHMENT 5

American Community Survey

2015–2019 ACS 5-Year Narrative Profile Kauai County, Hawaii

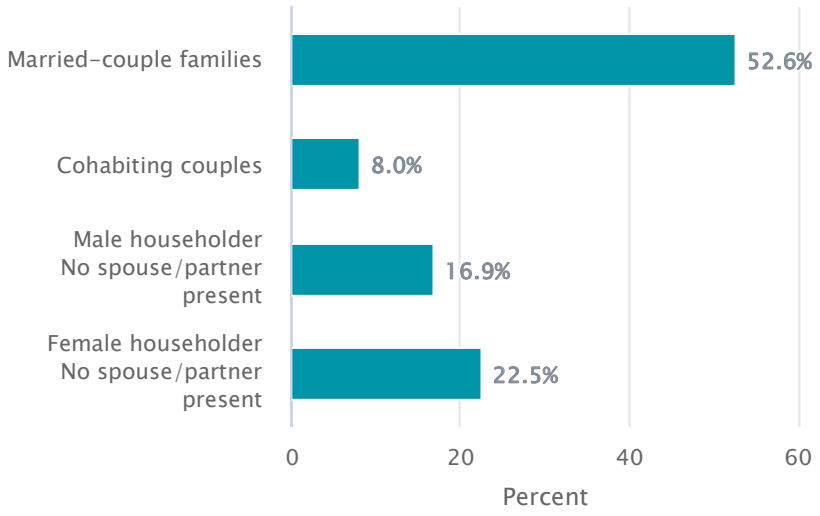
Households and Families

In 2015-2019, there were 22,658 households in Kauai County, Hawaii. The average household size was 3.13 people.

Married-couple households made up 52.6 percent of the households in Kauai County, Hawaii while cohabiting couple households made up 8.0 percent of households. Female householder families with no spouse or partner present and own children under 18 years were 2.5 percent of all households, while 1.3 percent of households were male householder families with no spouse or partner present and own children under 18 years. Of people living alone, 10.5 percent were male householders, and 12.4 percent were female householders, for a total of 22.9 percent of all households.

In Kauai County, Hawaii, 30.1 percent of all households have one or more people under the age of 18; 40.2 percent of all households have one or more people 65 years and over.

Types of Households in Kauai County, Hawaii in 2015-2019



Marital status

Among persons 15 and older, 50.5 percent of males and 48.2 percent of females are currently married.

Population 15 years and over	Males	Females
Never married	35.6	29.4
Now married, except separated	50.5	48.2
Separated	0.8	1.4
Widowed	3.8	9.4
Divorced	9.3	11.7

Grandparents and grandchildren

In Kauai County, Hawaii, 2,745 grandparents lived with their grandchildren under 18 years old. Of those grandparents, 12.5 percent were responsible for the basic needs of their grandchildren.

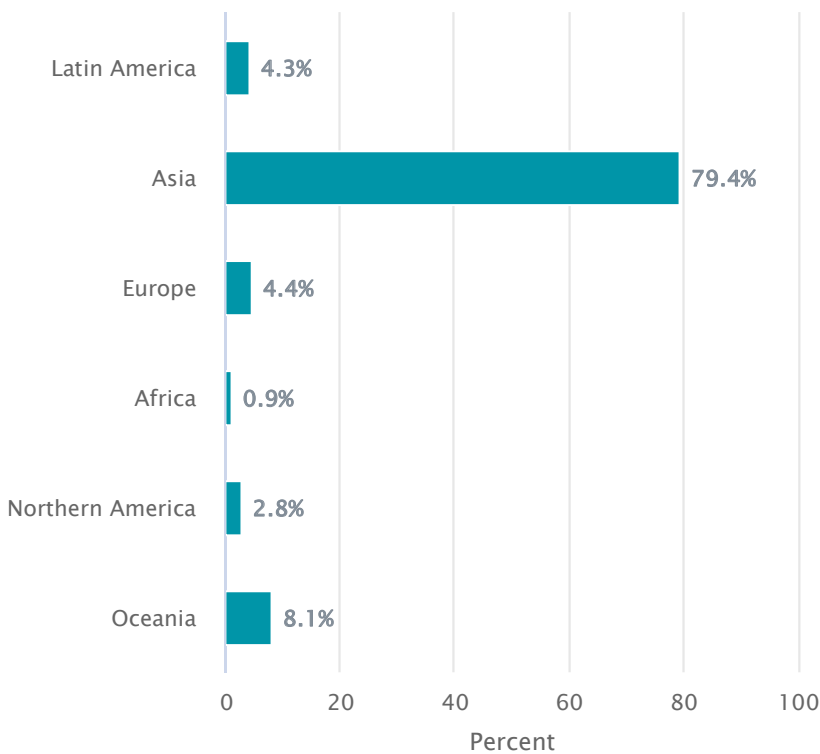
Nativity and Foreign Born

In 2015-2019, an estimated 83.2 percent of the people living in Kauai County, Hawaii were U.S. natives. 54.1 percent of the Kauai County, Hawaii population were living in the state where they were born.

Approximately 16.8 percent of Kauai County, Hawaii residents in 2015-2019 were foreign-born. 54.5 percent of foreign born were naturalized U.S. citizens and an estimated 75.8 percent entered the country before the year 2010.

Foreign-born residents of Kauai County, Hawaii come from different parts of the world. The bar graph below displays the percentage of foreign born from each world region of birth in 2015-2019 for Kauai County, Hawaii.

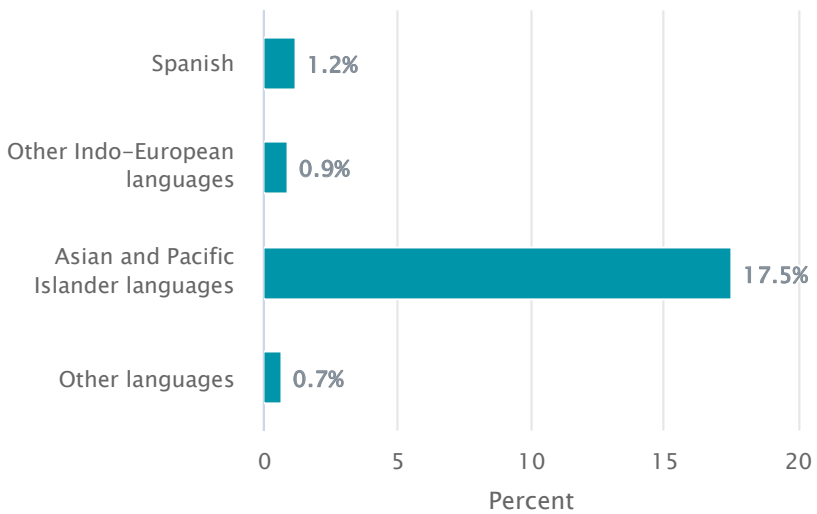
Region of Birth for the Foreign-Born Population in Kauai County, Hawaii in 2015-2019



Language

Among people at least five years old living in Kauai County, Hawaii in 2015-2019, 20.3 percent spoke a language other than English at home. Spanish was spoken by 1.2 percent of people at least five years old; 8.7 percent reported that they did not speak English "very well."

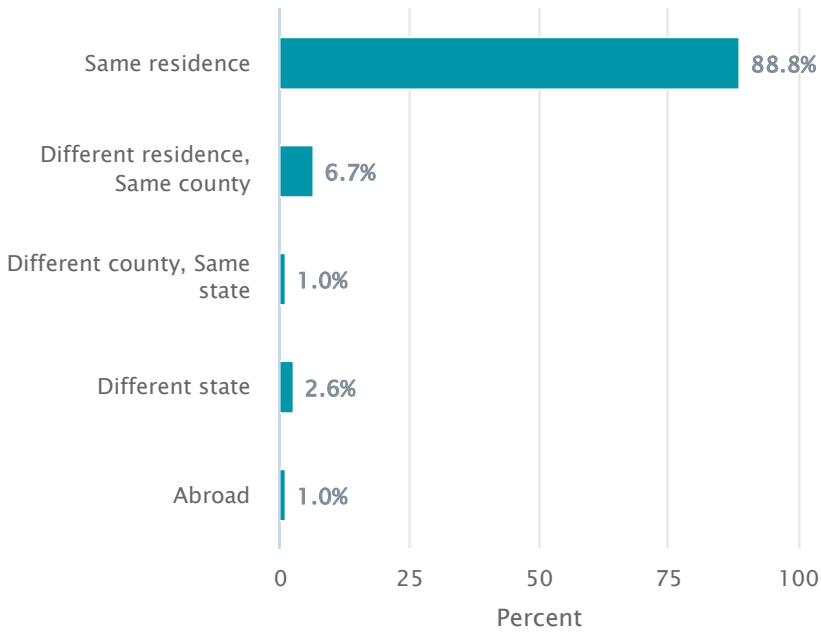
Percent of the Population 5 years and over who Speak a Language other than English in Kauai County, Hawaii in 2015-2019



Geographic Mobility

In 2015-2019, 88.8 percent of the people at least one year old living in Kauai County, Hawaii were living in the same residence one year earlier.

Geographic Mobility of Residents of Kauai County, Hawaii in 2015-2019

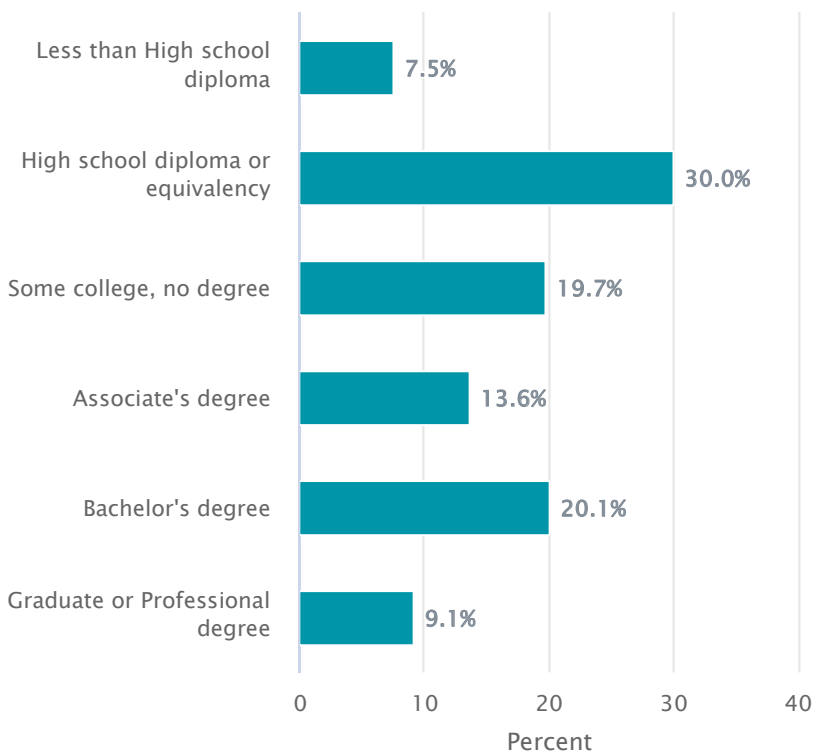


Education

In 2015-2019, 92.5 percent of people 25 years and over had at least graduated from high school and 29.2 percent had a bachelor's degree or higher. An estimated 7.5 percent did not complete high school.

The total school enrollment in Kauai County, Hawaii was 14,008 in 2015-2019. Nursery school enrollment was 1,045 and kindergarten through 12th grade enrollment was 10,606. College or graduate school enrollment was 2,357.

Educational Attainment of People in Kauai County, Hawaii in 2015-2019



Disability

In Kauai County, Hawaii, among the civilian noninstitutionalized population in 2015-2019, 9.7 percent reported a disability. The likelihood of having a disability varied by age - from 1.4 percent of people under 18 years old, to 6.2 percent of people 18 to 64 years old, and to 30.0 percent of those 65 and over.

Employment Status and Type of Employer

In Kauai County, Hawaii, 63.3 percent of the population 16 and over were employed; 34.0 percent were not currently in the labor force.

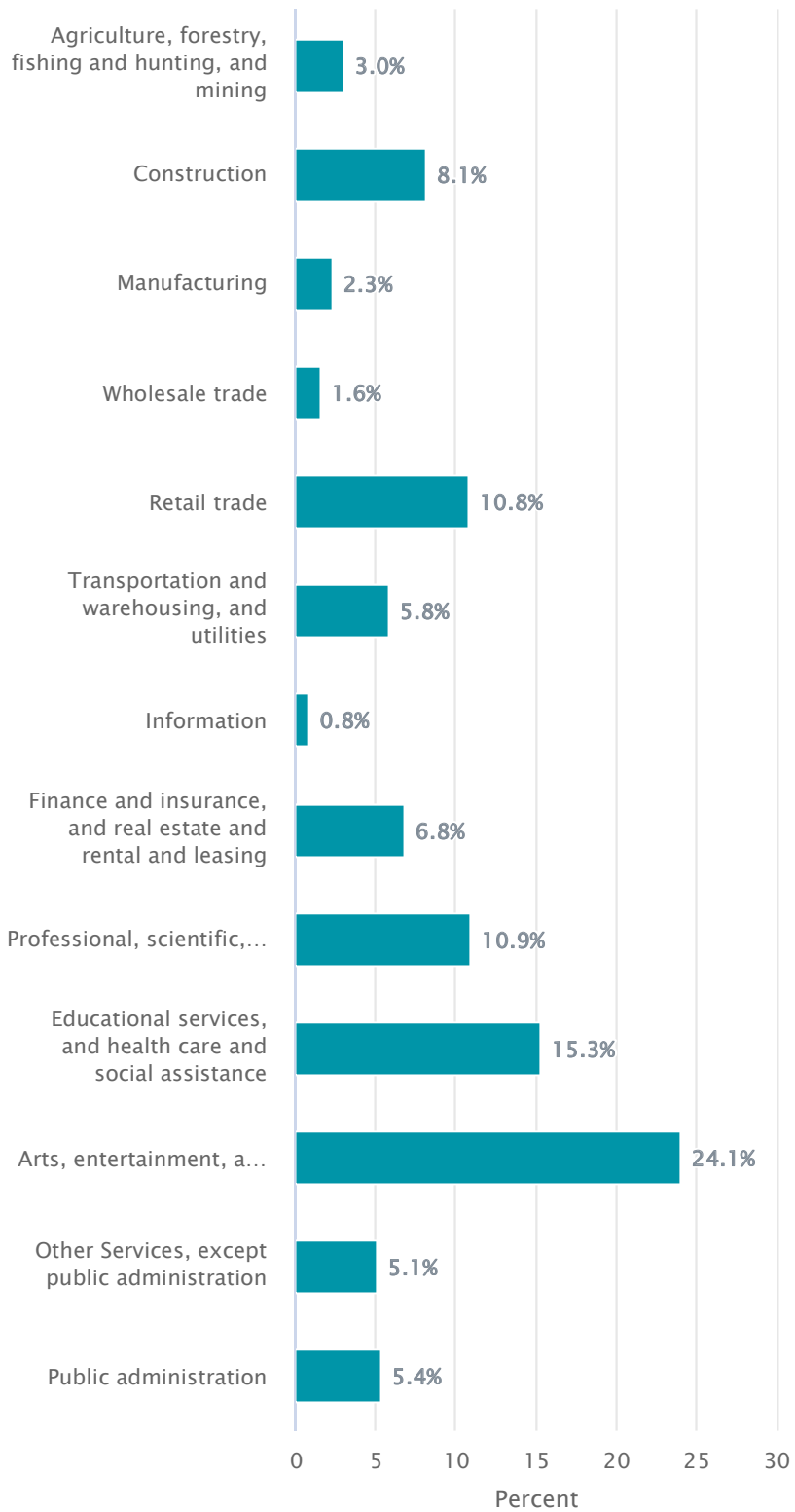
An estimated 74.7 percent of the people employed were private wage and salary workers; 14.1 percent were federal, state, or local government workers; and 11.0 percent were self-employed in their own (not incorporated) business.

Class of worker	Number	Percent
Private wage and salary workers	27,250	74.7
Federal, state, or local government workers	5,130	14.1
Self-employed workers in own not incorporated business	4,004	11.0

Industries

In 2015-2019, the civilian employed population 16 years and older in Kauai County, Hawaii worked in the following industries:

Percent by Industry in Kauai County, Hawaii in 2015-2019



Occupations

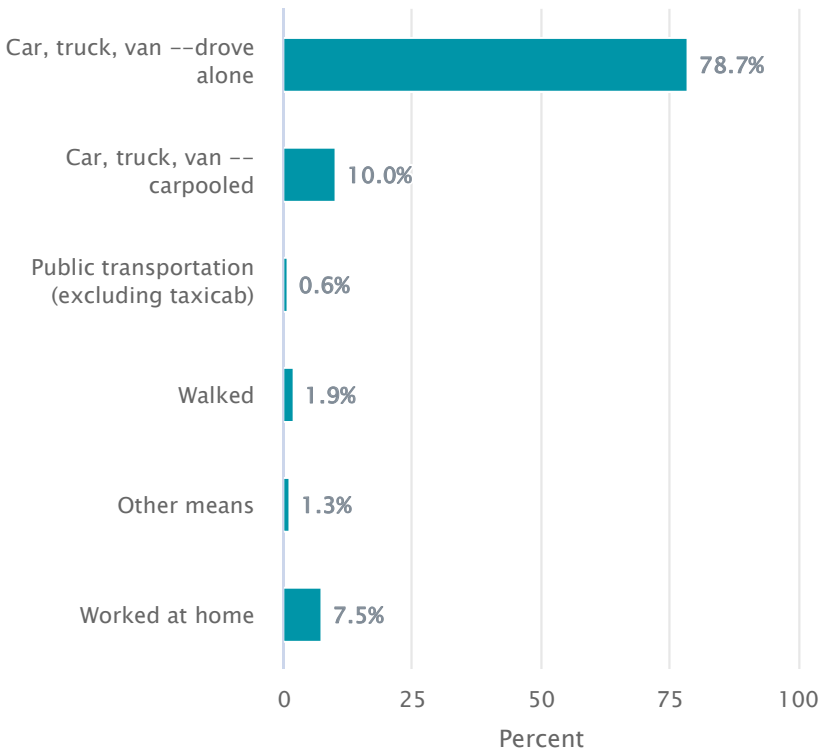
Occupations for the Civilian Employed Population 16 Years and over in Kauai County, Hawaii in 2015-2019

Civilian employed population 16 years and over	Number	Percent
Management, business, sciences, and arts occupations	10,119	27.8
Service occupations	11,150	30.6
Sales and office occupations	7,793	21.4
Natural resources, construction, and maintenance occupations	3,816	10.5
Production, transportation, and material moving occupations	3,582	9.8

Commuting to Work

An estimated 78.7 percent of Kauai County, Hawaii workers drove to work alone in 2015-2019, and 10.0 percent carpooled. Among those who commuted to work, it took them on average 22.1 minutes to get to work.

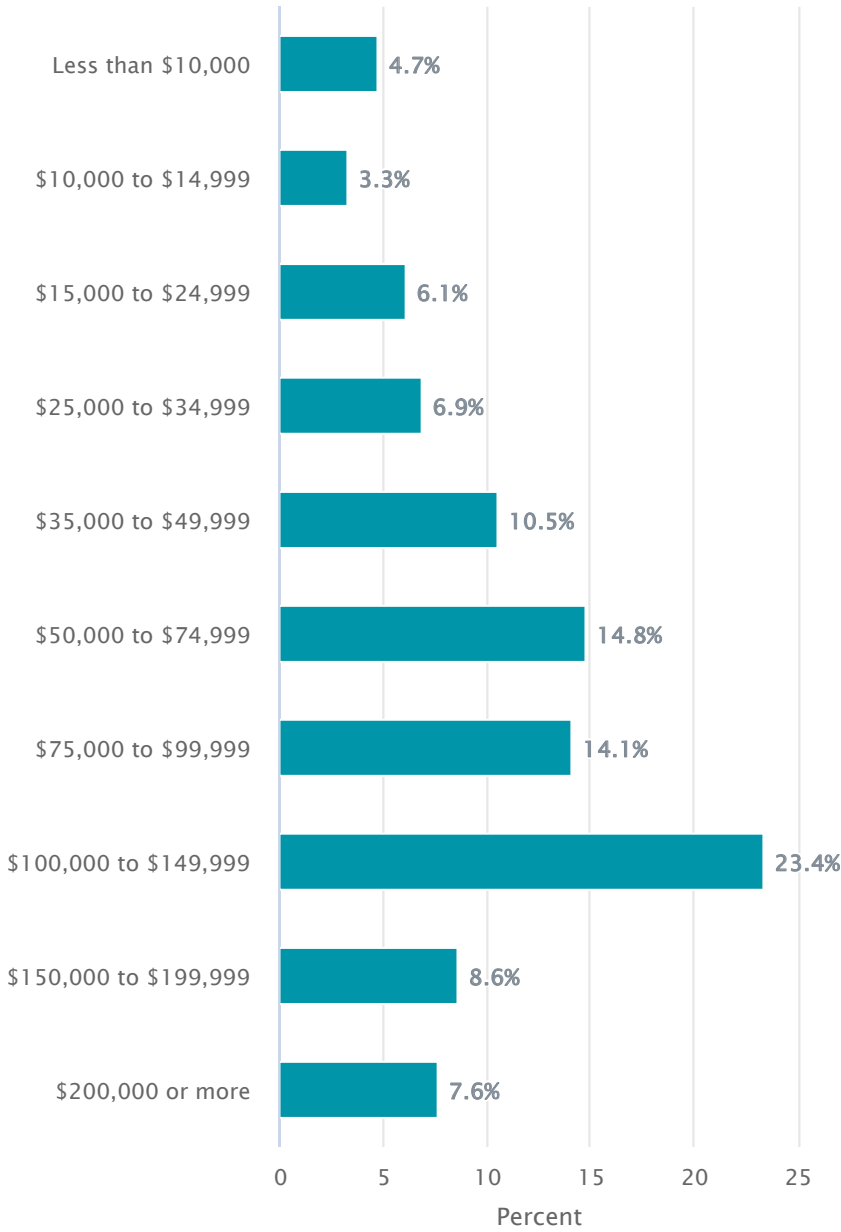
Percent of Workers 16 and over Commuting by Mode in Kauai County, Hawaii in 2015-2019



Income

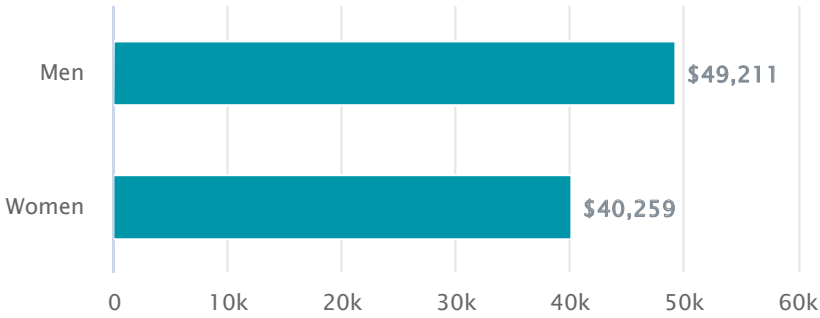
The median income of households in Kauai County, Hawaii was \$83,554. An estimated 4.7 percent of households had income below \$10,000 a year and 7.6 percent had income over \$200,000 or more.

Household Income in Kauai County, Hawaii in 2015-2019



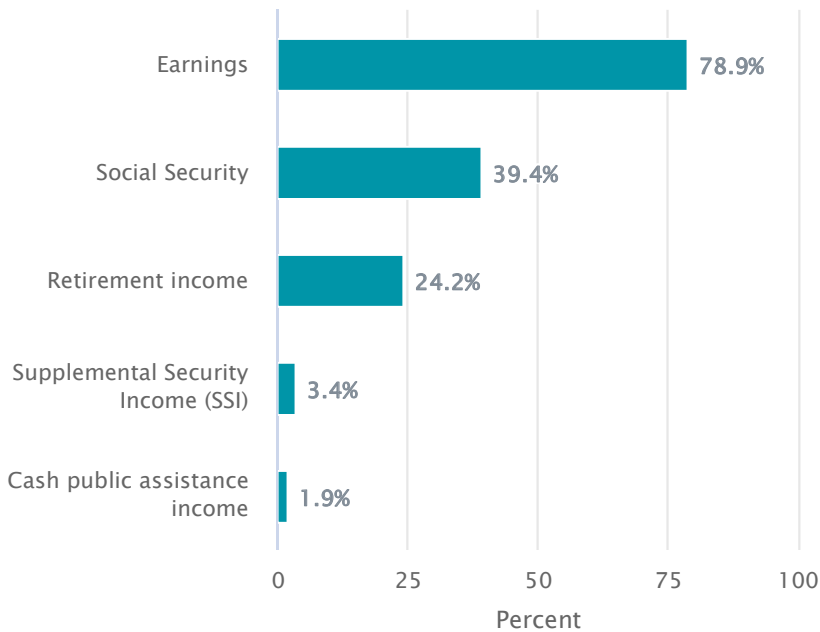
Median earnings for full-time year-round workers was \$43,734. Male full-time year-round workers had median earnings of \$49,211. Female full-time year-round workers had median earnings of \$40,259.

Median Earnings for Full-Time Year-Round Workers by Sex in Kauai County, Hawaii in 2015-2019



An estimated 78.9 percent of households received earnings. An estimated 39.4 percent of households received Social Security and an estimated 24.2 percent of households received retirement income other than Social Security. The average income from Social Security was \$20,338. These income sources are not mutually exclusive; that is, some households received income from more than one source.

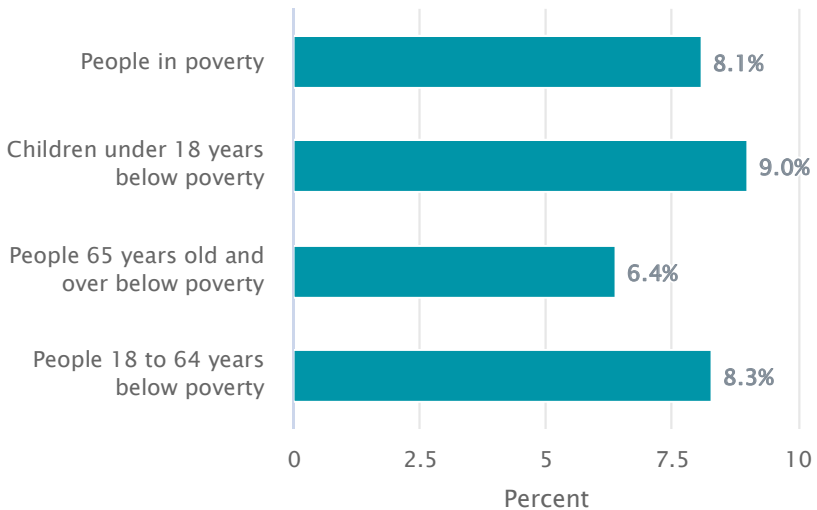
Proportion of Households with Various Income Sources in Kauai County, Hawaii in 2015-2019



Poverty and Participation in Government Programs

In 2015-2019, 8.1 percent of people were in poverty. An estimated 9.0 percent of children under 18 were below the poverty level, compared with 6.4 percent of people 65 years old and over. An estimated 8.3 percent of people 18 to 64 years were below the poverty level.

Poverty Rates in Kauai County, Hawaii in 2015-2019



In 2015-2019, 9.1 percent of households received SNAP (the Supplemental Nutrition Assistance Program). An estimated 57.2 percent of households that received SNAP had children under 18, and 44.0 percent of households that received SNAP had one or more people 60 years and over. An estimated 21.2 percent of all households receiving SNAP were families with a female householder and no husband present. An estimated 44.3 percent of households receiving SNAP had two or more workers in the past 12 months.

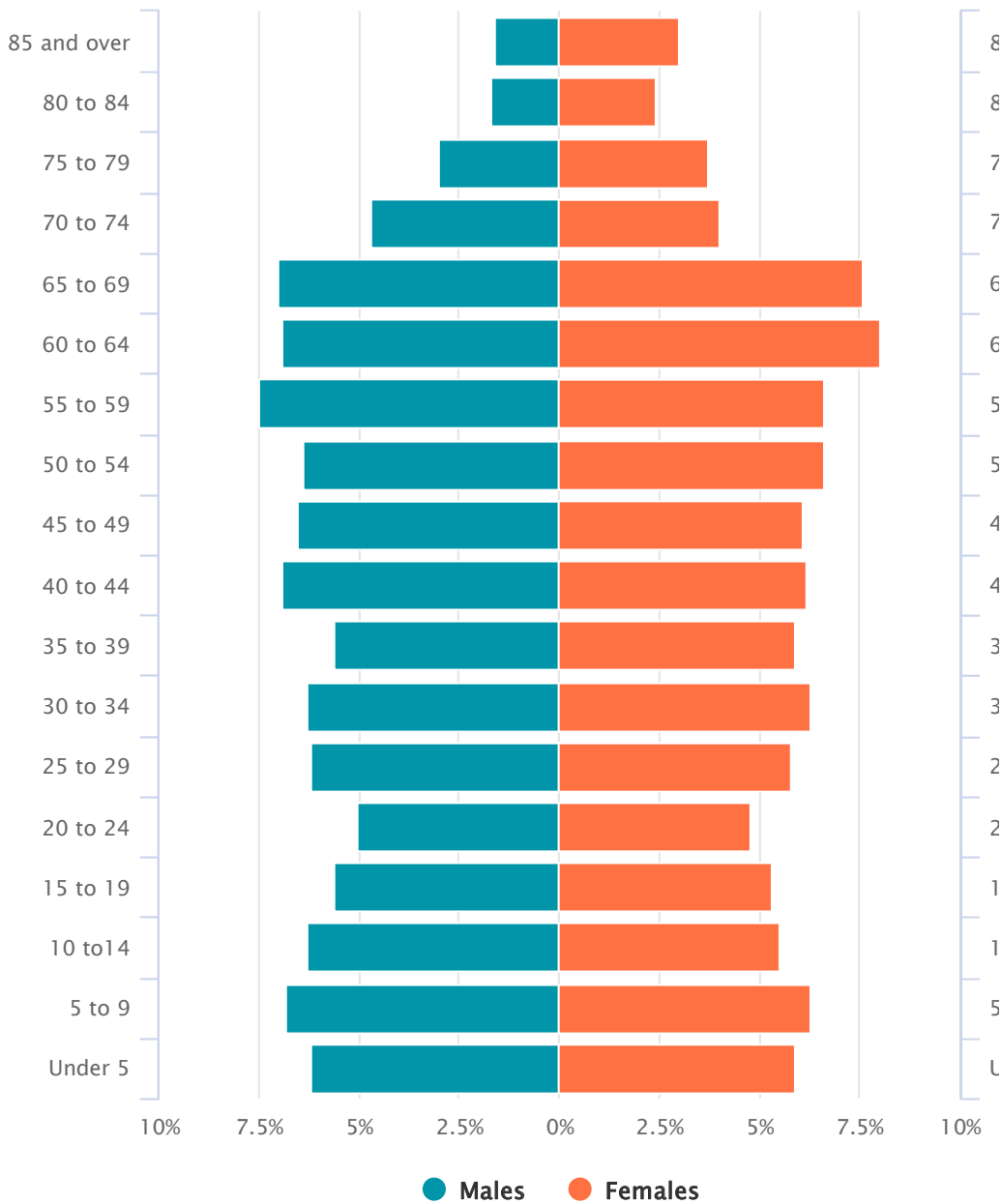
Health Insurance

Among the civilian noninstitutionalized population in Kauai County, Hawaii in 2015-2019, 95.0 percent had health insurance coverage and 5.0 percent did not have health insurance coverage. Private coverage was 71.8 percent and government coverage was 37.4 percent, respectively. The percentage of children under the age of 19 with no health insurance coverage was 3.0 percent.

Population

In 2015-2019, Kauai County, Hawaii had a total population of 71,769 – 36,240 (50.5 percent) females and 35,529 (49.5 percent) males. The median age was 42.6 years. An estimated 22.0 percent of the population was under 18 years, 31.4 percent was 18 to 44 years, 27.3 percent was 45 to 64 years, and 19.3 percent was 65 years and older.

Population by Age and Sex for Kauai County, Hawaii in 2015-2019



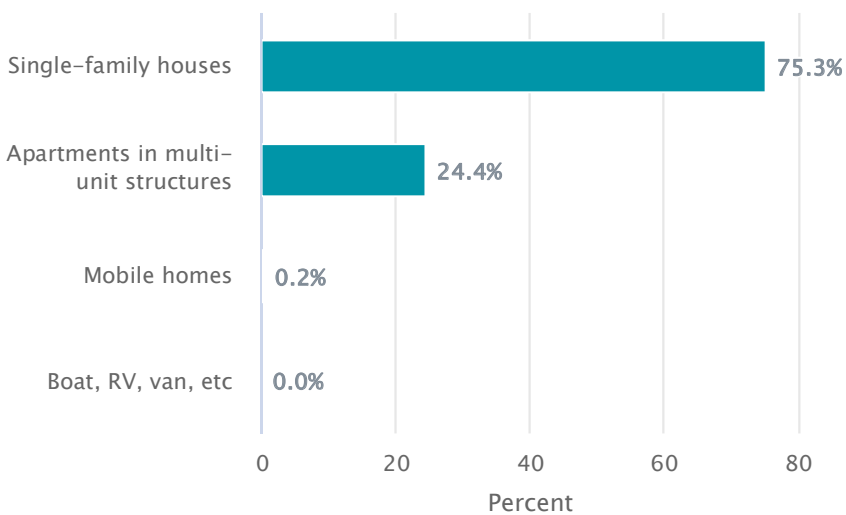
Race and Hispanic origin

For people reporting one race alone, 32.4 percent were White; 0.4 percent were Black or African American; 0.6 percent were American Indian and Alaska Native; 33.0 percent were Asian; 9.2 percent were Native Hawaiian and Other Pacific Islander, and 0.6 percent were some other race. An estimated 23.9 percent reported two or more races. An estimated 11.1 percent of the people in Kauai County, Hawaii were Hispanic. An estimated 29.5 percent of the people in Kauai County, Hawaii were White non-Hispanic. People of Hispanic origin may be of any race.

Housing Inventory Characteristics

In 2015-2019, Kauai County, Hawaii had a total of 31,016 housing units. Of these housing units, 75.3 percent were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhouses” or “row houses”). 24.4 percent of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. 0.2 percent were mobile homes, while any remaining housing units were classified as “other,” which included boats, recreational vehicles, vans, etc.

Types of Housing Units in Kauai County, Hawaii in 2015-2019



3.3 percent of the housing inventory was comprised of houses built since 2010, while 3.6 percent of the houses were first built in 1939 or earlier. The median number of rooms in all housing units in Kauai County, Hawaii was 4.7 rooms, and of these housing units 59.4 percent had three or more bedrooms.

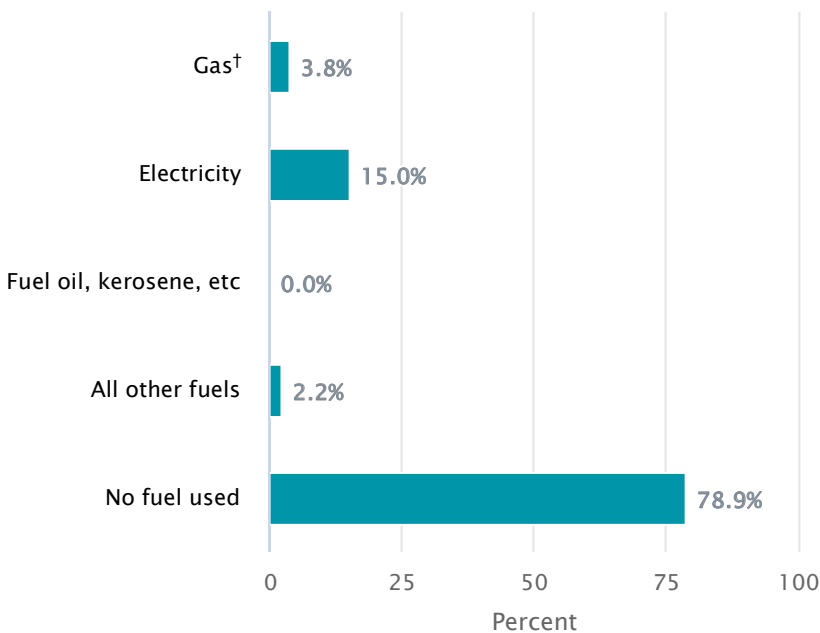
Occupied Housing Characteristics

In 2015-2019, Kauai County, Hawaii had 22,658 housing units that were occupied or had people living in them, while the remaining 8,358 were vacant. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 63.2 percent while renters occupied 36.8 percent. The average household size of owner-occupied houses was 3.12 and in renter-occupied houses it was 3.15.

18.5 percent of householders of these occupied houses had moved into their house since 2015, while 21.4 percent moved into their house in 1989 or earlier. Households without a vehicle available for personal use comprised 4.0 percent and another 32.5 percent had three or more vehicles available for use.

The following chart provides the primary fuel used to heat houses in Kauai County, Hawaii:

House Heating Fuel Used in Kauai County, Hawaii in 2015-2019



†This category includes utility, bottled, tank, or LP gas.

Financial Characteristics and Housing Costs

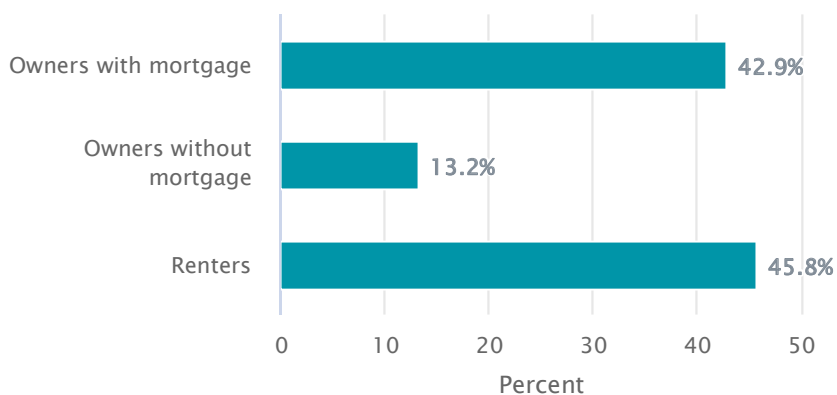
In 2015-2019, the median property value for owner-occupied houses in Kauai County, Hawaii was \$570,700.

Of the owner-occupied households, 58.8 percent had a mortgage. 41.2 percent owned their houses “free and clear,” that is without a mortgage or loan on the house. The median monthly housing costs for owners with a mortgage was \$2,267 and for owners without a mortgage it was \$497.

For renter-occupied houses, the median gross rent for Kauai County, Hawaii was \$1,375. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house.

Households that pay thirty percent or more of their income on housing costs are considered cost-burdened. In 2015-2019, cost-burdened households in Kauai County, Hawaii accounted for 42.9 percent of owners with a mortgage, 13.2 percent of owners without a mortgage, and 45.8 percent of renters.

Households with a Housing Cost Burden in Kauai County, Hawaii in 2015-2019

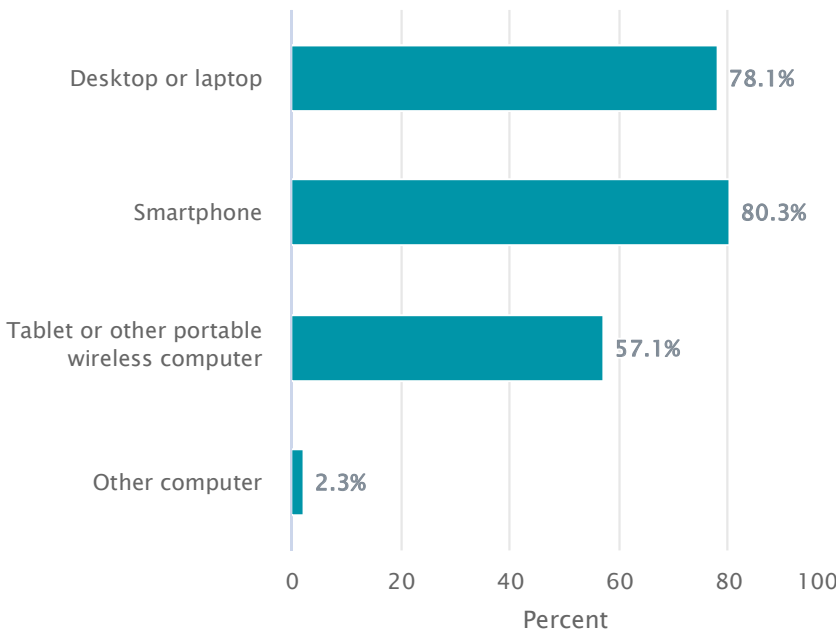


Computer and Internet Use

In 2015-2019, 90.2 percent of households in Kauai County, Hawaii had a computer, and 84.6 percent had a broadband internet subscription.

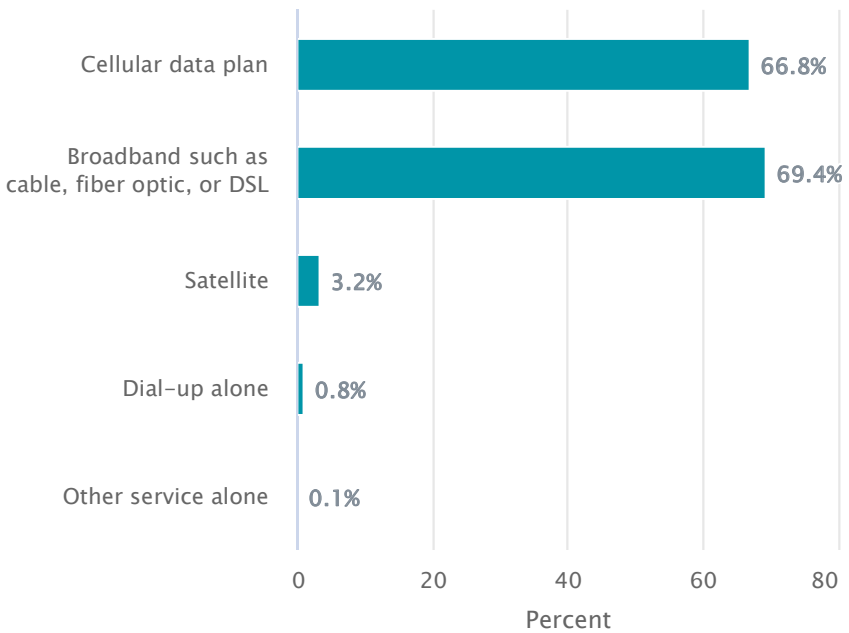
An estimated 78.1 percent of households had a desktop or laptop, 80.3 percent had a smartphone, 57.1 percent had a tablet or other portable wireless computer, and 2.3 percent had some other computer.

Types of Computers in Kauai County, Hawaii in 2015-2019



Among all households, 66.8 percent had a cellular data plan; 69.4 percent had a broadband subscription such as cable, fiber optic, or DSL; 3.2 percent had a satellite internet subscription; 0.8 percent had dial-up alone; and 0.1 percent had some other service alone.

Types of Internet Subscriptions in Kauai County, Hawaii in 2015-2019



ATTACHMENT 6

American Community Survey

2015–2019 ACS 5-Year Narrative Profile Maui County, Hawaii

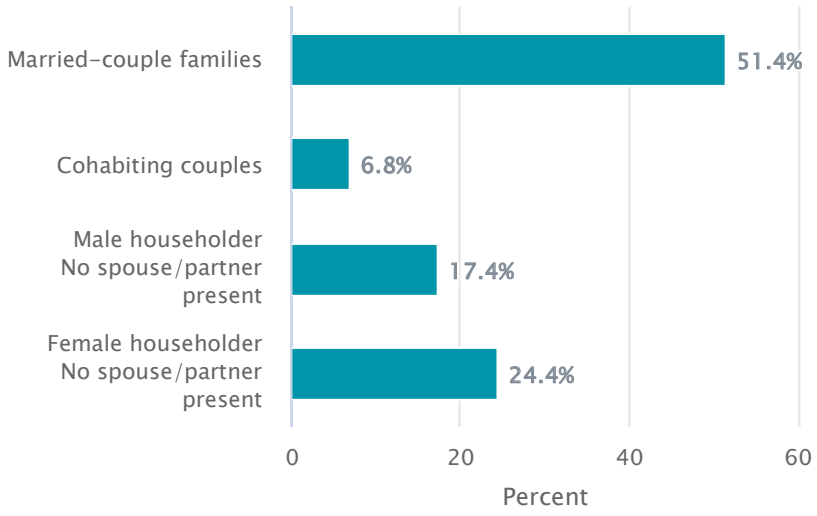
Households and Families

In 2015-2019, there were 54,479 households in Maui County, Hawaii. The average household size was 3.00 people.

Married-couple households made up 51.4 percent of the households in Maui County, Hawaii while cohabiting couple households made up 6.8 percent of households. Female householder families with no spouse or partner present and own children under 18 years were 3.6 percent of all households, while 1.4 percent of households were male householder families with no spouse or partner present and own children under 18 years. Of people living alone, 10.8 percent were male householders, and 11.9 percent were female householders, for a total of 22.7 percent of all households.

In Maui County, Hawaii, 32.0 percent of all households have one or more people under the age of 18; 37.3 percent of all households have one or more people 65 years and over.

Types of Households in Maui County, Hawaii in 2015-2019



Marital status

Among persons 15 and older, 51.1 percent of males and 48.9 percent of females are currently married.

Population 15 years and over	Males	Females
Never married	35.8	28.5
Now married, except separated	51.1	48.9
Separated	1.2	1.8
Widowed	2.2	9.2
Divorced	9.7	11.7

Grandparents and grandchildren

In Maui County, Hawaii, 6,833 grandparents lived with their grandchildren under 18 years old. Of those grandparents, 19.4 percent were responsible for the basic needs of their grandchildren.

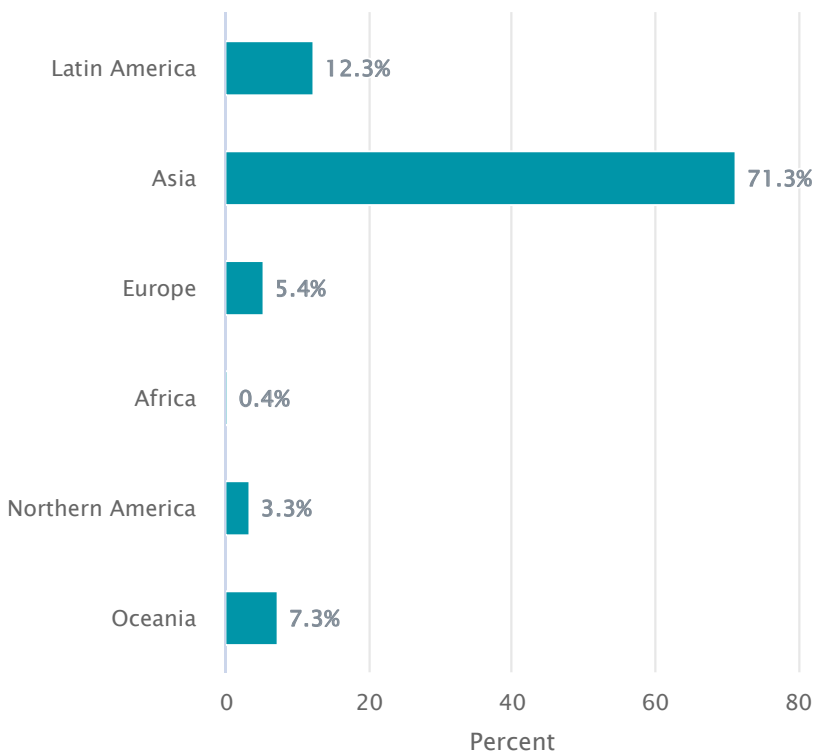
Nativity and Foreign Born

In 2015-2019, an estimated 81.3 percent of the people living in Maui County, Hawaii were U.S. natives. 50.3 percent of the Maui County, Hawaii population were living in the state where they were born.

Approximately 18.7 percent of Maui County, Hawaii residents in 2015-2019 were foreign-born. 54.8 percent of foreign born were naturalized U.S. citizens and an estimated 79.5 percent entered the country before the year 2010.

Foreign-born residents of Maui County, Hawaii come from different parts of the world. The bar graph below displays the percentage of foreign born from each world region of birth in 2015-2019 for Maui County, Hawaii.

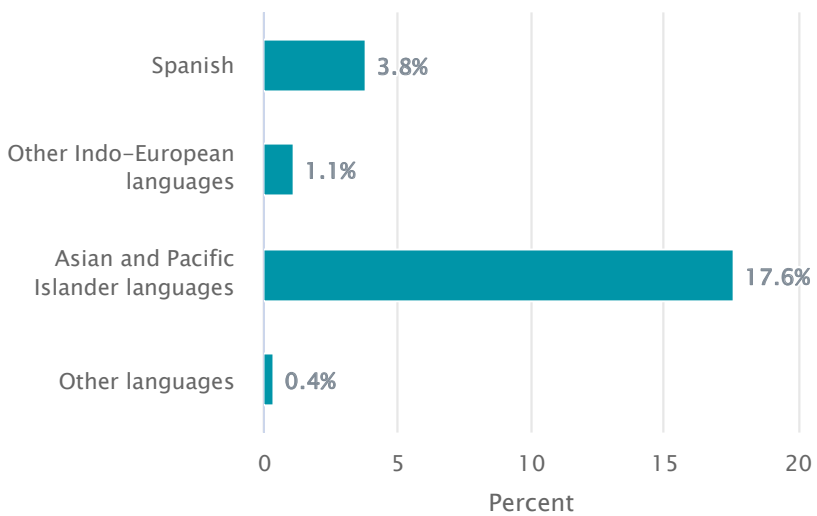
Region of Birth for the Foreign-Born Population in Maui County, Hawaii in 2015-2019



Language

Among people at least five years old living in Maui County, Hawaii in 2015-2019, 22.8 percent spoke a language other than English at home. Spanish was spoken by 3.8 percent of people at least five years old; 10.6 percent reported that they did not speak English "very well."

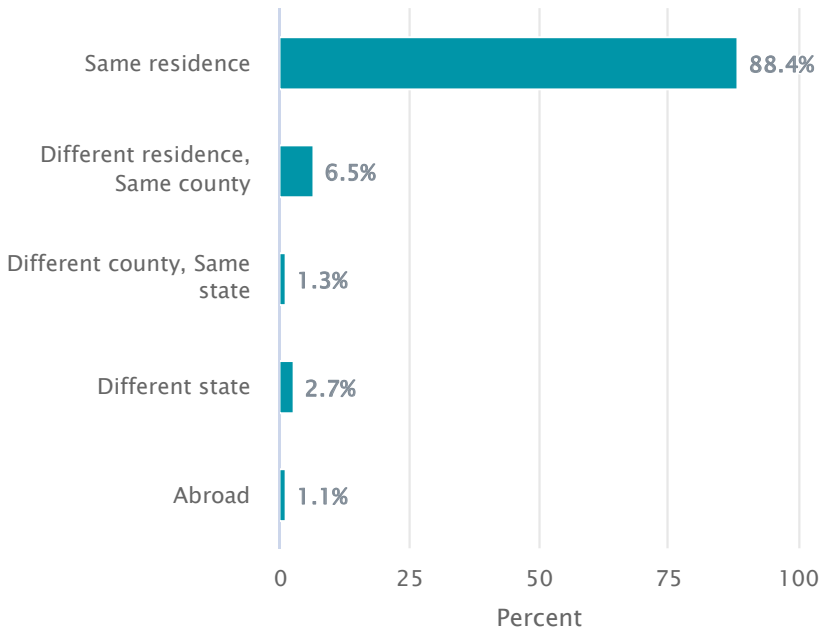
Percent of the Population 5 years and over who Speak a Language other than English in Maui County, Hawaii in 2015-2019



Geographic Mobility

In 2015-2019, 88.4 percent of the people at least one year old living in Maui County, Hawaii were living in the same residence one year earlier.

Geographic Mobility of Residents of Maui County, Hawaii in 2015-2019

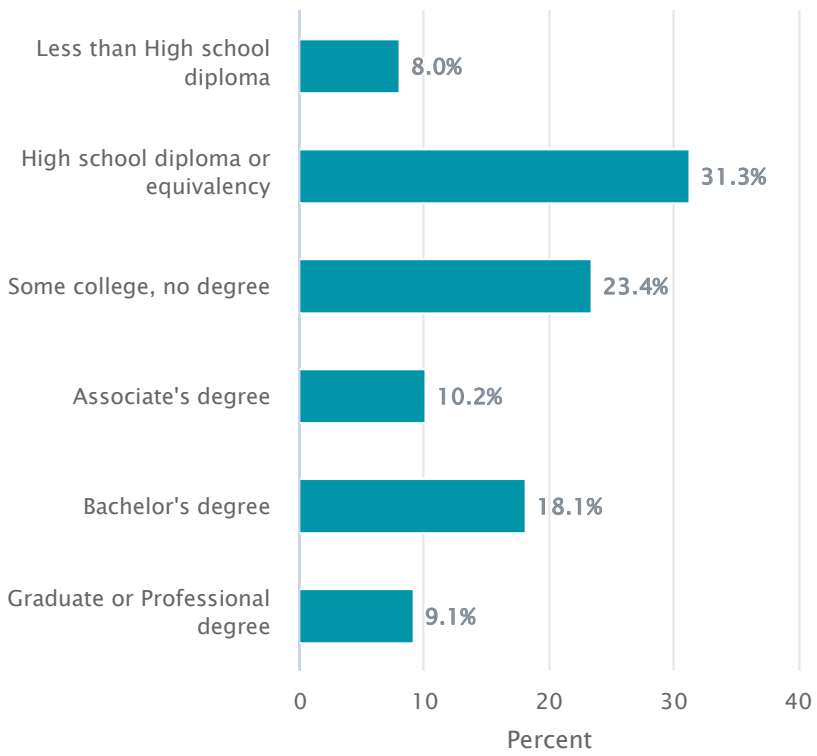


Education

In 2015-2019, 92.0 percent of people 25 years and over had at least graduated from high school and 27.2 percent had a bachelor's degree or higher. An estimated 8.0 percent did not complete high school.

The total school enrollment in Maui County, Hawaii was 34,154 in 2015-2019. Nursery school enrollment was 2,644 and kindergarten through 12th grade enrollment was 24,960. College or graduate school enrollment was 6,550.

Educational Attainment of People in Maui County, Hawaii in 2015-2019



Disability

In Maui County, Hawaii, among the civilian noninstitutionalized population in 2015-2019, 9.6 percent reported a disability. The likelihood of having a disability varied by age - from 2.8 percent of people under 18 years old, to 6.7 percent of people 18 to 64 years old, and to 28.3 percent of those 65 and over.

Employment Status and Type of Employer

In Maui County, Hawaii, 63.8 percent of the population 16 and over were employed; 33.2 percent were not currently in the labor force.

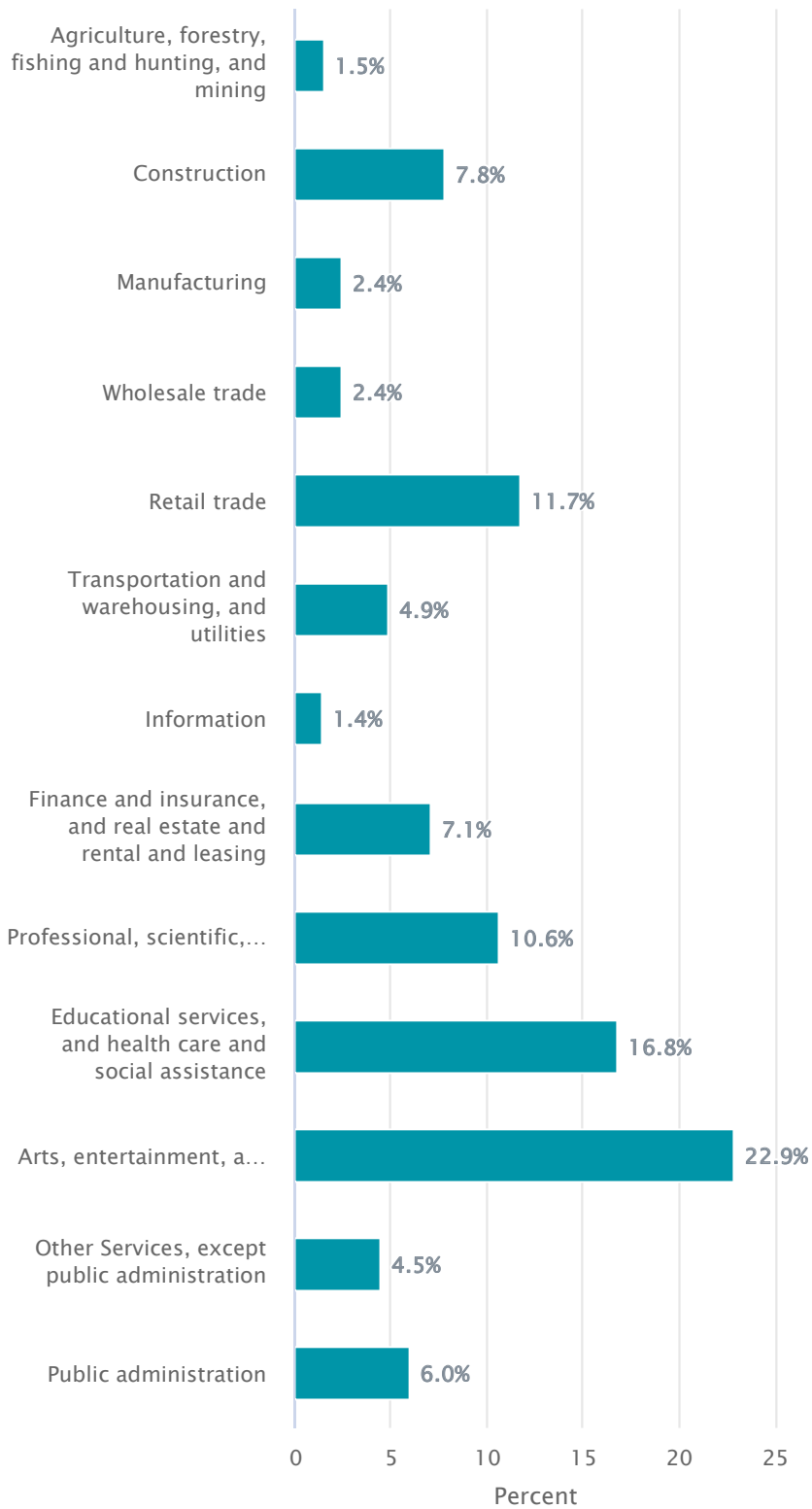
An estimated 77.3 percent of the people employed were private wage and salary workers; 14.1 percent were federal, state, or local government workers; and 8.4 percent were self-employed in their own (not incorporated) business.

Class of worker	Number	Percent
Private wage and salary workers	65,608	77.3
Federal, state, or local government workers	11,969	14.1
Self-employed workers in own not incorporated business	7,102	8.4

Industries

In 2015-2019, the civilian employed population 16 years and older in Maui County, Hawaii worked in the following industries:

Percent by Industry in Maui County, Hawaii in 2015-2019



Occupations

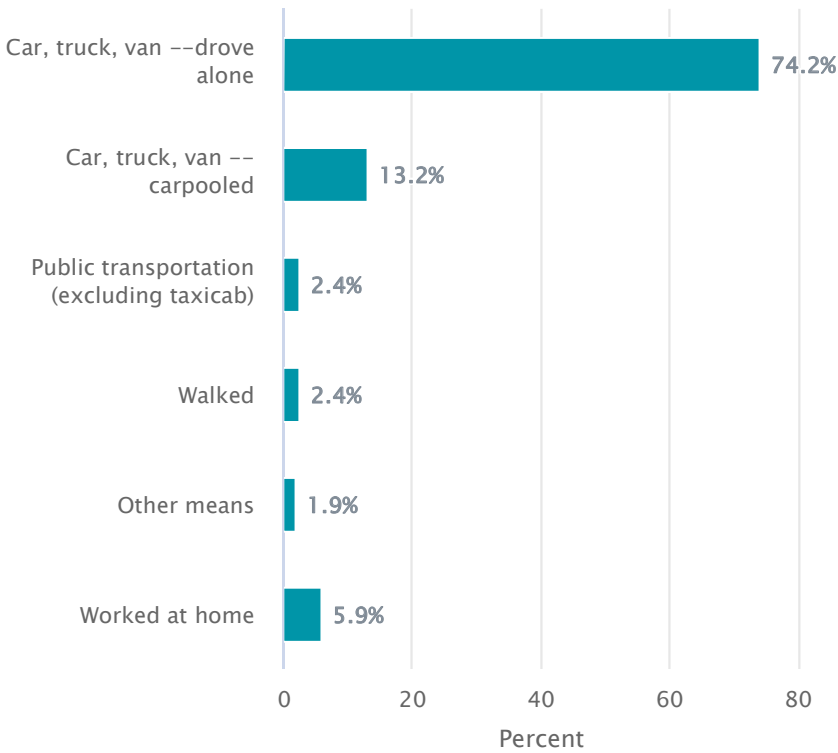
Occupations for the Civilian Employed Population 16 Years and over in Maui County, Hawaii in 2015-2019

Civilian employed population 16 years and over	Number	Percent
Management, business, sciences, and arts occupations	25,679	30.2
Service occupations	24,202	28.5
Sales and office occupations	18,587	21.9
Natural resources, construction, and maintenance occupations	8,190	9.6
Production, transportation, and material moving occupations	8,241	9.7

Commuting to Work

An estimated 74.2 percent of Maui County, Hawaii workers drove to work alone in 2015-2019, and 13.2 percent carpooled. Among those who commuted to work, it took them on average 21.3 minutes to get to work.

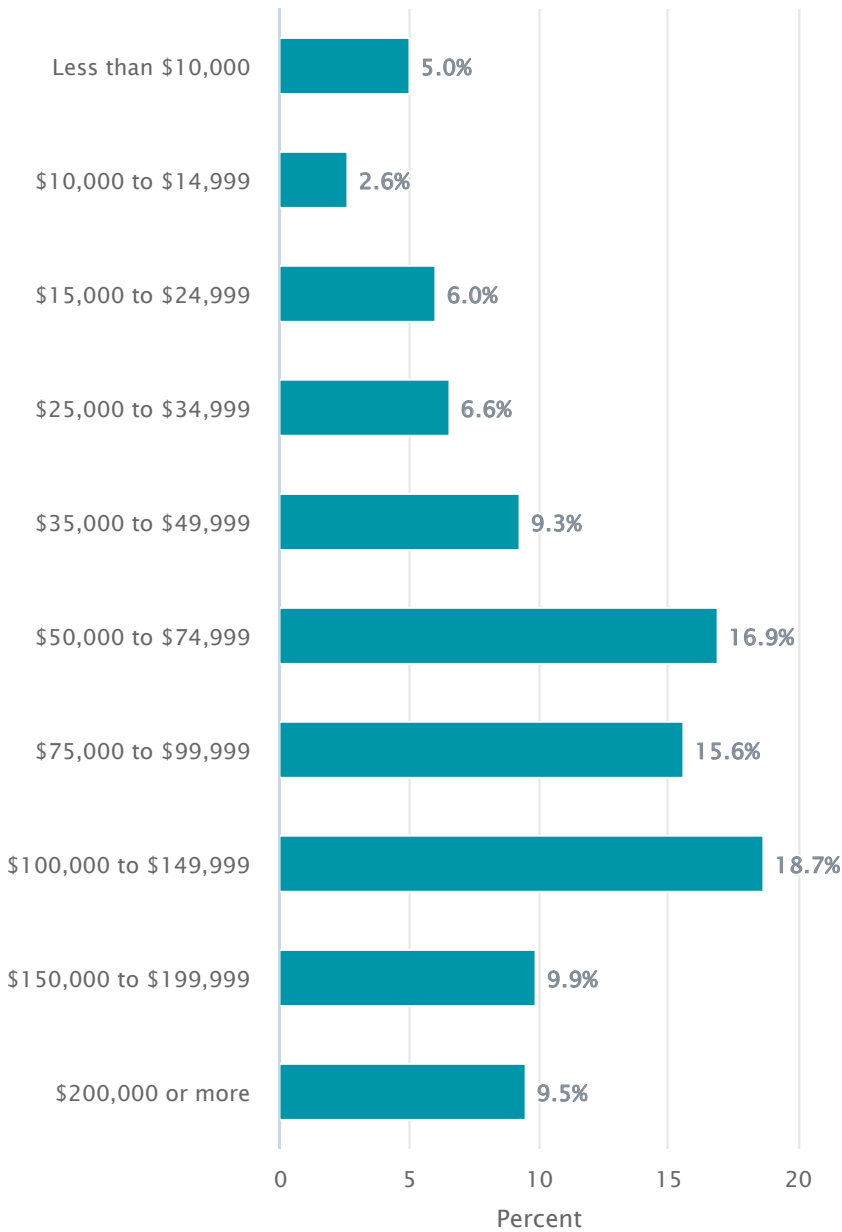
Percent of Workers 16 and over Commuting by Mode in Maui County, Hawaii in 2015-2019



Income

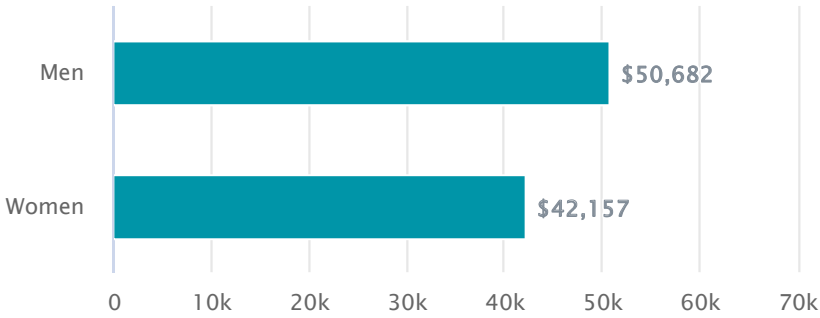
The median income of households in Maui County, Hawaii was \$80,948. An estimated 5.0 percent of households had income below \$10,000 a year and 9.5 percent had income over \$200,000 or more.

Household Income in Maui County, Hawaii in 2015-2019



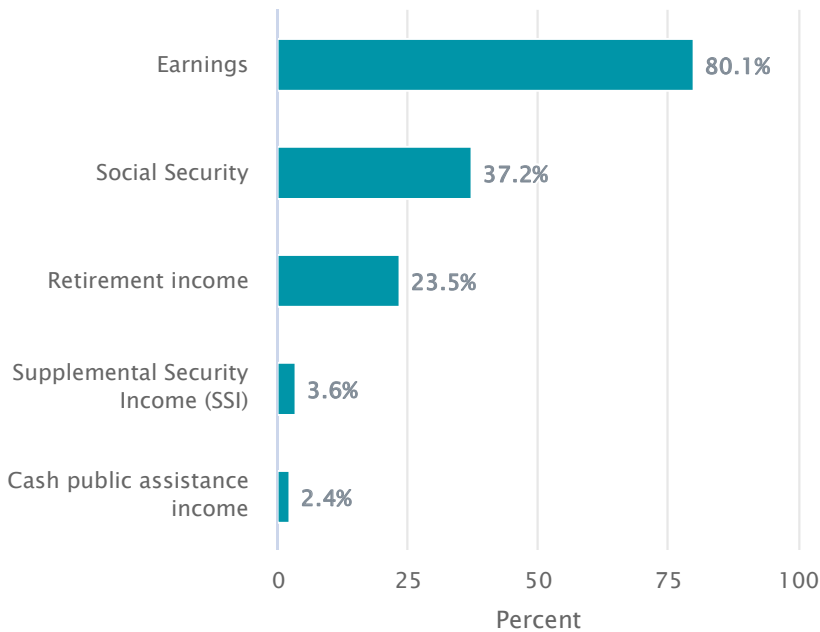
Median earnings for full-time year-round workers was \$45,946. Male full-time year-round workers had median earnings of \$50,682. Female full-time year-round workers had median earnings of \$42,157.

Median Earnings for Full-Time Year-Round Workers by Sex in Maui County, Hawaii in 2015-2019



An estimated 80.1 percent of households received earnings. An estimated 37.2 percent of households received Social Security and an estimated 23.5 percent of households received retirement income other than Social Security. The average income from Social Security was \$20,624. These income sources are not mutually exclusive; that is, some households received income from more than one source.

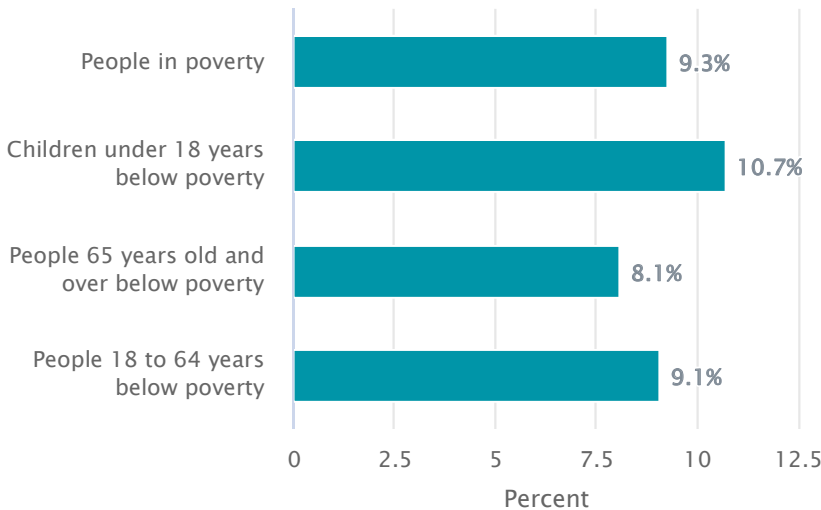
Proportion of Households with Various Income Sources in Maui County, Hawaii in 2015-2019



Poverty and Participation in Government Programs

In 2015-2019, 9.3 percent of people were in poverty. An estimated 10.7 percent of children under 18 were below the poverty level, compared with 8.1 percent of people 65 years old and over. An estimated 9.1 percent of people 18 to 64 years were below the poverty level.

Poverty Rates in Maui County, Hawaii in 2015-2019



In 2015-2019, 9.3 percent of households received SNAP (the Supplemental Nutrition Assistance Program). An estimated 50.9 percent of households that received SNAP had children under 18, and 48.5 percent of households that received SNAP had one or more people 60 years and over. An estimated 27.5 percent of all households receiving SNAP were families with a female householder and no husband present. An estimated 40.2 percent of households receiving SNAP had two or more workers in the past 12 months.

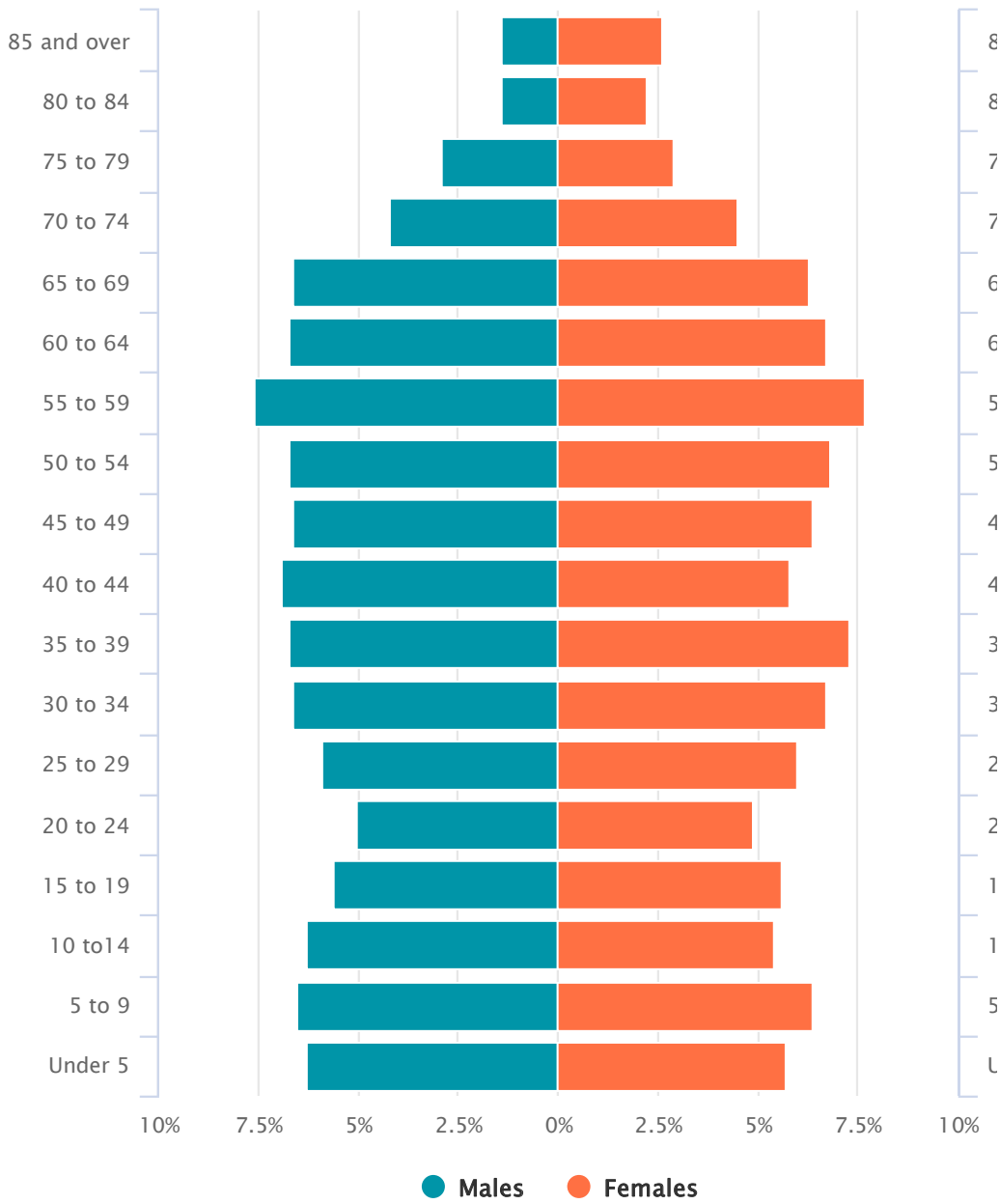
Health Insurance

Among the civilian noninstitutionalized population in Maui County, Hawaii in 2015-2019, 95.0 percent had health insurance coverage and 5.0 percent did not have health insurance coverage. Private coverage was 73.9 percent and government coverage was 34.0 percent, respectively. The percentage of children under the age of 19 with no health insurance coverage was 3.3 percent.

Population

In 2015-2019, Maui County, Hawaii had a total population of 165,979 – 83,346 (50.2 percent) females and 82,633 (49.8 percent) males. The median age was 41.2 years. An estimated 21.9 percent of the population was under 18 years, 32.8 percent was 18 to 44 years, 27.6 percent was 45 to 64 years, and 17.5 percent was 65 years and older.

Population by Age and Sex for Maui County, Hawaii in 2015-2019



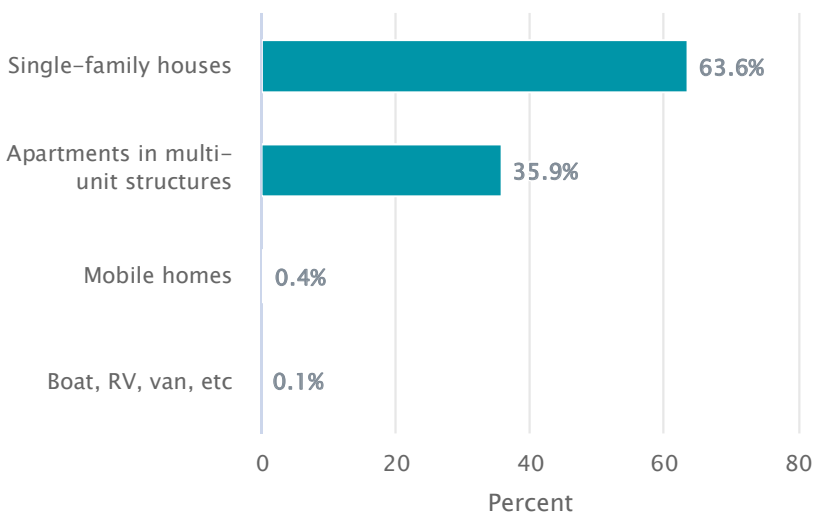
Race and Hispanic origin

For people reporting one race alone, 35.5 percent were White; 0.5 percent were Black or African American; 0.3 percent were American Indian and Alaska Native; 29.3 percent were Asian; 10.9 percent were Native Hawaiian and Other Pacific Islander, and 1.7 percent were some other race. An estimated 21.9 percent reported two or more races. An estimated 11.3 percent of the people in Maui County, Hawaii were Hispanic. An estimated 30.2 percent of the people in Maui County, Hawaii were White non-Hispanic. People of Hispanic origin may be of any race.

Housing Inventory Characteristics

In 2015-2019, Maui County, Hawaii had a total of 73,169 housing units. Of these housing units, 63.6 percent were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhouses” or “row houses”). 35.9 percent of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. 0.4 percent were mobile homes, while any remaining housing units were classified as “other,” which included boats, recreational vehicles, vans, etc.

Types of Housing Units in Maui County, Hawaii in 2015-2019



4.2 percent of the housing inventory was comprised of houses built since 2010, while 3.8 percent of the houses were first built in 1939 or earlier. The median number of rooms in all housing units in Maui County, Hawaii was 4.2 rooms, and of these housing units 50.5 percent had three or more bedrooms.

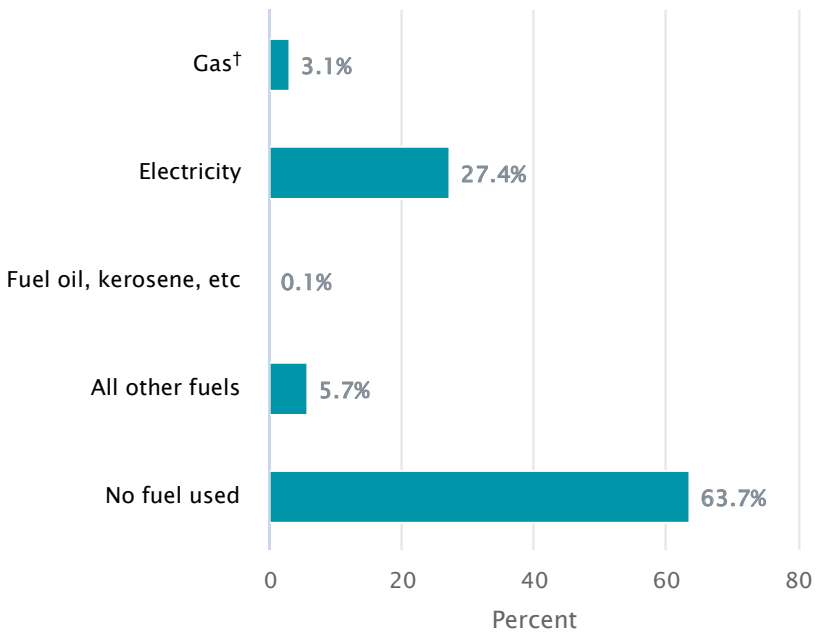
Occupied Housing Characteristics

In 2015-2019, Maui County, Hawaii had 54,479 housing units that were occupied or had people living in them, while the remaining 18,690 were vacant. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 61.0 percent while renters occupied 39.0 percent. The average household size of owner-occupied houses was 3.14 and in renter-occupied houses it was 2.78.

22.1 percent of householders of these occupied houses had moved into their house since 2015, while 16.0 percent moved into their house in 1989 or earlier. Households without a vehicle available for personal use comprised 4.7 percent and another 26.6 percent had three or more vehicles available for use.

The following chart provides the primary fuel used to heat houses in Maui County, Hawaii:

House Heating Fuel Used in Maui County, Hawaii in 2015-2019



†This category includes utility, bottled, tank, or LP gas.

Financial Characteristics and Housing Costs

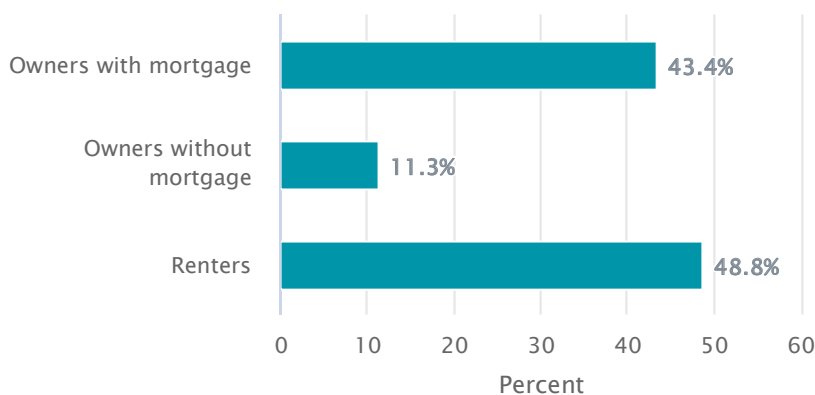
In 2015-2019, the median property value for owner-occupied houses in Maui County, Hawaii was \$633,500.

Of the owner-occupied households, 67.4 percent had a mortgage. 32.6 percent owned their houses “free and clear,” that is without a mortgage or loan on the house. The median monthly housing costs for owners with a mortgage was \$2,432 and for owners without a mortgage it was \$456.

For renter-occupied houses, the median gross rent for Maui County, Hawaii was \$1,510. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house.

Households that pay thirty percent or more of their income on housing costs are considered cost-burdened. In 2015-2019, cost-burdened households in Maui County, Hawaii accounted for 43.4 percent of owners with a mortgage, 11.3 percent of owners without a mortgage, and 48.8 percent of renters.

Households with a Housing Cost Burden in Maui County, Hawaii in 2015-2019

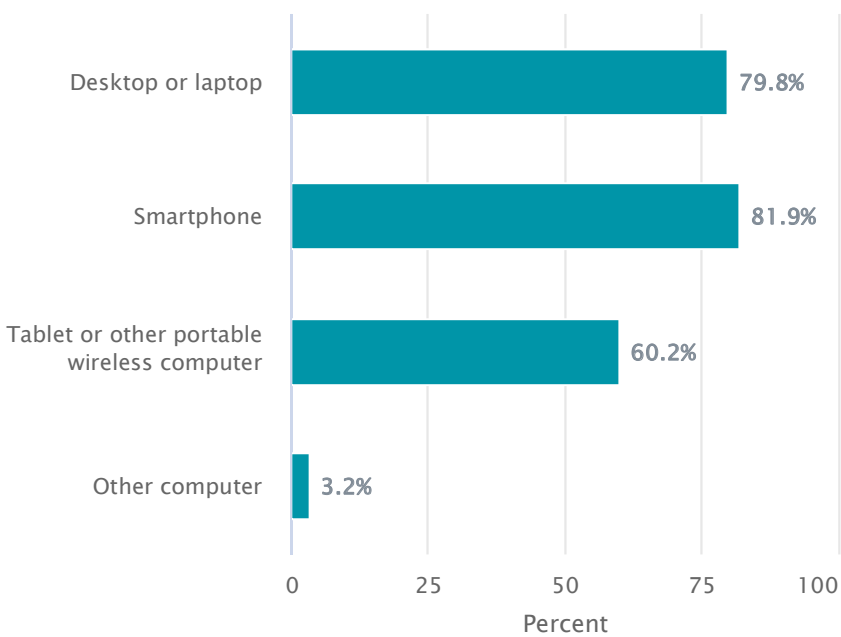


Computer and Internet Use

In 2015-2019, 91.4 percent of households in Maui County, Hawaii had a computer, and 84.0 percent had a broadband internet subscription.

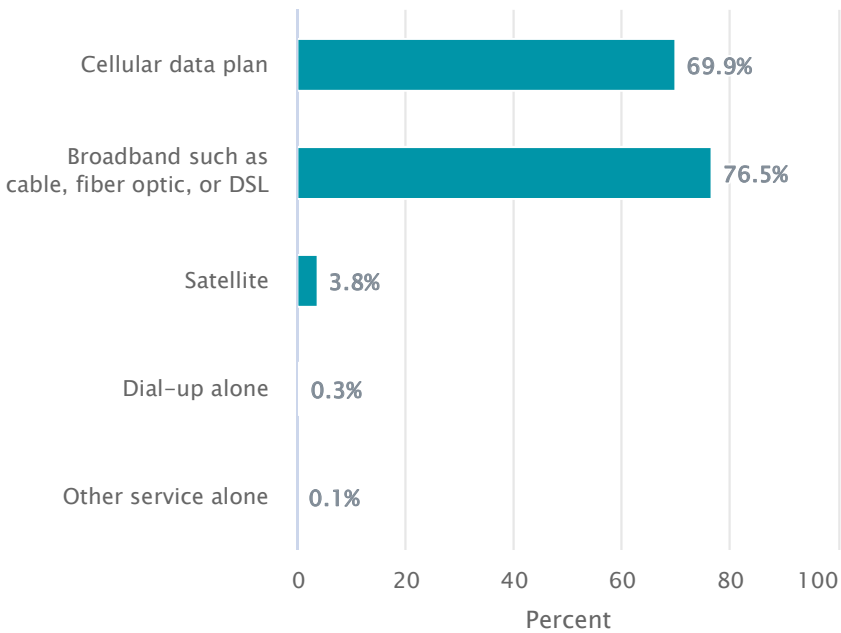
An estimated 79.8 percent of households had a desktop or laptop, 81.9 percent had a smartphone, 60.2 percent had a tablet or other portable wireless computer, and 3.2 percent had some other computer.

Types of Computers in Maui County, Hawaii in 2015-2019



Among all households, 69.9 percent had a cellular data plan; 76.5 percent had a broadband subscription such as cable, fiber optic, or DSL; 3.8 percent had a satellite internet subscription; 0.3 percent had dial-up alone; and 0.1 percent had some other service alone.

Types of Internet Subscriptions in Maui County, Hawaii in 2015-2019



ATTACHMENT 7



Statistical Report

DETAILED LANGUAGES SPOKEN AT HOME
IN THE STATE OF HAWAII

March 2016

Hawaii State Data Center

Research and Economic Analysis Division

Department of Business, Economic Development

and Tourism

STATE of HAWAII



This publication is produced by the Research and Economic Analysis Division (READ) of the Department of Business, Economic Development & Tourism (DBEDT), State of Hawaii which is responsible for its content and presentation.

Source of data

U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates
U.S. Census Bureau, 2000 Census
U.S. Census Bureau, 1990 Census

The DBEDT website with Census Bureau data for Hawaii may be found at census.hawaii.gov. Data is also available on the U.S. Census Bureau website at www.census.gov.

Acknowledgement

We would like to express our appreciation to the Education and Social Stratification Branch, U.S. Census Bureau for their valuable input for this report.

EXECUTIVE SUMMARY

- For the nation as a whole, the number of people ages 5 years and older speaking a language other than English grew by almost 90% between 1990 and the 2009-2013¹ time period. The number of speakers increased from 31.8 million to 60.4 million people. Hawaii's growth was only about a third of the U.S., increasing from 254,724 speakers in 1990 to 326,893 speakers in the 5-years between 2009-2013.
- Data for the three counties (Honolulu, Hawaii, and Maui) with available data revealed that Honolulu County had the highest number and percentage of people speaking a language other than English at home with 250,517 people and 27.8% of its population. The lowest number of people speaking another language at home was in Maui County with 30,340 people, while the lowest percentage was found in Hawaii County with 18.7%. For those who spoke a language other than English at home, Honolulu County had the highest percentage of population speaking English less than very well at 52% while Hawaii County had the lowest percentage at 31.1%.
- There were 326,893 people comprising 25.4% of Hawaii's population who spoke a language other than English at home. At least 130 languages were spoken in this state. Tagalog with 58,345 speakers, Ilocano with 54,005 speakers and Japanese with 45,633 speakers were the top languages. In the State of Hawaii, 48.8% of those who spoke another language at home spoke the English language less than "very well".
- There were 250,517 people comprising 27.8% of Honolulu County's population who spoke a language other than English at home. At least 120 languages were spoken in this county. Tagalog with 45,163 speakers, Japanese with 38,561 speakers and Ilocano with 36,275 speakers were the languages with the largest number of speakers living in Honolulu County. Of all the speakers who spoke a language other than English at home, a majority of 52% spoke English less than "very well."
- There were 32,732 people comprising 18.7% of Hawaii County's population who spoke a language other than English at home. A total of at least 60 languages were spoken in this county. Hawaiian with 5,920 speakers, Ilocano with 4,555 speakers, Spanish with 4,440 speakers, Tagalog with 4,395 speakers, and Japanese with 4,094 speakers were the languages with the largest number of speakers living in Hawaii County. In total, Hawaii County had 31.1% of these people who used another language at home speaking English less than "very well."
- There are 30,340 people comprising 20.7% of Maui County's population who spoke a language other than English at home. At least 63 languages were spoken in this county. Ilocano with 8,665 speakers and Tagalog with 6,119 speakers were the languages with the largest numbers of speakers residing in Maui County. Overall, 45.9% of these people spoke English less than "very well" in Maui County.

¹ The average of the 5 year period between 2009 and 2013

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Introduction

In Hawaii, we encounter a variety of languages with people conversing in another language, on a daily basis, in many public places. Organizations need to work with new clients who arrive from foreign areas and speak almost no English. This diversity of languages spoken here even created a need in historical times for a new “language” so that people could communicate with each other, and this language became known as Pidgin.

This report addresses the need to know which detailed languages are used, the size of their group, level of assistance needed, and location of populations speaking a language other than English at home in Hawaii.

Learning about languages spoken at home may be more meaningful to people in Hawaii than in many of the other states. One factor may be that Hawaii ranked among the top 10 states in several areas, which related to the languages spoken in an area. We were the most diverse state in the nation, with more than three-quarters of our population belonging to a minority group. Our percentage of Asian alone and in combination population and our percentage of Native Hawaiian and Other Pacific Islander alone and in combination population ranked #1 in the nation. Our state also ranked 6th in the United States for percentage of foreign born population. In the category for percentage of people speaking another language at home, Hawaii ranked #9 in the nation.

There are many important uses both in the public as well as the private sectors for data on the number of people speaking languages other than English, and how well these people speak English. Election offices need the information to identify voter language needs as required under the Federal Voting Rights Act. State agencies must comply with Hawaii’s language access laws. Schools obtain federal funding based on their student’s English proficiency needs. Businesses, non-profit organizations and many others also use language data.

Data Overview

A special tabulation of detailed languages spoken at home other than English by persons 5 years and older was released from the U.S. Census Bureau in November 2015. It is the most comprehensive listing to date from the American Community Survey (ACS), a survey which is conducted annually by the Bureau.

The data contained in this report are from the 2009-2013 ACS 5-year dataset. Figures displayed are the average values over the 5-year period of 2009 to 2013. It is based on a sample of 8.5% of Hawaii’s population over that period of time. These data are estimates and are therefore subject to sampling variability.

The census tabulation covers the nation, all states as well as any county, metropolitan (MSA) or micropolitan area with total populations of at least 100,000 and for which there were at least 25,000 speakers of a language other than English and Spanish. The Hawaii sub-state areas that qualified are the counties of Honolulu, Hawaii and Maui (not including Kalawao County); Urban Honolulu MSA; Kahului-Wailuku Lāhaina MSA; and Hilo Micropolitan area. Unfortunately, data for Kauai County and Kalawao County did not meet the criteria. This report focuses on the state and the available county data.

The languages referred to in the following sections are the detailed languages other than English spoken at home. Some language categories have no counts displayed due to disclosure concerns. The listing of the language category, however, allows us to see that people who speak these languages do reside in the area.

The next planned release by the U.S. Census Bureau for a comprehensive language listing such as this one will be in another five years.

Language Overview

The ACS survey contains the question, “Does this person speak a language other than English at home?” (Yes or No). If yes, the respondent proceeds to the question “What is this language?” (write-in answer). Also, the survey further asks “How well does this person speak English?”

The ACS survey asks respondents to write in their language spoken at home. This may result in different language answers than a survey that displays preset choices from which the respondent would select from. One example is the more general language category of “Chinese (including Cantonese, Mandarin, Other Chinese languages).” Beneath this general category the detailed language categories of Chinese, Cantonese, Mandarin, Fuchow, Formosan and Wu are listed. This is one of the outcome of writing in answers, where some respondents may write in the more general language of “Chinese” itself while other respondents may write in a more specific language choice such as Cantonese or Mandarin.

In this special language tabulation, the Census Bureau displays data for 350 different languages and language groups found in the entire nation. People surveyed in Hawaii spoke 130 of the detailed languages. It should be noted that there may be more languages than those currently counted because the languages listed for the U.S. and Hawaii only include those chosen by people who were selected for the ACS survey sample and who participated in it during this 5-year period. The language categories also reflected the answers given by the person who responded for that household. In addition to that, there may currently be no Census Bureau code for some languages. An example is the Other Pacific Island language group. The Census

Bureau currently does have codes for the many Micronesian languages (which includes Kusaiean, Mokilese, Ponapean, Trukese, Ulithian, Yapese) and lots of other Pacific Island languages. The Bureau is in the process of adding more detailed codes for these Micronesian and Pacific Island languages.

Each year, preset tables in the annual ACS dataset are released which contain data on 29 detailed languages. Unfortunately for Hawaii, about half of our top 25 languages are not in this listing. Some of the missing languages are Ilocano, Hawaiian, Samoan, Cantonese and Marshallese.

Data presented in the tables in this report are a mixture of unrounded and rounded figures. The languages which appear each year in preset ACS tables are shown as unrounded figures in the Census Bureau special tabulation while all other languages are rounded to the nearest five. This may result in figures for the detailed categories not summing to the subtotals.

Information on the ability to speak English less than “very well” is shown along with the total language counts. It provides some indication of how proficient the speaker is using English. This ability is based on the respondents’ self-reporting of their own ability as well as their reporting of the ability of people in their household. The added information on English ability gives data users a better idea of how much assistance different language groups may need.

Historical Trend

This special tabulation data may be used with the decennial census data to provide a look at historical trends. For the nation as a whole, the number of people ages 5 years and older speaking a language other than English grew by almost 90% between 1990 and the 2009-2013 time period. The number of speakers increased from 31.8 million to 60.4 million people. Hawaii’s growth was only about a third of the U.S., increasing from 254,724 speakers in 1990 to 326,893 speakers in 2009-2013.

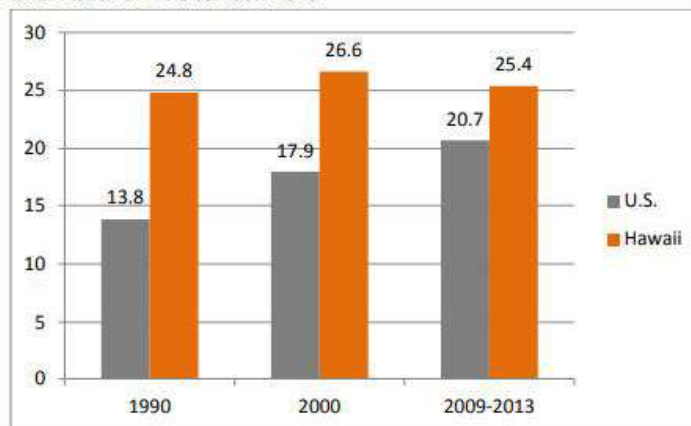
A look at the proportions revealed that the U.S. population consisting of those speaking a language other than English at home was about 13.8% in 1990 and is now 20.7% of the population. In contrast, Hawaii’s proportion has consistently been around one-fourth, from 24.8% in 1990 to 25.4 % in the 2009-2013 time period.

Table 1. Language Spoken at Home for the U.S. and Hawaii: 1990 to 2009-2013

Area and Characteristic	1990	2000	2009-2013	Percent change
United States				
Total 5 years and over	230,445,777	262,375,152	291,484,482	26.5
Speak only English	198,600,798	215,423,557	231,122,908	16.4
Percent	86.2	82.1	79.3	(X)
Speak language other than English at home	31,844,979	46,951,595	60,361,574	89.5
Percent	13.8	17.9	20.7	(X)
State of Hawaii				
Total 5 years and over	1,026,209	1,134,351	1,287,075	25.4
Speak only English	771,485	832,226	960,182	24.5
Percent	75.2	73.4	74.6	(X)
Speak language other than English at home	254,724	302,125	326,893	28.3
Percent	24.8	26.6	25.4	(X)

X Not applicable.

For the 2009-2013 period, about one in every five of the nation's population spoke a language other than English at home with 41.7% of that population speaking English less than "very well". During this same time period, Hawaii had higher percentages with 25.4% of its population speaking a language other than English at home, of which about 48.8% spoke English less than very well.

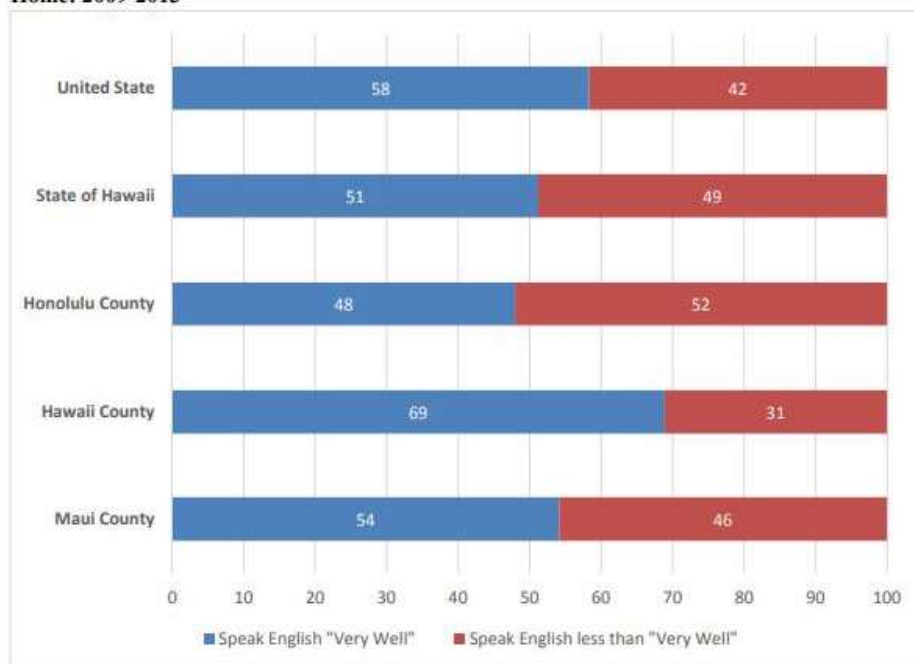
Figure 1. Percent of Population Who Speak a Language Other Than English at Home for the U.S. and Hawaii: 1990 to 2009-2013

Detailed Languages Spoken at Home in the State of Hawaii

County Overview

Data for the three counties (Honolulu, Hawaii and Maui) with available data revealed that Honolulu County had the highest number and percentage of people speaking a language other than English at home with 250,517 people and 27.8% of its population. The lowest number of people speaking another language at home was in Maui County with 30,340 people, while the lowest percentage was found in Hawaii County with 18.7%. For those who speak a language other than English at home, Honolulu County had the highest percentage of population speaking English less than "very well" at 52% while Hawaii County had the lowest percentage at 31.1%.

Figure 2. Ability to Speak English for Persons Who Speak a Language Other Than English at Home: 2009-2013



**Table 2: Language Spoken at Home and Ability to Speak English: 2009-2013
(Persons 5 years and over)**

Area and Characteristic	Number of speakers	Percent of total	Speak English less than "Very Well"	Percent of total
United State total	291,484,482	100.0	25,148,900	8.6
Spoke only English at home	231,122,908	79.3	(X)	(X)
Spoke a language other than English at home	60,361,574	20.7	25,148,900	41.7
State of Hawaii total	1,287,075	100.0	159,497	12.4
Spoke only English at home	960,182	74.6	(X)	(X)
Spoke a language other than English at home	326,893	25.4	159,497	48.8
Honolulu County total	901,756	100.0	130,365	14.5
Spoke only English at home	651,239	72.2	(X)	(X)
Spoke a language other than English at home	250,517	27.8	130,365	52.0
Hawaii County total	175,188	100.0	10,184	5.8
Spoke only English at home	142,456	81.3	(X)	(X)
Spoke a language other than English at home	32,732	18.7	10,184	31.1
Maui County total	146,586	100.0	13,917	9.5
Spoke only English at home	116,246	79.3	(X)	(X)
Spoke a language other than English at home	30,340	20.7	13,917	45.9

X Not applicable.

State and County Highlights

This section present data tables to show (1) number of speakers in that specific language group (2) the speakers in that specific language group as a percent of all people who speak a language other than English (3) the number of speakers in that specific language group who speak English less than “very well” and (4) the percent of speakers who speak that language less than “very well” as a percent of all speakers in that specific language. There are also tables with the top 25 languages spoken at home for the state and the three counties which have data from this special tabulation.

Ranking data in the following tables are based on a sample. Therefore, because of sampling variability, some of the estimates may not be statistically different from estimates for other languages in the table and the rankings do not imply a statistical difference.

State of Hawaii

Top languages - *Tagalog... Ilocano...Japanese*

There were 326,893 people comprising 25.4% of Hawaii’s population who spoke a language other than English at home. At least 130 languages were spoken in this state. The largest language group was Tagalog with 58,345 speakers. One of the smallest language groups was Mon-Khmer, Cambodian with 274 speakers. Counts in 34 of the 130 language categories were not displayed due to disclosure concerns.

The top 25 languages, which are found in Table 3, represented 96% of all persons in Hawaii who spoke a language other than English at home. Tagalog with 58,345 speakers, Ilocano with 54,005 speakers and Japanese with 45,633 speakers had large number of speakers in the State of Hawaii.

In Hawaii, 48.8% of all these people spoke English less than “very well.”

Table 3. Top 25 Languages Other Than English Spoken at Home for the State of Hawaii

Rank	Language	Number of speakers	% of total speakers	Speak English less than "Very Well"	% speak English less than "Very Well"
1	Tagalog	58,345	17.8	30,147	51.7
2	Ilocano	54,005	16.5	33,085	61.3
3	Japanese	45,633	14.0	21,262	46.6
4	Spanish	25,490	7.8	7,010	27.5
5	Hawaiian	18,610	5.7	3,010	16.2
6	Chinese	17,360	5.3	10,450	60.2
7	Korean	17,276	5.3	11,713	67.8
8	Samoan	12,795	3.9	4,400	34.4
9	Vietnamese	9,418	2.9	6,686	71.0
10	Cantonese	7,890	2.4	5,375	68.1
11	Marshallese	6,930	2.1	3,840	55.4
12	Mandarin	5,650	1.7	3,705	65.6
13	German	4,615	1.4	825	17.9
14	Trukese	4,475	1.4	3,410	76.2
15	French	4,405	1.3	715	16.2
16	Micronesian	3,965	1.2	2,210	55.7
17	Tongan	3,860	1.2	1,515	39.2
18	Bisayan	3,005	0.9	1,640	54.6
19	Laotian	2,279	0.7	1,462	64.2
20	Thai	1,920	0.6	1,045	54.4
21	Portuguese	1,915	0.6	320	16.7
22	Pidgin	1,275	0.4	185	14.5
23	Russian	1,169	0.4	347	29.7
24	Indonesian	880	0.3	570	64.8
25	Chamorro	820	0.3	235	28.7

Honolulu County

Top languages - *Tagalog...Japanese...Ilocano*

There were 250,517 people comprising 27.8% of Honolulu County's population who spoke a language other than English at home. At least 120 languages were spoken here. The top number of speakers were from the Tagalog group with more than 45,163 people. People who spoke the Polish language were part of one of the smallest groups, with 281 people. Counts in 29 of the 120 language categories were not displayed due to disclosure concerns.

The top 25 languages listed in Table 4 represented 96% of all persons in Hawaii County who spoke a language other than English at home. Tagalog with 45,163 speakers, Japanese with 38,561 speakers and Ilocano with 36,275 speakers formed a cluster of languages with large number of speakers living in Honolulu County.

This county had 52% of all people using another language at home speaking English less than "very well."

Table 4. Top 25 Languages Other Than English Spoken at Home for Honolulu County

Rank	Language	Number of speakers	% of total speakers	Speak English less than "Very Well"	% speak English less than "Very Well"
1	Tagalog	45,163	18.0	23,282	51.6
2	Japanese	38,561	15.4	18,937	49.1
3	Ilocano	36,275	14.5	23,675	65.3
4	Spanish	16,980	6.8	4,605	27.1
5	Chinese	16,790	6.7	10,160	60.5
6	Korean	16,018	6.4	10,877	67.9
7	Samoan	12,030	4.8	4,215	35.0
8	Hawaiian	9,475	3.8	1,965	20.7
9	Vietnamese	8,867	3.5	6,359	71.7
10	Cantonese	7,805	3.1	5,350	68.5
11	Mandarin	4,700	1.9	3,150	67.0
12	Trukese	4,140	1.7	3,215	77.7
13	Marshallese	3,825	1.5	2,385	62.4
14	Micronesian	3,170	1.3	1,795	56.6
15	German	3,065	1.2	690	22.5
16	French	2,730	1.1	450	16.5
17	Laotian	2,247	0.9	1,453	64.7
18	Bisayan	2,095	0.8	1,370	65.4
19	Tongan	1,975	0.8	915	46.3
20	Thai	1,503	0.6	854	56.8
21	Portuguese	1,260	0.5	190	15.1
22	Pidgin	690	0.3	100	14.5
23	Russian	644	0.3	202	31.4
24	Formosan	620	0.2	480	77.4
25	Chamorro	610	0.2	165	27.0

Hawaii County

Top languages – *Hawaiian...Ilocano...Spanish...Tagalog...Japanese*

There were 32,732 people comprising 18.7% of Hawaii County's population who spoke a language other than English at home. A total of at least 60 languages were spoken here. The largest group was the 5,920 people who spoke Hawaiian. One of the smallest language groups was the Dutch group with 215 people. Counts in 16 of the 60 language categories were not displayed due to disclosure concerns.

The top 25 languages found in Table 5 represented 97% of all persons in Hawaii County who spoke a language other than English at home in this county. Hawaiian with 5,920 speakers, Ilocano with 4,555 speakers, Spanish with 4,440 speakers, Tagalog with 4,395 speakers, and Japanese with 4,094 speakers formed a cluster of languages with large number of speakers living in this county.

Only 31.1% of people speaking another language at home spoke English less than "very well" in Hawaii County.

Table 5. Top 25 Languages Other Than English Spoken at Home for Hawaii County

Rank	Language	Number of speakers	% of total speakers	Speak English less than "Very Well"	% speak English less than "Very Well"
1	Hawaiian	5,920	18.1	630	10.6
2	Ilocano	4,555	13.9	2,135	46.9
3	Spanish	4,440	13.6	1,080	24.3
4	Tagalog	4,395	13.4	2,287	52.0
5	Japanese	4,094	12.5	1,204	29.4
6	Marshallese	1,775	5.4	760	42.8
7	German	720	2.2	60	8.3
8	French	625	1.9	50	8.0
9	Korean	614	1.9	368	59.9
10	Micronesian	480	1.5	210	43.8
11	Bisayan	425	1.3	145	34.1
12	Samoan	405	1.2	105	25.9
12	Tongan	405	1.2	65	16.0
14	Russian	377	1.2	115	30.5
15	Pidgin	300	0.9	70	23.3
16	Kusaican	255	0.8	125	49.0
17	Portuguese	250	0.8	65	26.0
17	Chinese	250	0.8	155	62.0
19	Dutch	215	0.7	10	4.7
20	Chamorro	205	0.6	75	36.6
21	Vietnamese	196	0.6	90	45.9
22	Thai	192	0.6	59	30.7
23	Indonesian	185	0.6	20	10.8
24	Trukese	170	0.5	130	76.5
25	Polish	159	0.5	14	8.8

Maui County

Top languages – *Ilocano... Tagalog*

There were 30,340 people comprising 20.7% of Maui County’s population who spoke a language other than English at home. At least 63 languages were spoken in this county. The 8,665 people who spoke Ilocano were the largest language group. The 363 people who spoke Korean at home was one of the smallest language groups. Counts in 20 of the 63 language categories were not displayed due to disclosure concerns.

The top 25 languages found in Table 6 represented 96% of all persons in Maui County who spoke a language other than English at home in this county. Ilocano with 8,665 speakers and Tagalog with 6,119 speakers had large numbers of speakers residing in Maui County. The number of people who speak a language other than English at home in this county were not very large so the Korean language group was also a part of the top 25 languages listed.

There were 45.9% of the people speaking another language at home who spoke English less than “very well” in this county.

Data displayed for Maui County does not include Kalawao County.

Table 6. Top 25 Languages Other Than English Spoken at Home for Maui County

Rank	Language	Number of speakers	% of total speakers	Speak English less than "Very Well"	% speak English less than "Very Well"
1	Ilocano	8,665	28.6	5,000	57.7
2	Tagalog	6,119	20.2	3,343	54.6
3	Spanish	2,750	9.1	1,105	40.2
4	Hawaiian	2,050	6.8	240	11.7
5	Japanese	2,006	6.6	820	40.9
6	Tongan	1,450	4.8	525	36.2
7	Marshallese	1,220	4.0	670	54.9
8	French	740	2.4	205	27.7
9	Mandarin	605	2.0	360	59.5
10	German	490	1.6	70	14.3
11	Portuguese	380	1.3	65	17.1
12	Bisayan	365	1.2	75	20.5
13	Korean	363	1.2	273	75.2
14	Micronesian	315	1.0	210	66.7
15	Vietnamese	298	1.0	206	69.1
16	Samoan	280	0.9	65	23.2
17	Chinese	210	0.7	85	40.5
18	Ponapean	190	0.6	125	65.8
19	Thai	129	0.4	85	65.9
20	Trukese	120	0.4	(D)	(X)
21	Norwegian	105	0.3	(D)	(X)
21	Pidgin	105	0.3	15	14.3
23	Swedish	100	0.3	(B)	(X)
24	Italian	90	0.3	4	4.4
25	Indonesian	85	0.3	(D)	(X)

D Data withheld to avoid disclosure.

X Not applicable or not available.

B Either no sample observations or too few sample observations were available to compute an estimate.

Additional Data

Data for all detailed languages and language groups available from the 2009-2013 ACS 5-year special tabulation may be found in Appendix A. These figures were the basis for the above highlights and ranking tables. Information for the state and three of its counties are shown in those tables.

In addition to that, a supplemental language file is available, which provides two other sets of tables. The first set of tables contain the language categories displayed each year (2009, 2010, 2011, 2012, and 2013) in preset tables from the ACS. These supplemental tables will allow users to determine if the specific language they are interested in appears in the ACS annual tables. The second set of tables are similar to the detailed language listings found in Appendix A. These tables, however, contain additional statistical information such as margins of errors as well as coefficient of variation. Data users may want to study the amount of variance a particular language estimate has or how stable the estimate is.

APPENDIX A
Table A1. Detailed Languages Spoken at Home and Ability to
Speak English for the State of Hawaii: 2009-2013

[Persons 5 years old and over. Detailed language figures are rounded to multiple of 5 unless otherwise specified. Based on a sample and subject to sampling variability]

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Population 5 years and over	1,287,075	(X)	159,497	12.4
Speak only English at home	960,182	(X)	(X)	(X)
Total who speak a language other than English at home	326,893	100.0	159,497	48.8
Spanish and Spanish Creole 2/	25,491	7.8	7,011	27.5
Spanish	25,490	7.8	7,010	27.5
Other Indo-European Languages 2/	19,537	6.0	3,855	19.7
French (incl. Patois, Cajun) 2/	4,450	1.4	751	16.9
French	4,405	1.3	715	16.2
Patois	(D)	(X)	(D)	(X)
French Creole 2/	348	0.1	256	73.6
Italian 2/	655	0.2	106	16.2
Portuguese (incl. Portuguese Creole) 2/	1,915	0.6	322	16.8
Portuguese	1,915	0.6	320	16.7
German (incl. Luxembourgian) 2/	4,615	1.4	823	17.8
German	4,615	1.4	825	17.9
Yiddish 2/	39	0.0	(B)	(X)
Other West Germanic languages 2/	550	0.2	24	4.4
Pennsylvania Dutch	(D)	(X)	(B)	(X)
Dutch	445	0.1	25	5.6
Afrikaans	50	0.0	(B)	(X)
Scandinavian languages 2/	813	0.2	160	19.7
Swedish	375	0.1	35	9.3
Danish	210	0.1	95	45.2
Norwegian	205	0.1	35	17.1
Icelandic	25	0.0	(B)	(X)
Greek 2/	192	0.1	101	52.6
Russian 2/	1,169	0.4	347	29.7
Polish 2/	513	0.2	164	32.0
Serbo-Croatian languages 2/	187	0.1	31	16.6
Croatian	35	0.0	(D)	(X)
Serbian	155	0.0	(D)	(X)
Other Slavic languages 2/	623	0.2	85	13.6
Ukrainian	85	0.0	(D)	(X)
Czech	360	0.1	65	18.1
Slovak	(D)	(X)	(B)	(X)
Bulgarian	105	0.0	(D)	(X)
Slovene	(D)	(X)	(B)	(X)

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Table A1. Detailed Languages Spoken at Home and Ability to Speak English for the State of Hawaii: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Other Indo-European Languages (con.)				
Armenian 2/	82	0.0	16	19.5
Persian 2/	476	0.1	99	20.8
Hindi 2/	410	0.1	171	41.7
Gujarati 2/	57	0.0	12	21.1
Urdu 2/	45	0.0	12	26.7
Other Indic languages 2/	430	0.1	139	32.3
India n.e.c. 3/	65	0.0	(D)	(X)
Bengali	95	0.0	45	47.4
Panjabi	(D)	(X)	(D)	(X)
Marathi	75	0.0	30	40.0
Kashmiri	(D)	(X)	(D)	(X)
Nepali	100	0.0	30	30.0
Sinhalese	30	0.0	(B)	(X)
Other Indo-European languages 2/	1,968	0.6	236	12.0
Jamaican Creole	40	0.0	(B)	(X)
Hawaiian Pidgin	335	0.1	(D)	(X)
Pidgin	1,275	0.4	185	14.5
Catalonian	(D)	(X)	(D)	(X)
Romanian	145	0.0	(D)	(X)
Irish Gaelic	25	0.0	(B)	(X)
Albanian	(D)	(X)	(B)	(X)
Lithuanian	45	0.0	(D)	(X)
Latvian	50	0.0	(D)	(X)
Pashto	15	0.0	(D)	(X)
Asian and Pacific Island Languages 2/	279,961	85.6	148,136	52.9
Chinese (incl. Cantonese, Mandarin, other Chinese languages) 2/ 4/	31,537	9.6	20,010	63.4
Chinese 5/	17,360	5.3	10,450	60.2
Cantonese	7,890	2.4	5,375	68.1
Mandarin	5,650	1.7	3,705	65.6
Fuchow	(D)	(X)	(B)	(X)
Formosan	620	0.2	480	77.4
Wu	(D)	(X)	(B)	(X)
Japanese 2/	45,633	14.0	21,262	46.6
Korean 2/	17,276	5.3	11,713	67.8
Mon-Khmer, Cambodian 2/	274	0.1	48	17.5
Hmong 2/	23	0.0	7	30.4
Thai 2/	1,920	0.6	1,045	54.4
Laotian 2/	2,279	0.7	1,462	64.2
Vietnamese 2/	9,418	2.9	6,686	71.0

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Table A1. Detailed Languages Spoken at Home and Ability to Speak English for the State of Hawaii: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages (con.)				
Other Asian languages 2/	769	0.2	338	44.0
Kazakh	(D)	(X)	(B)	(X)
Turkish	40	0.0	(B)	(X)
Mongolian	55	0.0	(D)	(X)
Telugu	185	0.1	(D)	(X)
Kannada	(D)	(X)	(B)	(X)
Malayalam	30	0.0	(D)	(X)
Tamil	30	0.0	(B)	(X)
Tibetan	(D)	(X)	(D)	(X)
Burmese	170	0.1	80	47.1
Paleo-siberian	230	0.1	230	100.0
Tagalog 2/	58,345	17.8	30,147	51.7
Other Pacific Island languages 2/	112,487	34.4	55,418	49.3
Indonesian	880	0.3	570	64.8
Balinese	(D)	(X)	(B)	(X)
Javanese	(D)	(X)	(B)	(X)
Malagasy	(D)	(X)	(B)	(X)
Malay	60	0.0	(B)	(X)
Bisayan	3,005	0.9	1,640	54.6
Sebuano	260	0.1	125	48.1
Pangasinan	170	0.1	50	29.4
Ilocano	54,005	16.5	33,085	61.3
Bikol	(D)	(X)	(D)	(X)
Pampangan	70	0.0	55	78.6
Micronesian	3,965	1.2	2,210	55.7
Carolinian	145	0.0	130	89.7
Chamorro	820	0.3	235	28.7
Gilbertese	(D)	(X)	(D)	(X)
Kusaiean	515	0.2	270	52.4
Marshallese	6,930	2.1	3,840	55.4
Mokilese	(D)	(X)	(D)	(X)
Palau	580	0.2	195	33.6
Ponapean	715	0.2	445	62.2
Trukese	4,475	1.4	3,410	76.2
Ulithian	40	0.0	(D)	(X)
Yapese	155	0.0	110	71.0
Melanesian	(D)	(X)	(B)	(X)
Samoan	12,795	3.9	4,400	34.4
Tongan	3,860	1.2	1,515	39.2
Niuean	(D)	(X)	(B)	(X)
Tokelauan	(D)	(X)	(B)	(X)

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Table A1. Detailed Languages Spoken at Home and Ability to Speak English for the State of Hawaii: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages (con.)				
Fijian	65	0.0	25	38.5
Marquesan	65	0.0	(B)	(X)
Rarotongan	35	0.0	(B)	(X)
Maori	70	0.0	(D)	(X)
Hawaiian	18,610	5.7	3,010	16.2
All Other Languages 2/	1,904	0.6	495	26.0
Navajo 2/	13	0.0	(B)	(X)
Other Native North American languages 2/	220	0.1	110	50.0
Inupik	(D)	(X)	(B)	(X)
Yupik	(D)	(X)	(D)	(X)
Blackfoot	(D)	(X)	(B)	(X)
Ottawa	(D)	(X)	(B)	(X)
Athapascan	(D)	(X)	(D)	(X)
Foothill North Yokuts	55	0.0	55	100.0
Upper Chinook	35	0.0	35	100.0
Crow	(D)	(X)	(B)	(X)
Dakota	(D)	(X)	(B)	(X)
Muskogee	(D)	(X)	(B)	(X)
Keres	(D)	(X)	(D)	(X)
Zuni	(D)	(X)	(B)	(X)
American Indian	(D)	(X)	(B)	(X)
Hungarian 2/	139	0.0	27	19.4
Arabic 2/	446	0.1	81	18.2
Hebrew 2/	290	0.1	44	15.2
African languages 2/	594	0.2	223	37.5
Amharic	50	0.0	25	50.0
Cushite	(D)	(X)	(B)	(X)
Swahili	40	0.0	40	100.0
Bantu	190	0.1	95	50.0
Mande	50	0.0	(D)	(X)
Fulani	45	0.0	(B)	(X)
Kru, Ibo, Yoruba	220	0.1	45	20.5
Other and unspecified languages 2/	202	0.1	10	5.0
Finnish	90	0.0	(D)	(X)
Estonian	45	0.0	(B)	(X)
Uncodable	65	0.0	(B)	(X)

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Table A1. Detailed Languages Spoken at Home and Ability to Speak English for the State of Hawaii: 2009-2013 - Con.

X Not applicable or not available.

D Data withheld to avoid disclosure.

B Either no sample observations or too few sample observations were available to compute an estimate.

1/ Denominator total for the "% of total speakers" is the overall total who speak a language other than English at home in the table which was 326,893. Denominator total for "% speak English less than "Very Well"" is the number of speakers for that specific language category. For example, for "French (incl. Patois, Cajun)", the denominator total is 4,450. Calculated by DBEDT.

2/ Figures for the number of speakers in these language categories are unrounded. Since some figures are rounded while others are not in this table, the estimates may not sum to the totals.

3/ N.E.C. stands for not elsewhere classified. These are languages where respondents indicated they spoke either Indian or Pakistan. For Indian, it cannot be determined if the respondent spoke a native American language or spoke a language from India. For Pakistan, respondents wrote in Pakistan but it cannot be determined which one of the languages spoken in Pakistan is actually being spoken. To distinguish these languages, n.e.c. is used to indicate they are not classified in any other language code.

4/ This category includes literal write-ins of Chinese as well as Hakka, Kan, Hsiang, Cantonese, Mandarin, Fuchow, Formosan, and Wu.

5/ This separate "Chinese" category displayed below the overall category of "Chinese (incl. Cantonese, Mandarin, other Chinese languages)" includes only respondents who literally write-in just "Chinese" for the language they speak at home.

Source: U.S. Census Bureau, "Detailed Languages Spoken at Home and Ability to Speak English for the Population 5 Years and Over: 2009-2013" (October 2015) <<https://www.census.gov/data/tables/2013/demo/2009-2013-lang-tables.html>> and calculations by the Hawaii State Department of Business, Economic Development & Tourism.

Table A2. Detailed Languages Spoken at Home and Ability to Speak English for Honolulu County: 2009-2013

[Persons 5 years old and over. Detailed language figures are rounded to multiple of 5 unless otherwise specified. Based on a sample and subject to sampling variability]

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Population 5 years and over	901,756	(X)	130,365	14.5
Speak only English at home	651,239	(X)	(X)	(X)
Total who speak a language other than English at home	250,517	100.0	130,365	52.0
Spanish and Spanish Creole 2/	16,981	6.8	4,607	27.1
Spanish	16,980	6.8	4,605	27.1
Other Indo-European Languages 2/	12,448	5.0	2,790	22.4
French (incl. Patois, Cajun) 2/	2,778	1.1	487	17.5
French	2,730	1.1	450	16.5
Patois	(D)	(X)	(D)	(X)
French Creole 2/	296	0.1	256	86.5
Italian 2/	419	0.2	96	22.9
Portuguese (incl. Portuguese Creole) 2/	1,260	0.5	192	15.2
Portuguese	1,260	0.5	190	15.1
German (incl. Luxembourgian) 2/	3,065	1.2	692	22.6
German	3,065	1.2	690	22.5
Yiddish 2/	3	0.0	(B)	(X)
Other West Germanic languages 2/	270	0.1	15	5.6
Pennsylvania Dutch	(D)	(X)	(B)	(X)
Dutch	185	0.1	(D)	(X)
Afrikaans	30	0.0	(B)	(X)
Scandinavian languages 2/	452	0.2	119	26.3
Swedish	215	0.1	35	16.3
Danish	135	0.1	75	55.6
Norwegian	80	0.0	(D)	(X)
Icelandic	25	0.0	(B)	(X)
Greek 2/	118	0.0	85	72.0
Russian 2/	644	0.3	202	31.4
Polish 2/	281	0.1	102	36.3
Serbo-Croatian languages 2/	156	0.1	31	19.9
Croatian	(D)	(X)	(D)	(X)
Serbian	135	0.1	(D)	(X)
Other Slavic languages 2/	379	0.2	60	15.8
Ukrainian	75	0.0	(D)	(X)
Czech	250	0.1	(D)	(X)
Slovak	(D)	(X)	(B)	(X)
Bulgarian	45	0.0	(D)	(X)
Armenian 2/	26	0.0	5	19.2

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Table A2. Detailed Languages Spoken at Home and Ability to Speak English for Honolulu County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Other Indo-European Languages (cont.)				
Persian 2/	347	0.1	49	14.1
Hindi 2/	329	0.1	112	34.0
Gujarati 2/	12	0.0	12	100.0
Urdu 2/	41	0.0	12	29.3
Other Indic languages 2/	361	0.1	112	31.0
India n.e.c. 3/	65	0.0	(B)	(X)
Bengali	90	0.0	45	50.0
Panjabi	(D)	(X)	(D)	(X)
Marathi	(D)	(X)	(D)	(X)
Kashmiri	(D)	(X)	(D)	(X)
Nepali	100	0.0	30	30.0
Sinhalese	30	0.0	(B)	(X)
Other Indo-European languages 2/	1,211	0.5	151	12.5
Jamaican Creole	40	0.0	(B)	(X)
Hawaiian Pidgin	220	0.1	(D)	(X)
Pidgin	690	0.3	100	14.5
Catalonian	(D)	(X)	(D)	(X)
Romanian	130	0.1	(D)	(X)
Irish Gaelic	(D)	(X)	(B)	(X)
Albanian	(D)	(X)	(B)	(X)
Lithuanian	45	0.0	(D)	(X)
Latvian	25	0.0	(D)	(X)
Pashto	15	0.0	(D)	(X)
Asian and Pacific Island Languages 2/	219,609	87.7	122,530	55.8
Chinese (incl. Cantonese, Mandarin, other Chinese languages) 2/ 4/	29,933	11.9	19,142	63.9
Chinese 5/	16,790	6.7	10,160	60.5
Cantonese	7,805	3.1	5,350	68.5
Mandarin	4,700	1.9	3,150	67.0
Fuchow	(D)	(X)	(B)	(X)
Formosan	620	0.2	480	77.4
Wu	(D)	(X)	(B)	(X)
Japanese 2/	38,561	15.4	18,937	49.1
Korean 2/	16,018	6.4	10,877	67.9
Mon-Khmer, Cambodian 2/	163	0.1	37	22.7
Hmong 2/	23	0.0	7	30.4
Thai 2/	1,503	0.6	854	56.8
Laotian 2/	2,247	0.9	1,453	64.7
Vietnamese 2/	8,867	3.5	6,359	71.7

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Table A2. Detailed Languages Spoken at Home and Ability to Speak English for Honolulu County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages (con.)				
Other Asian languages 2/	740	0.3	338	45.7
Kazakh	(D)	(X)	(B)	(X)
Turkish	40	0.0	(B)	(X)
Mongolian	55	0.0	(D)	(X)
Telugu	180	0.1	(D)	(X)
Kannada	(D)	(X)	(B)	(X)
Malayalam	30	0.0	(D)	(X)
Tamil	30	0.0	(B)	(X)
Tibetan	(D)	(X)	(D)	(X)
Burmese	150	0.1	80	53.3
Paleo-siberian	230	0.1	230	100.0
Tagalog 2/	45,163	18.0	23,282	51.6
Other Pacific Island languages 2/	76,391	30.5	41,244	54.0
Indonesian	585	0.2	470	80.3
Javanese	(D)	(X)	(B)	(X)
Malagasy	(D)	(X)	(B)	(X)
Malay	60	0.0	(B)	(X)
Bisayan	2,095	0.8	1,370	65.4
Sebuano	215	0.1	90	41.9
Pangasinan	140	0.1	45	32.1
Ilocano	36,275	14.5	23,675	65.3
Bikol	(D)	(X)	(D)	(X)
Pampangan	70	0.0	55	78.6
Micronesian	3,170	1.3	1,795	56.6
Carolinian	130	0.1	130	100.0
Chamorro	610	0.2	165	27.0
Kusaiean	155	0.1	100	64.5
Marshallese	3,825	1.5	2,385	62.4
Mokilese	(D)	(X)	(D)	(X)
Palau	490	0.2	185	37.8
Ponapean	455	0.2	280	61.5
Trukese	4,140	1.7	3,215	77.7
Ulithian	40	0.0	(D)	(X)
Yapese	135	0.1	100	74.1
Melanesian	(D)	(X)	(B)	(X)
Samoan	12,030	4.8	4,215	35.0
Tongan	1,975	0.8	915	46.3
Niuean	(D)	(X)	(B)	(X)
Tokelauan	(D)	(X)	(B)	(X)
Fijian	55	0.0	25	45.5
Marquesan	45	0.0	(B)	(X)

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Table A2. Detailed Languages Spoken at Home and Ability to Speak English for Honolulu County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages (con.)				
Rarotongan	35	0.0	(B)	(X)
Maori	65	0.0	(D)	(X)
Hawaiian	9,475	3.8	1,965	20.7
All Other Languages 2/	1,479	0.6	438	29.6
Navajo 2/	13	0.0	(B)	(X)
Other Native North American languages 2/	161	0.1	92	57.1
Inupik	(D)	(X)	(B)	(X)
Ottawa	(D)	(X)	(B)	(X)
Foothill North Yokuts	55	0.0	55	100.0
Upper Chinook	35	0.0	35	100.0
Muskogee	(D)	(X)	(B)	(X)
Zuni	(D)	(X)	(B)	(X)
American Indian	(D)	(X)	(B)	(X)
Hungarian 2/	68	0.0	(B)	(X)
Arabic 2/	364	0.1	73	20.1
Hebrew 2/	235	0.1	44	18.7
African languages 2/	544	0.2	219	40.3
Amharic	50	0.0	25	50.0
Swahili	40	0.0	40	100.0
Bantu	180	0.1	90	50.0
Mande	40	0.0	(D)	(X)
Fulani	(D)	(X)	(B)	(X)
Kru, Ibo, Yoruba	190	0.1	45	23.7
Other and unspecified languages 2/	94	0.0	10	10.6
Finnish	60	0.0	(D)	(X)
Estonian	(D)	(X)	(B)	(X)
Uncodable	(D)	(X)	(B)	(X)

X Not applicable or not available.

D Data withheld to avoid disclosure.

B Either no sample observations or too few sample observations were available to compute an estimate.

1/ Denominator total for the "% of total speakers" is the overall total who speak a language other than English at home in the table which was 250,517. Denominator total for "% speak English less than "Very Well"" is the number of speakers for that specific language category. For example, for "French (incl. Patois, Cajun)", the denominator total is 2,778. Calculated by DBEDT.

2/ Figures for the number of speakers in these language categories are unrounded. Since some figures are rounded while others are not in this table, the estimates may not sum to the totals.

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Table A2. Detailed Languages Spoken at Home and Ability to Speak English for Honolulu County: 2009-2013 - Con.

3/ N.E.C. stands for not elsewhere classified. These are languages where respondents indicated they spoke either Indian or Pakistan. For Indian, it cannot be determined if the respondent spoke a native American language or spoke a language from India. For Pakistan, respondents wrote in Pakistan but it cannot be determined which one of the languages spoken in Pakistan is actually being spoken. To distinguish these languages, n.e.c. is used to indicate they are not classified in any other language code.

4/ This category includes literal write-ins of Chinese as well as Hakka, Kan, Hsiang, Cantonese, Mandarin, Fuchow, Formosan, and Wu.

5/ This separate "Chinese" category displayed below the overall category of "Chinese (incl. Cantonese, Mandarin, other Chinese languages)" includes only respondents who literally write-in just "Chinese" for the language they speak at home.

Source: U.S. Census Bureau, "Detailed Languages Spoken at Home and Ability to Speak English for the Population 5 Years and Over: 2009-2013" (October 2015) <<https://www.census.gov/data/tables/2013/demo/2009-2013-lang-tables.html>> and calculations by the Hawaii State Department of Business, Economic Development & Tourism.

Table A3. Detailed Languages Spoken at Home and Ability to Speak English for Hawaii County: 2009-2013

[Persons 5 years old and over. Detailed language figures are rounded to multiple of 5 unless otherwise specified. Based on a sample and subject to sampling variability]

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Population 5 years and over	175,188	(X)	10,184	5.8
Speak only English at home	142,456	(X)	(X)	(X)
Total who speak a language other than English at home	32,732	100.0	10,184	31.1
Spanish and Spanish Creole 2/	4,441	13.6	1,079	24.3
Spanish	4,440	13.6	1,080	24.3
Other Indo-European Languages 2/	3,154	9.6	460	14.6
French (incl. Patois, Cajun) 2/	625	1.9	49	7.8
French	625	1.9	50	8.0
Italian 2/	15	0.0	(B)	(X)
Portuguese (incl. Portuguese Creole) 2/	250	0.8	65	26.0
Portuguese	250	0.8	65	26.0
German (incl. Luxembourgian) 2/	720	2.2	60	8.3
German	720	2.2	60	8.3
Yiddish 2/	34	0.1	(B)	(X)
Other West Germanic languages 2/	236	0.7	9	3.8
Dutch	215	0.7	10	4.7
Afrikaans	(D)	(X)	(B)	(X)
Scandinavian languages 2/	101	0.3	9	8.9
Swedish	50	0.2	(B)	(X)
Danish	30	0.1	(B)	(X)
Norwegian	20	0.1	(D)	(X)
Greek 2/	15	0.0	3	20.0
Russian 2/	377	1.2	115	30.5
Polish 2/	159	0.5	14	8.8
Serbo-Croatian languages 2/	13	0.0	(B)	(X)
Croatian	(D)	(X)	(B)	(X)
Other Slavic languages 2/	93	0.3	6	6.5
Czech	35	0.1	(D)	(X)
Bulgarian	(D)	(X)	(B)	(X)
Slovene	(D)	(X)	(B)	(X)
Armenian 2/	56	0.2	11	19.6
Persian 2/	50	0.2	50	100.0
Gujarati 2/	45	0.1	(B)	(X)
Urdu 2/	4	0.0	(B)	(X)
Other Indo-European languages 2/	361	1.1	69	19.1
Hawaiian Pidgin	(D)	(X)	(B)	(X)
Pidgin	300	0.9	70	23.3
Latvian	(D)	(X)	(B)	(X)

Continued on next page.

Table A3. Detailed Languages Spoken at Home and Ability to Speak English for Hawaii County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages 2/	24,999	76.4	8,625	34.5
Chinese (incl. Cantonese, Mandarin, other Chinese languages) 2/ 3/	463	1.4	182	39.3
Chinese 4/	250	0.8	155	62.0
Cantonese	70	0.2	25	35.7
Mandarin	140	0.4	(D)	(X)
Japanese 2/	4,094	12.5	1,204	29.4
Korean 2/	614	1.9	368	59.9
Mon-Khmer, Cambodian 2/	74	0.2	(B)	(X)
Thai 2/	192	0.6	59	30.7
Vietnamese 2/	196	0.6	90	45.9
Other Asian languages 2/	25	0.1	(B)	(X)
Telugu	(D)	(X)	(B)	(X)
Burmese	(D)	(X)	(B)	(X)
Tagalog 2/	4,395	13.4	2,287	52.0
Other Pacific Island languages 2/	14,946	45.7	4,435	29.7
Indonesian	185	0.6	20	10.8
Bisayan	425	1.3	145	34.1
Sebuano	(D)	(X)	(B)	(X)
Ilocano	4,555	13.9	2,135	46.9
Micronesian	480	1.5	210	43.8
Carolinian	15	0.0	(B)	(X)
Chamorro	205	0.6	75	36.6
Kusaiean	255	0.8	125	49.0
Marshallese	1,775	5.4	760	42.8
Palau	60	0.2	(B)	(X)
Ponapean	70	0.2	35	50.0
Trukese	170	0.5	130	76.5
Yapese	(D)	(X)	(B)	(X)
Samoan	405	1.2	105	25.9
Tongan	405	1.2	65	16.0
Marquesan	(D)	(X)	(B)	(X)
Hawaiian	5,920	18.1	630	10.6
All Other Languages 2/	138	0.4	20	14.5
Other Native North American languages 2/	42	0.1	16	38.1
Yupik	(D)	(X)	(D)	(X)
Athapascan	(D)	(X)	(D)	(X)
Hungarian 2/	29	0.1	(B)	(X)
Hebrew 2/	32	0.1	(B)	(X)
African languages 2/	8	0.0	4	50.0
Bantu	(D)	(X)	(D)	(X)
Fulani	(D)	(X)	(B)	(X)

Continued on next page.

Table A3. Detailed Languages Spoken at Home and Ability to Speak English for Hawaii County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
All Other Languages (cont.)				
Other and unspecified languages 2/	27	0.1	(B)	(X)
Finnish	(D)	(X)	(B)	(X)
Uncodable	(D)	(X)	(B)	(X)

X Not applicable or not available.

D Data withheld to avoid disclosure.

B Either no sample observations or too few sample observations were available to compute an estimate.

1/ Denominator total for the "% of total speakers" is the overall total who speak a language other than English at home in the table which was 32,732. Denominator total for "% speak English less than "Very Well"" is the number of speakers for that specific language category. For example, for "French (incl. Patois, Cajun)", the denominator total is 625. Calculated by DBEDT.

2/ Figures for the number of speakers in these language categories are unrounded. Since some figures are rounded while others are not in this table, the estimates may not sum to the totals.

3/ This category includes literal write-ins of Chinese as well as Hakka, Kan, Hsiang, Cantonese, Mandarin, Fuchow, Formosan, and Wu.

4/ This separate "Chinese" category displayed below the overall category of "Chinese (incl. Cantonese, Mandarin, other Chinese languages)" includes only respondents who literally write-in just "Chinese" for the language they speak at home.

Source: U.S. Census Bureau, "Detailed Languages Spoken at Home and Ability to Speak English for the Population 5 Years and Over: 2009-2013" (October 2015) <<https://www.census.gov/data/tables/2013/demo/2009-2013-lang-tables.html>> and calculations by the Hawaii State Department of Business, Economic Development & Tourism.

Table A4. Detailed Languages Spoken at Home and Ability to Speak English for Maui County: 2009-2013

[Persons 5 years old and over. Detailed language figures are rounded to multiple of 5 unless otherwise specified. Based on a sample and subject to sampling variability. Does not include Kalawao County]

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Population 5 years and over	146,586	(X)	13,917	9.5
Speak only English at home	116,246	(X)	(X)	(X)
Total who speak a language other than English at home	30,340	100.0	13,917	45.9
Spanish and Spanish Creole 2/	2,748	9.1	1,103	40.1
Spanish	2,750	9.1	1,105	40.2
Other Indo-European Languages 2/	2,570	8.5	448	17.4
French (incl. Patois, Cajun) 2/	740	2.4	207	28.0
French	740	2.4	205	27.7
Italian 2/	90	0.3	4	4.4
Portuguese (incl. Portuguese Creole) 2/	379	1.2	65	17.2
Portuguese	380	1.3	65	17.1
German (incl. Luxembourgian) 2/	491	1.6	71	14.5
German	490	1.6	70	14.3
Other West Germanic languages 2/	39	0.1	(B)	(X)
Dutch	40	0.1	(B)	(X)
Scandinavian languages 2/	247	0.8	32	13.0
Swedish	100	0.3	(B)	(X)
Danish	40	0.1	(D)	(X)
Norwegian	105	0.3	(D)	(X)
Greek 2/	45	0.1	13	28.9
Russian 2/	83	0.3	(B)	(X)
Polish 2/	8	0.0	(B)	(X)
Other Slavic languages 2/	77	0.3	(B)	(X)
Ukrainian	(D)	(X)	(B)	(X)
Czech	(D)	(X)	(B)	(X)
Slovak	(D)	(X)	(B)	(X)
Bulgarian	(D)	(X)	(B)	(X)
Persian 2/	66	0.2	(B)	(X)
Hindi 2/	38	0.1	16	42.1
Other Indic languages 2/	66	0.2	24	36.4
Bengali	(D)	(X)	(B)	(X)
Marathi	60	0.2	25	41.7
Other Indo-European languages 2/	201	0.7	16	8.0
Hawaiian Pidgin	75	0.2	(B)	(X)
Pidgin	105	0.3	15	14.3
Romanian	(D)	(X)	(B)	(X)

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Table A4. Detailed Languages Spoken at Home and Ability to Speak English for Maui County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
Asian and Pacific Island Languages 2/	24,785	81.7	12,364	49.9
Chinese (incl. Cantonese, Mandarin, other Chinese languages) 2/ 3/	827	2.7	448	54.2
Chinese 4/	210	0.7	85	40.5
Cantonese (D)	(D)	(X)	(B)	(X)
Mandarin	605	2.0	360	59.5
Japanese 2/	2,006	6.6	820	40.9
Korean 2/	363	1.2	273	75.2
Mon-Khmer, Cambodian 2/	37	0.1	11	29.7
Thai 2/	129	0.4	85	65.9
Laotian 2/	32	0.1	9	28.1
Vietnamese 2/	298	1.0	206	69.1
Other Asian languages 2/	4	0.0	(B)	(X)
Mongolian (D)	(D)	(X)	(B)	(X)
Tagalog 2/	6,119	20.2	3,343	54.6
Other Pacific Island languages 2/	14,970	49.3	7,169	47.9
Indonesian	85	0.3	(D)	(X)
Bisayan	365	1.2	75	20.5
Sebuano	40	0.1	35	87.5
Pangasinan (D)	(D)	(X)	(B)	(X)
Ilocano	8,665	28.6	5,000	57.7
Micronesian	315	1.0	210	66.7
Carolinian (D)	(D)	(X)	(B)	(X)
Gilbertese (D)	(D)	(X)	(D)	(X)
Kusaiean	75	0.2	40	53.3
Marshallese	1,220	4.0	670	54.9
Palau	30	0.1	(D)	(X)
Ponapean	190	0.6	125	65.8
Trukese	120	0.4	(D)	(X)
Yapese (D)	(D)	(X)	(D)	(X)
Samoan	280	0.9	65	23.2
Tongan	1,450	4.8	525	36.2
Fijian (D)	(D)	(X)	(B)	(X)
Marquesan	20	0.1	(B)	(X)
Hawaiian	2,050	6.8	240	11.7
All Other Languages 2/	237	0.8	2	0.8
Other Native North American languages 2/	8	0.0	2	25.0
Crow (D)	(D)	(X)	(B)	(X)
Dakota (D)	(D)	(X)	(B)	(X)
Keres (D)	(D)	(X)	(D)	(X)
Hungarian 2/	13	0.0	(B)	(X)
Arabic 2/	74	0.2	(B)	(X)

Continued on next page.

Table A4. Detailed Languages Spoken at Home and Ability to Speak English for Maui County: 2009-2013 - Con.

	Number of speakers	% of total speakers 1/	Speak English less than "Very Well"	% speak English less than "Very Well" 1/
All Other Languages (con.)				
Hebrew 2/	23	0.1	(B)	(X)
African languages 2/	38	0.1	(B)	(X)
Mande	(D)	(X)	(B)	(X)
Kru, Ibo, Yoruba	(D)	(X)	(B)	(X)
Other and unspecified languages 2/	81	0.3	(B)	(X)
Finnish	(D)	(X)	(B)	(X)
Estonian	(D)	(X)	(B)	(X)
Uncodable	(D)	(X)	(B)	(X)

X Not applicable or not available.

D Data withheld to avoid disclosure.

B Either no sample observations or too few sample observations were available to compute an estimate.

1/ Denominator total for the "% of total speakers" is the overall total who speak a language other than English at home in the table which was 30,340. Denominator total for "% speak English less than "Very Well"" is the number of speakers for that specific language category. For example, for "French (incl. Patois, Cajun)", the denominator total is 740. Calculated by DBEDT.

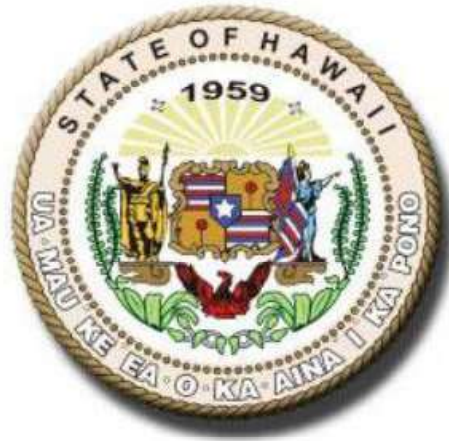
2/ Figures for the number of speakers in these language categories are unrounded. Since some figures are rounded while others are not in this table, the estimates may not sum to the totals.

3/ This category includes literal write-ins of Chinese as well as Hakka, Kan, Hsiang, Cantonese, Mandarin, Fuchow, Formosan, and Wu.

4/ This separate "Chinese" category displayed below the overall category of "Chinese (incl. Cantonese, Mandarin, other Chinese languages)" includes only respondents who literally write-in just "Chinese" for the language they speak at home.

Source: U.S. Census Bureau, "Detailed Languages Spoken at Home and Ability to Speak English for the Population 5 Years and Over: 2009-2013" (October 2015) <<https://www.census.gov/data/tables/2013/demo/2009-2013-lang-tables.html>> and calculations by the Hawaii State Department of Business, Economic Development & Tourism.

ATTACHMENT 8



PUBLIC INVOLVEMENT POLICY

APRIL 2012

State of Hawaii
Department of Transportation
Aliiimoku 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 programs and infrastructure development projects provide valuable insights to the 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 programs and projects that are meant to serve the public.

The DOT must be in the business of partnering with the public to build communities, 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 way to achieve this goal is to ask, listen, and take the necessary actions.

It is important to incorporate effective public involvement strategies when dealing with every project at every phase, from planning to project implementation. This extra effort will result in the development of meaningful effective transportation facilities because the projects will be shaped and supported by Hawaii's communities.

Mahalo,

A handwritten signature in black ink that reads "Glenn M. Okimoto". The signature is written in a cursive, flowing style.

GLENN M. OKIMOTO, Ph.D
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 through awareness and implementation of the following (as appropriate):

- *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 (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 being provided as public involvement activity resources for project and program managers:

Attachment 1 – General Information on Public Involvement
Attachment 2 – Public Involvement Scoping Form (Sample)

General Information on 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 of 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 presenting 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 meeting basic needs and obtaining services (employment, health and educational facilities, shopping opportunities) 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 the concerns, comments and recommendations of citizens and staff.
- 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 in this public involvement effort 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.



Public Involvement Scoping Form

*(Note: This **sample form** is intended for use in developing public involvement efforts and can be modified as necessary.)*

Project/Study Name: _____

Project/Study Number: _____

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

Project/Study Location (Statewide/Island/Region/Facility/Etc.): _____

Project/Study Contact: _____ Agency/Division/Branch: _____

Phone #: _____ Fax #: _____ Email: _____

(The following section should be explained/documentated via the scoping process.)

1. Project/Study Scope
2. Intent and Need for Project/Study
 - A. Justification (Need/Priority/Urgency/Etc.)
 - 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 Project/Study.
5. Title VI & Environmental Justice (EJ): Identify any minority, Native Hawaiian, low-income, limited English proficient (LEP), or other under-represented population with special needs affected or impacted by this Project/Study?
6. Briefly Describe Public Involvement Effort for the Project/Study.

- 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. 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

- 7. Related Project(s)/Study(ies) and Status (Completed/Underway/Anticipated)

ATTACHMENT 9



EXECUTIVE CHAMBERS
HONOLULU

NEIL ABERCROMBIE
GOVERNOR

GOV. MSG. NO. 1391

July 8, 2013

The Honorable Donna Mercado Kim,
President and Members
of the Senate
Twenty-Seventh State Legislature
State Capitol, Room 409
Honolulu, Hawaii 96813

The Honorable Joseph M. Souki,
Speaker and Members of
the House of Representatives
Twenty-Seventh State Legislature
State Capitol, Room 431
Honolulu, Hawaii 96813

Dear President Kim, Speaker Souki, and Members of the Legislature:

Re: Senate Bill No. 1214, S.D. 1, H.D. 2, C.D. 1

Senate Bill No. 1214, S.D. 1, H.D. 2, C.D. 1, entitled "A BILL FOR AN ACT RELATING TO TRANSPORTATION" will become law without my signature, pursuant to Section 16 of Article III of the State Constitution.

The purpose of this bill is to repeal the Commission on Transportation and to prohibit any entity from applying a wheel boot to a motor vehicle on any public or private property.

Although wheel boots may be a viable alternative to towing, especially on private property, further exploration is necessary. This is a new way of doing business that affects people's personal property and such businesses should be regulated, similar to regulation of the towing industry. I urge the Legislature to consider such regulation in the future.

For the foregoing reasons, Senate Bill No. 1214, S.D. 1, H.D. 2, C.D. 1 will become law as Act 285, Session Laws of Hawaii 2013, effective July 9, 2013, without my signature.

Sincerely,


NEIL ABERCROMBIE
Governor, State of Hawaii

Permitted to become law without the
Governor's signature JUL 9 2013
THE SENATE
TWENTY-SEVENTH LEGISLATURE, 2013
STATE OF HAWAII

ACT 285
S.B. NO. 1214
S.D. 1
H.D. 2
C.D. 1

A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1

PART I

2

SECTION 1. Section 26-19, Hawaii Revised Statutes, is

3

amended to read as follows:

4

"§26-19 Department of transportation. The department of

5

transportation shall be headed by a single executive to be known

6

as the director of transportation. The department shall

7

establish, maintain, and operate transportation facilities of

8

the State, including highways, airports, harbors, and such other

9

transportation facilities and activities as may be authorized by

10

law.

11

The department shall plan, develop, promote, and coordinate

12

various transportation systems management programs that shall

13

include, but not be limited to, alternate work and school hours

14

programs, bicycling programs, and ridesharing programs.

15

The department shall develop and promote ridesharing

16

programs which shall include but not be limited to, carpool and

17

vanpool programs, and may assist organizations interested in

18

promoting similar programs, arrange for contracts with private

2013-2429 SB1214 CD1 SMA.doc



1 organizations to manage and operate these programs, and assist
2 in the formulation of ridesharing arrangements. Ridesharing
3 programs include informal arrangements in which two or more
4 persons ride together in a motor vehicle.

5 The functions and authority heretofore exercised by the
6 department of public works with respect to highways are
7 transferred to the department of transportation established by
8 this chapter.

9 On July 1, 1961, the Hawaii aeronautics commission, the
10 board of harbor commissioners and the highway commission shall
11 be abolished and their remaining functions, duties, and powers
12 shall be transferred to the department of transportation.

13 ~~Upon the abolishment of the Hawaii aeronautics commission,~~
14 ~~the board of harbor commissioners, and the highway commission,~~
15 ~~there shall be established within the department of~~
16 ~~transportation a commission to be known as the commission on~~
17 ~~transportation which shall sit in an advisory capacity to the~~
18 ~~director of transportation on matters within the jurisdiction of~~
19 ~~the department of transportation. The commission on~~
20 ~~transportation shall consist of not more than eleven members,~~
21 ~~with the number of members from each county insofar as~~
22 ~~practicable being approximately proportional to the population~~



1 ~~of the respective counties to the population of the State,~~
2 ~~provided that each of the four counties shall be represented by~~
3 ~~at least one member.]"~~

4 PART II

5 SECTION 2. Chapter 291C, Hawaii Revised Statutes, is
6 amended by adding a new section to part XI to be appropriately
7 designated and to read as follows:

8 "§291C- Wheel boots prohibited. (a) It shall be
9 unlawful for a person or entity, including any county police
10 department, to apply or cause to be applied, a wheel boot to a
11 motor vehicle located on any public or private street, roadway,
12 or highway, as applicable, or on any public or private property,
13 as applicable.

14 (b) For purposes of this section, "wheel boot" includes a
15 tire lock, denver boot, wheel clamp, or wheel immobilizer.

16 (c) Any person, entity, or police department violating
17 this section shall be fined \$100 for each application of a wheel
18 boot."

19 PART III

20 SECTION 3. Statutory material to be repealed is bracketed
21 and stricken. New statutory material is underscored.

22



1 SECTION 4. This Act shall take effect upon its approval.

APPROVED this day of , 2013

GOVERNOR OF THE STATE OF HAWAII

ATTACHMENT 10

Appendix A

Public Involvement Process



1. Introduction

A Public Involvement Plan (PIP) was formulated at the beginning of the 2045 Hawaii Statewide Transportation Plan (HSTP) process to ensure public and stakeholder participation during the plan development. In order to be successful, the HSTP needed to be technically sound, while achieving the buy-in of key government, industry, and community stakeholders. The HSTP's public involvement process thus strived to achieve consistency in outreach efforts while allowing for flexibility to meet the wide-ranging stakeholder group needs.

The guiding principles and intentions that underscored the HSTP's public engagement activities included the following:

- Build a broad and clear understanding of real problems, options, tradeoffs, issues, and values
- Engage all stakeholders in a meaningful way that provides them with confidence that their issues have been considered in the process
- Use the right communication tools for the right audience
- Speak to and listen to underserved and diverse communities in a fair and engaging way
- Foster a public “conversation” that allows various stakeholder voices to see their perspectives in the context of others
- Conduct step-by-step, defensible, forward-moving decision-making that fosters consensus among key stakeholders and decision makers at each milestone
- Balance face-to-face interaction with people who live, work, and travel in diverse communities, including specific techniques to reach out to traditionally underserved communities, with creative, compelling online engagement tools that will cost-effectively reach people over a large geographic area
- Ensure outreach materials are easy to read, highly visual, and compellingly communicate key messages

A special emphasis and mindfulness were placed on issues of transportation equity, social justice, and environmental justice when conducting public outreach, and ultimately reflected in the plan.

This document describes the HSTP's stakeholder roles and responsibilities, decision-making structure and process, and the public involvement process and tools. The public involvement and stakeholder coordination strategy needed to be flexible and adaptable to be effective and appropriate for guiding information sharing with the wide range of diverse communities throughout the state. An overarching goal was to engage community stakeholders on each island in the best way possible, and to reach out to communities that are traditionally underserved.

Toward the beginning of the plan development process, focused meetings and stakeholder interviews were conducted with a variety of community representatives, and state, county, and local department representatives on each island. Findings from these stakeholder interviews were used to shape the way the project team interacts with the public, and the specific public involvement processes and tools used throughout the plan development.



2. HDOT's Public Involvement Mission Statement

The State of Hawaii Department of Transportation (HDOT) is committed to a comprehensive, fair, and transparent public involvement process. HDOT's public involvement mission statement, included in HDOT's Guide for Public Involvement Planning in the Transportation Planning and Programming Process, is as follows:

"It is the Hawaii DOT's intent to seek and encourage public involvement by stimulating broad public awareness of, and increased public participation in the comprehensive, cooperative and continuing transportation planning and decision-making process in Hawaii."

3. Goals of the Public Involvement Plan and Decision-Making Process

The HSTP project team was committed to a public involvement approach that did the following:

- Increased public awareness and understanding of the transportation planning process in Hawaii.
- Provided an open and transparent decision-making process conducted through equitable and constructive two-way communication between the project team and the public, and improved communication between the public and HDOT.
- Provided early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered by the project team.
- Met applicable state and federal laws, regulations, policies, and procedures.
- Proactively informed and encouraged the participation of all stakeholders—including citizens who have traditionally been underserved and underrepresented— without regard to race, color, national origin, disability, religion, sex, age, economic status, or primary language with benefits, rights, and meaningful access preserved for limited English proficient (LEP) persons, in full accordance and compliance with Title VI of the Civil Rights Act of 1964 and Hawaii anti-discrimination laws. (Planning strategies related to transportation equity, social justice, and environmental justice are discussed further in Section 4, below.)
- Stimulated a broad-based interest in HDOT's planning activities, and builds widespread community understanding of findings and decisions.
- Fostered greater opportunities for the public to participate in the transportation planning decision-making process by maximizing opportunities for the public to collaborate with HDOT and other transportation-related agencies in Hawaii's four counties.

Key elements of the approach was a pre-structured decision process, clear decision milestones, and well-defined roles and responsibilities. Thorough and thoughtful consideration of issues at each decision point by all of the interested project stakeholder groups helped to ensure quality decisions that did not have to be revisited because something of significance had not been addressed. In addition, the clear identification of decision points created an expectation in stakeholder groups for staying on task and schedule.



4. Stakeholders and Their Involvement

The following sections summarize the roles and responsibilities of the HSTP stakeholders, and the specific involvement activities that were conducted during the development of the HSTP.

4.1 HDOT

The Statewide Transportation Planning (STP) Office was responsible for managing and setting the framework for the HSTP update process. The primary role of the STP Office was to endorse the completed plan and forward recommendations to the Director of Transportation for approval. The Branch’s responsibilities also included the following:

- Communicating project progress to their elected or appointed officials, and to agency or jurisdictional colleagues as needed.
- Reviewing recommendations from the Project Management Team (PMT), Sub-Statewide Transportation Advisory Committee (SubSTAC), technical and industry stakeholders, and the public.
- Reviewing project and background materials and make recommendations at key decision points.
- Keeping the Director of Transportation apprised of the project’s progress.

4.2 Project Management Team

The PMT comprised HDOT staff from the STP Office as well as representatives from the Airports, Harbors, and Highways divisions (Exhibit A-1). The PMT’s responsibilities included the following:

- Representing and communicating the interests of their respective HDOT Division and industry.
- Providing technical direction, information, insight and reviews.
- Communicating project progress to their respective Deputy Directors and colleagues as needed.
- Reviewing recommendations from the SubSTAC members, industry stakeholders and the public.
- Reviewing project and background materials.
- Providing informed and comprehensive recommendations.

Exhibit A-1. PMT Members

Agency	Representative
HDOT Statewide Transportation Planning	Pradip Pant Tomo Murata Rasmi Agrahari
HDOT Highways Division	Rachel Roper Richard Wollenbecker
HDOT Harbors Division	Arnold Liu Dean Watase/Celia Shen
HDOT Airports Division	Herman Tuiolosega Lynette Kawaoka Traci Lum



4.3 Statewide Transportation Advisory Committee

The Statewide Transportation Advisory Committee (STAC) advised HDOT on transportation policies and administrative issues by providing local transportation officials a forum for coordinating discussions on and review of planning, programming, and project development activities. STAC briefings were provided throughout the HSTP update process to keep the STAC members updated and to obtain their input. The HSTP progress was included as an agenda item within the STAC meeting framework. The STAC members consist of the directors or their designee from the following agencies:

- State of Hawaii, Department of Transportation
- State of Hawaii, Department of Business, Economic Development & Tourism
- State of Hawaii, Department of Health (HDOH)
- State of Hawaii, Office of Environmental Quality Control
- State of Hawaii, Office of Planning
- State of Hawaii, Board of Agriculture (chairperson)
- City and County of Honolulu, Department of Transportation Services
- City and County of Honolulu, Department of Planning and Permitting
- County of Hawaii, Planning Department
- County of Hawaii, Department of Public Works
- County of Hawaii, Transit Agency
- County of Kauai, Planning Department
- County of Kauai, Department of Public Works
- County of Kauai, Transportation Agency
- County of Maui, Planning Department
- County of Maui, Department of Public Works
- County of Maui, Department of Transportation

Ex-officio members consisted of the following:

- The Executive Director of the Oahu Metropolitan Planning Organization (OahuMPO)
- The Executive Director of the Maui Metropolitan Planning Organization (Maui MPO)
- Federal Highways Administration Representative
- Federal Transit Administration Representative
- Federal Aviation Administrative Representative

The STAC often designates staff to represent them. This group is known as the SubSTAC. The SubSTAC included staff of federal, state and local agencies and jurisdictions represented above with interest in the project. Responsibilities of the SubSTAC included the following:

- Representing and communicating the interests of their respective agencies, jurisdictions and industries
- Providing technical direction, information, insight and reviews
- Communicating project progress to their respective directors, elected or appointed officials, and to agency or jurisdictional colleagues as needed
- Reviewing recommendations from the PMT, SubSTAC members, industry stakeholders, and the public
- Reviewing project and background materials



- Providing informed and comprehensive recommendations
- Attending and participating in SubSTAC and/or other stakeholder meetings

SubSTAC members are listed in Exhibit A-2.

Exhibit A-2. SubSTAC Members

SubSTAC Agency	Representative
HDOT Statewide Transportation Planning	Pradip Pant Masatomo Murata Blayne Nikaido Rasmi Agrahari
HDOT Airports Division	Herman Tuiolosega Lynette Kawaoka Traci Lum
HDOT Harbors Division	Arnold Liu Dean Watase Celia Shen
HDOT Highways Administrator	George Abcede
HDOT Highways Planning Branch	Ken Tatsuguchi Rachel Roper Richard Wollenbecker Patrick Tom Jill Tanabe
HDOT Highways Maui District Office	Robin Shishido Ervin Pigao
HDOT Highways Kauai District Office	Larry Dill Eric Fujikawa
HDOT Highways Hawaii District Office	Harry Takiue
HDOT Highways Oahu District Office	Mike Medeiros
HDOH	Christopher "CJ" Johnson Heidi Hansen-Smith
County of Hawaii Planning Department	Natasha Soriano April Suprenant
County of Hawaii Department of Public Works	Ben Ishii Keone Thompson
County of Hawaii Mass Transit Agency	Brenda Carreira
County of Kauai Planning Department	Marie Williams Leanora Kaiaokamalie Lee Steinmetz
County of Kauai Department of Public Works	Michael Moule Joel Bautista



Exhibit A-2. SubSTAC Members

SubSTAC Agency	Representative
County of Kauai Transportation Agency	Celia Mahikoa Leonard Peters
County of Maui Department of Planning	Pam Eaton
County of Maui Department of Public Works	Rodrigo "Chico" Rabara Nolly Yagin
County of Maui Department of Transportation	Marc Takamori
City & County of Honolulu Department of Planning & Permitting	Dina Wong
City & County of Honolulu Department of Transportation Services	Chris Clark
City and County of Honolulu Public Transit Division	Eileen Mark
Honolulu Authority for Rapid Transportation	Ryan Tam
Maui Metropolitan Planning Organization (ex-officio)	Lauren Armstrong
Oahu Metropolitan Planning Organization (ex-officio)	Zakari Mumuni Kiana Otsuka
Federal Aviation Administration (ex-officio)	Kimberly Evans
Federal Transit Administration (ex-officio)	Ryan Fujii
Federal Highway Administration (ex-officio)	Amy Ford-Wagner

There were seven SubSTAC meetings throughout the process. The dates and purpose of each of the meetings are shown in Exhibit A-3.

Exhibit A-3. SubSTAC Meetings and Purpose

No.	Date	Purpose
1	Day 1 July 22, 2020 10:00 a.m. - noon	<ul style="list-style-type: none"> ▪ Kickoff meeting with the SubSTAC to charter, refine, and endorse the proposed work plan ▪ Discuss emerging trends in the transportation sector ▪ Set project boundaries and expectations
	Day 2 July 23, 2020 8:00-9:45 a.m.	<ul style="list-style-type: none"> ▪ Share an overview of the previous 2011 HSTP ▪ Understand federal and state regulations and policies ▪ Discuss what's important for 2045 ▪ Review project workplan and stakeholder engagement
2	Day 1 October 21, 2020 8:00-11:00 a.m.	<ul style="list-style-type: none"> ▪ Provide an overview of the HSTP background and purpose ▪ Provide project update and recap of SubSTAC meeting #1 ▪ Have a priorities discussion on the HSTP 2045 goals and objectives ▪ Provide an overview of the draft PIP



Exhibit A-3. SubSTAC Meetings and Purpose

No.	Date	Purpose
	Day 2 October 22, 2020 8:15-9:45 a.m.	<ul style="list-style-type: none"> Recap scenario planning approach Review preliminary alternative futures for input Discuss challenges and opportunities associated with each alternative future
3	January 20, 2021 8:30-11:30 a.m.	<ul style="list-style-type: none"> Share project updates Obtain input on the HSTP goals and objectives
4	Day 1 April 20, 2021 9:00-11:00 a.m.	<ul style="list-style-type: none"> Share project updates Share climate change policies and action plans Discuss the statewide transportation planning process
	Day 2 April 21, 2021 8:00-10:00 a.m.	<ul style="list-style-type: none"> Share updates to the HSTP goals and objectives Brainstorm strategies
5	Day 1 July 21, 2021 9:15-11:15 a.m.	<ul style="list-style-type: none"> Share project updates Share and receive feedback on the HSTP implementation, strategies, and actions
	Day 2 July 22, 2021 10:00-11:20 a.m.	<ul style="list-style-type: none"> Share updates on climate change Revisit the statewide transportation planning process
6	Day 1 October 20, 2021 9:00-10:30 a.m.	<ul style="list-style-type: none"> Share project updates Share and receive feedback on the implementation of the strategies and actions
	Day 2 October 21, 2021 9:30-11:00 a.m.	<ul style="list-style-type: none"> Share and receive feedback on the financial forecast Present funding strategies Review the draft HSTP outline
7	September 22, 2022 8:15-11:30 a.m.	<ul style="list-style-type: none"> Share project updates Receive feedback on the draft HSTP

4.3.1 SubSTAC Meeting #1

Day 1

- HSTP Background and Purpose.** The background and purpose of the HSTP was presented to the SubSTAC. A brief overview of the project workplan that shows the step-by-step process and timeline in preparing the HSTP was also presented.
- Emerging Trends for HSTP 2045.** Following an explanation on the scenario planning process, current trends in six key subjects, including pandemic, climate change, demographic, economics, development and land use, and technology, and their future implications on transportation in Hawaii were presented for discussion.
- HSTP Team Charter.** An overview of the HSTP Team Charter was presented. The SubSTAC members were asked to review and acknowledge the Team Charter.



Day 2

- **Overview of 2011 HSTP.** An overview of the 2011 HSTP was presented, including what has been accomplished since the last HSTP update and what is still important for the current update. The previous goals and objectives were also presented for discussion.
- **Plan/Policy Review.** Federal and state regulations, previous studies, plans, and policies reviewed to ensure consistency with the HSTP were presented.
- **National Best Practices.** A summary of the findings from the national best practices review was presented. Key best practices as well as trends or topics that could be applied to the HSTP were presented.
- **Workplan Overview.** An overview of the project workplan was presented. The project workplan showed the major tasks and decision points of the HSTP update process as well as the involvement activities with the four primary stakeholder groups during the plan development.
- **Public Involvement Overview.** The planned public involvement methods and approach were presented. SubSTAC members provided input on stakeholder groups/agencies that are critical in the development of the HSTP 2045.

4.3.2 SubSTAC Meeting #2

Day 1

- **HSTP Background and purpose.** The background and purpose of the HSTP was presented. State and federal statutes that require the HSTP as well as the State hierarchy of transportation planning documents was presented.
- **Project Update.** Project updates included recap of the topics covered during SubSTAC Meeting #1 (the kickoff meeting), tasks completed since the last SubSTAC meeting, and highlights of the focused meetings conducted with each of the HDOT divisions (Airports, Highways, and Harbors).
- **HSTP Priorities Discussion (Goals).** Priorities topics to address in the HSTP 2045 were presented. The priority focus areas included safety and security, mobility and accessibility, equity, clean energy and climate, environment, quality and life and public health, system preservation, and economy and funding. SubSTAC members provided input on the ideal goals and objectives for each focus area.
- **Draft Public Involvement Plan Overview.** A summary of the draft HSTP PIP was presented.

Day 2

- **Scenario Planning Process.** A recap of the scenario planning process was presented. The approach is to consider some of the alternative futures that may occur unexpectedly and what their implications are on transportation so that the state can be better prepared for them.
- **Review of Trends and Drivers.** A recap of the key drivers of the transportation future was presented. Key drivers and trends in public health, climate, demographics, development and land use, economy, and technology were presented.
- **Draft Alternative Futures.** Alternative futures/future scenarios considered included business as usual (that is, return to trends pre-COVID-19), global health crisis, power in paradise, climate emergency, and technology revolution. The plausibility of the alternative futures and their potential impacts and implications on transportation were discussed.



4.3.3 SubSTAC Meeting #3

- **Project Update.** Project updates included summaries of stakeholder meetings conducted since the last SubSTAC meeting. Stakeholder meetings included the first Statewide Advisory Committee (SAC) meeting as well as technical resource meetings with HDOT Highways' Resiliency Lead and the City and County of Honolulu Office of Climate Change, Sustainability, and Resiliency (OCCSR).
- **Draft Goals and Objectives.** The draft HSTP goals and objectives were shared with the SubSTAC. The seven draft goals presented were safety and security, infrastructure, mobility and accessibility, economy, resiliency, community, and environment. Draft goal statements and objectives under each goal were presented for discussion. The revised alternative futures based on feedback received from the SubSTAC during the last meeting were also shared.

4.3.4 SubSTAC Meeting #4

Day 1

- **Project Update.** Key takeaways from the technical resource meetings conducted were shared. Technical resource meetings included meetings with the Project Manager for HDOT's Hawaii Road Usage Charge (HiRUC) Demonstration project and HDOT Traffic Branch Manager. In addition, three rounds of public meetings were conducted with over 130 participants. Summary of the feedback obtained during the public meetings and updates on the project website were shared.
- **Climate Change.** A climate change focused plan/policy review was conducted to guide the HSTP strategies. An overview of strategies relevant to transportation from each of the climate change plan/policy reviewed was shared.
- **Statewide Transportation Planning Process.** An overview of the federal and state requirements for the statewide transportation planning process, recommendations from the previous two HSTPs, and some examples from other states were shared. The main goal of the meeting was to obtain the SubSTAC's input and discuss the current transportation processes/practices to identify process gaps and opportunities to be addressed with the HSTP update.

Day 2

- **Goals and Objectives Update.** The HSTP goals and objectives were revised based on feedback received from the SAC, public meetings, SubSTAC, and PMT. Minor changes included clarification of terminology, word choice, and inclusion of modes and regions. No changes to the high-level goal areas were made. SubSTAC members were asked to provide any additional comments, if any.
- **Strategies.** Following a recap of the alternative futures, the group was broken into to four groups, each with two HSTP goals to discuss. Google Sheets were used to discuss current actions the state is taking and brainstorm new strategies. Over 100 strategy ideas were discussed during the breakout sessions.

4.3.5 SubSTAC Meeting #5

Day 1

- **Project Update.** Project updates included summary of the second SAC meeting which had twenty out of 28 SAC members in attendance. Some of the feedback received from the SAC on the statewide transportation planning process were shared.
- **Plan Implementation.** Based on a review of how other states are implementing their long-range transportation plans, several examples and ideas were presented for discussion. The proposed



approach on how to organize the HSTP that would make the plan most useful for both HDOT and other stakeholders was also presented.

- **Strategies and Actions.** A matrix showing the draft strategies and actions by goals and objectives was sent to the SubSTAC members prior to the meeting. Miro, an online whiteboard and visual collaboration platform, was used to review the matrix in an interactive setting for refinement. Approximately 15 minutes per goal area was spent to review the strategies and to brainstorm ideas on actions and what agencies should be involved in the actions.

Day 2

- **Climate Change.** Summary of the climate change white paper that was shared with the SubSTAC members prior to the meeting was presented. The white paper covered topics including climate change science, anticipated effects of climate change on HDOT systems, as well as an overview of existing federal, state, and county laws, plans, and programs related to climate change. Recommendations related to transportation and how the existing information on climate change can be reflected or incorporated into the HSTP goals, objectives, strategies, and actions were discussed.
- **Statewide Transportation Planning Process.** The draft statewide transportation planning process goal and objectives, draft HDOT family of plans, proposed statewide transportation planning organizational structure, and stakeholder roles and responsibilities were presented for discussion and input.

4.3.6 SubSTAC Meeting #6

Day 1

- **Project Update.** Key takeaways from the technical resource meetings held to discuss the draft HSTP strategies and actions were shared. The project team met with State agencies, including HDOH, Hawaii State Energy Office, and State of Hawaii Department of Land and Natural Resources (DLNR), Hawaii Climate Change Mitigation and Adaptation Commission, as well as with Hawaiian Electric. Needs and challenges discussed during each meeting were presented.
- **Strategies and Actions.** A qualitative assessment on how the strategies would perform under each alternative future relative to the business as usual scenario was conducted. Ratings were given to the strategies based on how effective they would be in reaching the objectives under which they were developed. An overview summary of the screening results by goal area was presented for discussion.
- **Plan Implementation.** A recap of the overall HSTP implementation process was presented for discussion. Discussions included processes required to implement the strategies and how to track progress.

Day 2

- **Financial Forecast.** A summary of the preliminary results of the financial analysis completed for each HDOT Division and county transit system were presented. The financial analysis includes a 25-year financial forecast (2021 to 2045) for each of the HDOT divisions/transit agencies based on a 5-year history (2016 to 2020) of financial data available from existing financial statements.
- **Funding Strategies.** An overview of transportation funding strategies and financing mechanisms was presented. General principles to be considered and evaluation criteria that should be used when considering new funding mechanisms were presented.
- **Draft HSTP Outline.** The outline and draft content of each section of the draft HSTP was shared for input and feedback.



4.3.7 SubSTAC Meeting #7

- **Project Update.** The project workplan was shared as a reminder on the progress and status of the HSTP process. The group was informed that since the last meeting, the project team has spent time with the HDOT divisions and their administration going over the strategies and ensuring that they are comfortable with what the HSTP is proposing. The group was also informed that the financial forecasts have been completed and that the project team has been exploring ways to monitor progress.
- **Draft HSTP.** A summary of each chapter of the draft HSTP was shared for input and feedback. The group was informed about the public survey that has been distributed for public feedback on the Plan strategies, as well as the upcoming public meetings to share the draft HSTP with the public.

4.4 Industry Stakeholders

An industry stakeholder focus group provided a balanced representation of interests, affected communities, geographic areas, ages and diverse populations as well as a communication link with those interests and communities. Members included the affected citizen’s groups, representatives of local and regional business and labor sectors and advocates for key interests, including different modes, environmental representatives, and civic groups. These industry stakeholders formed a SAC that was intended to provide a comprehensive overview regarding the plan.

The SAC included representatives from minority and disadvantaged (low-income) groups consistent with federal and state laws and rules, and HDOT’s commitment to environmental justice. Members were invited and selected by HDOT. To be manageable and to ensure that all representatives can be heard, formation of the SAC strived for a group of 25 to 30 members.

Responsibilities of the SAC members include the following:

- Representing their constituents’ perspectives during group deliberations
- Communicating project progress with their constituents
- Providing feedback at key milestones throughout the project
- Provide input prior to distribution of key materials at public workshops
- Providing recommendations to HDOT
- Acting as ambassadors for the project

SAC members included representatives of the organizations/interest groups shown in Exhibit A-4.

Exhibit A-4. SAC Members

Industry Stakeholder Category	Organization
Tourism	Hawaii Tourism Authority
Construction	General Contractors Association of Hawaii
Development	Land Use Research Foundation of Hawaii
Emergency Response/Civil Defense	Hawaii Emergency Management Agency
Climate Change	UH School of Ocean and Earth Science and Technology (SOEST)
Environment	Ulupono Initiative



Exhibit A-4. SAC Members

Industry Stakeholder Category	Organization
Energy	Hawaiian Electric Hawaii State Energy Office
Business	Chamber of Commerce
Equity-focused populations	State Office of Community Services Catholic Charities Hawaii
Cultural Resource	State Historic Preservation Division
Health	HDOH Healthy Hawaii Initiative
Non-motorized Transportation (Bicyclists and Pedestrians)	Biki Hawaii Maui Bicycle League Kauai PATH Hawaii PATH
Cars	Avis Rental Cars
Transit	Oahu Transit Services
Trucking	Hawaii Transportation Association
Air Cargo	Air Cargo Association of Hawaii
Airline Users	Airlines Committee of Hawaii
Harbor Users	Hawaii Harbor Users Group
Logistics/Shipping	Matson Pasha Hawaii Transport Lines
Short Sea Shipping	Young Brothers

There were three SAC meetings throughout the process. The dates and purpose of each of the meetings are shown in Exhibit A-5.

Exhibit A-5. SAC Meetings and Purpose

No.	Date	Purpose
1	January 6, 2021 08:30-11:00 a.m.	<ul style="list-style-type: none"> ▪ Kickoff meeting with the SAC to charter, refine, and endorse the proposed work plan ▪ Review draft HSTP goals and objectives ▪ Share and receive feedback on the emerging trends and discuss potential alternative futures for scenario planning
2	May 26, 2021 8:30-10:30 a.m.	<ul style="list-style-type: none"> ▪ Share project updates ▪ Discuss the statewide transportation planning process ▪ Share and receive feedback on the HSTP implementation strategies
3	September 7, 2022 8:00-9:30 a.m.	<ul style="list-style-type: none"> ▪ Share project updates ▪ Obtain input on the draft HSTP



4.4.1 SAC Meeting #1

- **HSTP Background and purpose.** The background and purpose of the HSTP was presented to the SAC. The project workplan that shows the major tasks that will be completed to develop the HSTP was also presented.
- **Public Involvement Plan.** An overview of the PIP, including the HSTP public involvement goals and roles and responsibilities of the various stakeholder groups, was presented. The SAC provided input on the public outreach methods.
- **Draft Goals and Objectives.** Following an overview of the HSTP planning process, the draft HSTP goals and objectives were shared. The seven draft goals presented were safety and security, infrastructure, mobility and accessibility, economy, resiliency, community, and environment. Draft goal statements and objectives under each goal were presented for discussion.
- **Draft Alternative Futures.** The five draft alternative futures presented included business as usual (return to trends pre-COVID-19), global health crisis, power in paradise, climate emergency, and technology revolution. The draft alternative futures had been reviewed by the SubSTAC with input provided. The SAC members were asked to provide additional input on the plausibility of the alternative futures and their potential impacts and implications on transportation.

4.4.2 SAC Meeting #2

- **Project Update.** Key takeaways from the technical resources meetings conducted were shared. Technical resources meetings included meetings with the Project Manager for HDOT's HiRUC Demonstration project, HDOT Traffic Branch Manager, HDOT Highways' Resiliency lead, the City and County of Honolulu's OCCSR, and the State's Climate Change Commission staff. In addition, three rounds of public meetings were conducted with over 130 participants. Summary of the feedback obtained during the public meetings and updates on the project website were shared.
- **Goals and Objectives Update.** The revised draft goals and objectives incorporated feedback from the SAC, public meetings, SubSTAC, and PMT, and was sent out to the SAC prior to the meeting. There were no changes to the high-level goal areas. Minor changes made included clarifications of terminology, word choice, and inclusion of modes and regions that were missing previously.
- **Statewide Transportation Planning Process.** The draft goal and objectives of the statewide transportation planning process and the proposed statewide transportation planning organizational structure were presented for discussion and input. The group was asked to provide input on identifying gaps and opportunities from the viewpoint of stakeholders and the public.
- **Strategies.** Following a recap of the HSTP goals and alternative futures, the HSTP strategies and actions that were identified during the workshop with the SubSTAC were presented. The strategies and actions were divided into five themes: transform, connect, manage, protect, and collaborate. The SAC discussed and provided their input on the feasibility as well as the identified gaps of the strategies and actions presented.

4.4.3 SAC Meeting #3

- **Project Update.** The project workplan was shared as a reminder on the overall process of the HSTP preparation and to share what had been completed since the last SAC meeting. Since the last SAC meeting, the team has had discussions with the HDOT divisions and their administration on the HSTP strategies to ensure that they are all comfortable with what the HSTP is proposing. In addition, the financial forecasts were completed, and the project team has been exploring ways to monitor progress.



- **Draft HSTP.** A summary of each chapter of the draft HSTP was shared for input and feedback. The group was informed about the public survey that has been distributed for public feedback on the Plan strategies, as well as the upcoming public meetings to share the draft HSPT with the public.

4.5 Technical Resources

Technical resource agencies provided guidance throughout the process and included the HDOT Highways Division, Airports Division, and Harbors Division, and the STP Office. Technical resources from other federal, state, and city/county agencies or industry organizations were also consulted for guidance. They obtained or directed the project team to data that may be useful and provided input on specific topics that may be useful for the development of the HSTP. The project team conducted smaller stakeholder interviews and focused meetings with the technical resources. Exhibit A-6 lists the dates and purpose of the meetings held.

Exhibit A-6. Technical Resource Meetings and Purpose

Technical Resource	Date	Purpose
HDOT Highways Division	September 22, 2020	<ul style="list-style-type: none"> ▪ Share the purpose and workplan of the HSTP ▪ Discuss existing highway transportation needs and what’s important for 2045
HDOT Harbors Division	September 24, 2020	<ul style="list-style-type: none"> ▪ Share the purpose and workplan of the HSTP ▪ Discuss existing harbor transportation needs and what’s important for 2045
HDOT Airports Division	September 29, 2020	<ul style="list-style-type: none"> ▪ Share the purpose and workplan of the HSTP ▪ Discuss existing airport transportation needs and what’s important for 2045
HDOT Highways’ Resiliency Lead	December 9, 2020	<ul style="list-style-type: none"> ▪ Discuss HDOT Highways’ initiatives for resiliency ▪ Learn and discuss what other agencies may be doing in regards to climate mitigation or adaptation
City and County of Honolulu, Office of Climate Change, Sustainability, and Resiliency (OCCSR)	January 13, 2021	<ul style="list-style-type: none"> ▪ Share the HSTP purpose and background ▪ Learn about climate change challenges and opportunities related to transportation systems
HDOT’s HiRUC Demonstration Project	January 25, 2021	<ul style="list-style-type: none"> ▪ Share the purpose and workplan of the HSTP ▪ Discuss existing transportation needs and what’s important for 2045 ▪ Discuss the status and current outcomes of the HiRUC program and pilot study
State Climate Change Commission Chair	January 26, 2021	<ul style="list-style-type: none"> ▪ Share the Hawaii Statewide Transportation Plan 2045 purpose and background ▪ Learn about climate change challenges and opportunities related to transportation systems



Exhibit A-6. Technical Resource Meetings and Purpose

Technical Resource	Date	Purpose
HDOT Traffic Branch Manager	January 27, 2021	<ul style="list-style-type: none"> Share the purpose and workplan of the HSTP Discuss existing transportation needs and what's important for 2045 Discuss intelligent transportation system (ITS) technology and how HDOT is preparing for Connected Vehicles (CV)/Automated Vehicles (AC) and other technology advancements
Highways Division Fiscal Office (HWY-S)	March 5, 2021	<ul style="list-style-type: none"> Share the purpose and workplan of the HSTP Discuss the HSTP financial scope and assumptions for the forecast
County of Maui Department of Transportation	August 23, 2021	<ul style="list-style-type: none"> Review HSTP financial scope and purpose Discuss financial modal framework and short-term and long-term needs for the Maui Bus
County of Kauai Transportation Agency	September 7, 2021	<ul style="list-style-type: none"> Review HSTP financial scope and purpose Discuss financial modal framework and short-term and long-term needs for the Kauai Bus
County of Hawaii Mass Transit Agency	September 10, 2021 and February 1, 2023	<ul style="list-style-type: none"> Review HSTP financial scope and purpose Discuss financial modal framework and short-term and long-term needs for Hele-On Bus
State of Hawaii Department of Health (HDOH)	September 10, 2021	<ul style="list-style-type: none"> Discuss strategies and actions Discuss existing transportation needs and what is important for 2045 Challenges in addressing equity issues and community needs Discuss how the HSTP can help support HDOH's initiatives
Hawaii Climate Change Mitigation and Adaptation Commission*	September 14, 2021	<ul style="list-style-type: none"> Provide an overview of the HSTP Discuss strategies and actions Discuss how the HSTP can help support the State's effort towards resiliency and adaptation
Hawaiian Electric	September 14, 2021	<ul style="list-style-type: none"> Provide an overview of the HSTP Discuss strategies and actions Discuss current issues with electrification of transportation and clean energy Discuss how the HSTP can help support Hawaiian Electric
Hawaii State Energy Office	October 7, 2021	<ul style="list-style-type: none"> Provide an overview of the HSTP Discuss strategies and actions Discuss existing transportation needs and what's important for 2045



Exhibit A-6. Technical Resource Meetings and Purpose

Technical Resource	Date	Purpose
Highways Division Fiscal Office	January 11, 2022	<ul style="list-style-type: none"> ▪ Share and discuss the highways financial forecast ▪ Discuss funding for the existing and future capital program
Harbors Division	July 1, 2022	<ul style="list-style-type: none"> ▪ Discuss the latest goals, objectives, and strategies ▪ Discuss opportunities for Honolulu Harbor and multimodal connections

*Attendees also included DLNR staff from Division of Forestry and Wildlife and Division of Aquatic Resources.

Key takeaways from the technical resource meetings are summarized in the following sections.

4.5.1 HDOT Division Meetings

Highlights and common themes discussed during the focused meetings with each of the three HDOT Divisions (Airports, Highways, and Harbors) included the following:

- Aging Infrastructure
 - Trying to maintain what they have with potentially increasing capacity demands (and currently decreasing revenues)
- Biosecurity is an important concern for both Harbors and Airports
 - COVID-19 – arrived through the Airports
 - Invasive species
- Climate Change/sea level rise (SLR)
 - All divisions understand the critical nature of the issue, however, HDOT cannot take the lead and they feel that there is a lack of inter-agency strategy and coordination statewide.
 - Ripple effects outside of each division’s jurisdiction need to be considered -
 - Airports - raising the runway, taxiways will require raising the terminals and surrounding roads.
 - Harbors – raising the piers and storm drainage outlets which also effect upstream outlets; retreat is not an option for Harbor facilities.
 - Highways – they need to evaluate where to retreat and where to reinforce and strengthen, but it involves land use decisions.
- Traffic, Tourism, and Congestion
 - Conflicting interests between State agencies and counties – some State agencies have interest in increasing tourism while county agencies have interest in restricting rental cars.
 - There are some issues with incompatible land uses encroaching near airports.
 - Users’ needs – Harbors and airports are very user or demand driven and it is hard to control congestion around their facilities. The airlines and cargo ships/cruise lines determine their arrival times, which cannot be controlled by the Harbors or Airports divisions. Ideally, arrival times should be spread out to avoid congestion, but it is hard to control.



- Recovery Planning
Appropriate recovery planning and ability to respond to emergencies is important.
- Funding
Impacts of the COVID-19 pandemic and recovery time.

4.5.2 HDOT Highways' Resiliency Lead

The content of the HDOT Highways Climate Action Plan, which is in its draft phase, was discussed. The Plan includes the following topics:

- More operations and maintenance (O&M) strategies that will help with resiliency
- Better response and coordination needed for emergency events
- Incorporation of adaptation design strategies
- Review of all asset data and latest climate data
- Identification of where HDOT may be most at risk (from tsunamis, rockfalls, shoreline, flooding, and similar)
- Emphasis that a phased approach is needed (not everything can be addressed at once)

4.5.3 City and County of Honolulu, Office of Climate Change, Sustainability, and Resiliency (OCCSR)

The OCCSR had recently released the City's Climate Action Plan (available online at <https://resilientoahu.org/climate-action-plan>). Highlights of the Plan that were discussed included the following:

- Climate change mitigation and adaptation strategies that will help to establish a diversified economy
- Better response and coordination on planning and improvements across jurisdictions are needed
- Look for opportunities to use Federal Emergency Management Agency (FEMA) funding for adaptation improvements
- Try to use technology to determine improvements to portions of roadways that provide the most functionality (for example, higher VMT)
- More regional planning is needed
- HDOT's HiRUC Demonstration Project

A meeting was held with the Project Manager for the HiRUC Demonstration project. Some of the takeaways and reminders discussed included the following:

- Replacement of the gas tax (not intended to increase the tax)
- Road Usage Charge (RUC) collection is more complex and costly (vs. gas tax – collection is built in/automatic)
- Next phase also focuses on industries that manage a fleet (that is, rental cars and utilities)
- Recommendations and findings will be done by the end of this year
- Public response has been mixed to date
- Pilot being watched nationally (mandatory safety checks that allow the State to collect odometer information - many other states do not have this mechanism in place)



4.5.4 HDOT Traffic Branch Manager

A meeting was held with the HDOT Traffic Branch Manager to discuss ITS Technology and how HDOT is preparing for Connected Vehicles (CV)/Automated Vehicles (AV) and other technology advancements. Some of the key takeaways included the following:

- Believes that the Technology Revolution scenario will occur
- HDOT is currently testing CV/AV
- One challenge is the unpredictability of pedestrian and bicyclist behaviors
- Vehicle to infrastructure communication is still being developed – key communication factor
- An ad hoc committee meets monthly; a sub-committee will develop policies that will be proposed to the State Legislature
- HDOT and CCH are replacing 170 traffic controllers with Advanced Transportation Controllers (ATCs)
- Neighbor islands are also upgrading traffic signal systems to optimize timing on demand

4.5.5 State of Hawaii Department of Health (HDOH)

What We Heard

There needs to be more focus on the built environment, including focus on the following:

- Reinforce equity
- Consideration of people who don't have access to vehicles when thinking about mode shift
- Think about what processes are used to determine resources

In addition, there needs to be more meaningful communication, including the following:

- Build community trust; a la carte engagement (that is, project-specific outreach) has limitations
- There needs to be a continuous way of building a relationship with the community-based organizations (CBOs) who can help relay important messages to the public
- Use CBOs to help translate
- CBOs should be a paid part of the consultant team

HDOH has improved their relationships with CBOs due to the COVID pandemic and because of the outreach needed to communities.

Challenges

Some of the challenges discussed included the following:

- Ways to establish equitable transportation
- Addressing fear of using the buses as well as cut in services during the COVID pandemic
- Not all mode shift solutions are equitable
- Service jobs (teachers, hotel workers, maintenance workers, operators, and similar) cannot telework
- Improvements and spending in environmental justice areas – the improvements are occurring but are they the right improvements?
- How are the community needs being determined?
- An ongoing dialog with communities and CBOs is needed.



4.5.6 Hawaii Climate Change Mitigation and Adaptation Commission/State of Hawaii Department of Land and Natural Resources (DLNR)

What We Heard

What was heard included the following:

- Collaboration is really important, especially in project development phases
 - How does the HSTP reach down to the projects and Capital Improvement Projects (CIP)?
 - Will metrics be developed (for implementation)?
 - Who will implement?
 - What happens during the environmental review process?
- Nature-based solutions are necessary – there needs to be more training here.
 - Can biological systems survive climate change?
 - Identify all of the critical infrastructure – where are the vulnerabilities?

Challenges

Some of the challenges discussed included the following:

- Green infrastructure is needed to offset carbon emissions (otherwise we will not be able to reach the 100 percent renewable energy goal)
- Better land use and transportation system decisions are needed
- Increased funding is needed
- Lack of resources and training
- Problem solving needs to be more collaborative

The Commission also expressed that the HSTP strategies should be consistent with the Climate Commission Statement.

4.5.7 Hawaiian Electric

What We Heard

What was heard during the meeting included the following:

- Equity –to mitigate the negative impacts of the transportation system and promote effective mode shift, a thorough survey/assessment to find out the following is needed:
 - How exactly are people getting around?
 - How are people really using the transportation system?
- Electrification of Transportation
 - There needs to be a better plan for it – for example, to electrify a fleet, Hawaiian Electric needs to conduct modeling and capacity determination.
 - There are a lot of grid changes that are occurring at Hawaiian Electric to maximize renewable energy.
 - Agencies or companies that plan electrification of their fleet should plan ahead.



Challenges

Some of the challenges discussed included the following:

- More training and awareness are needed for the workforce. Need for strategic workforce planning and training should be highlighted.
- Hawaiian Electric has run into issues when installing charging infrastructure at parking lots – Hawaii has a lot of leasehold land. Utility easements needed from the landowner.
- Early dialog with Hawaiian Electric is highly recommended.
- Capped investment at \$3.4 M for costs and infrastructure – Public Utility Commission approval needed for additional funding for commercial charging infrastructure.
- Suggest establishing a baseline and making the strategies more quantitative.

4.5.8 Hawaii State Energy Office

What We Heard

What was heard during the meeting included the following:

- Transportation is a large contributor of greenhouse gases
 - Air and ground are the primary users of crude oil.
- Air Transportation
 - Electrical commuter flights are in our future — how can we start to get ready?
 - Sustainable jet fuels are also within reach.
 - What infrastructure needs are necessary to support electric commuter plans and sustainable fuels?
- Harbors
 - Is biodiesel an option?
 - Is Hawaii ready for an interisland ferry service as a more sustainable form of transportation between the islands? – this could offset some of the air transportation needs.

Challenges

Some of the challenges discussed included the following:

- Converting to all electric vehicles is not enough to reach net neutrality.
- A better understanding of future energy needs will be necessary to get our infrastructure ready.
- Data sharing and scenario planning is needed.
- Better choices for land use are equally important.
- How do we help Airports and Harbors prepare infrastructure and shift to new technologies as they emerge?
- Will changes in the energy sector affect finances/funding? For example, how would changes in fuel tax impact finances? Is someone running the financial modes?



4.6 Public

A variety of public involvement processes and tools—including two series of virtual public meetings and an online public survey—were used throughout the development of the HSTP obtain input from the public.

4.6.1 Public Meetings

Public meetings were designed to be interactive—participants had the opportunity to learn about the project and to provide input at hand. Virtual public meetings were conducted through Microsoft Teams, a free easily accessible online meeting platform to allow for external communication and engagement. A platform with both real-time and on-demand capabilities allowed for a wider audience capacity.

Public Meeting #1

The first series of virtual public meetings was held in February 2021 during development of the plan goals and objectives to provide the public with meaningful opportunities to affect the project outcome. Three rounds of public meetings were conducted over the following 3 separate days:

1. Wednesday, February 17, 2021: 12:00 to 1:30 pm
2. Thursday, February 18, 2021: 6:00 to 7:30 pm
3. Saturday, February 20, 2021: 10:00 to 11:30 am

Overall, there were 130 participants; the first meeting (weekday/lunch time) had the most participants. The public meetings were advertised in the five major newspapers, through an HDOT news release, and on the HDOT website.

A wide range of comments were received during the series of public meetings. Comments were received during the public meetings, via follow up emails and telephone calls, and via the project website.

Comments received during the first round of public meetings helped to influence and shape the goals and objectives of the HSTP. Some of the concerns of the public were how the system preservation fits in the HSTP; how members of the SAC were selected; whether alternative modes were considered in the alternate future scenarios; and the need for affordable housing.

Public Meeting #2

After the draft plan was developed, the second series of virtual public meetings was held in December 2022 to share the draft plan and gather public input. Four rounds of public meetings were conducted over four separate days:

1. Monday, December 5, 2022: 12:00 to 1:00 pm
2. Tuesday, December 6, 2022: 6:00 to 7:00 pm
3. Wednesday, December 14, 2022: 12:00 to 1:00 pm
4. Thursday, December 15, 2022: 6:00 to 7:00 pm

Overall, there were 69 participants; the first meeting had the most participants. The public meetings were advertised in the five major newspapers, through an HDOT news release, and on the HDOT website. Informational flyers were also distributed at local farmer's markets on Oahu (Honolulu, Kailua, Kapolei), Maui, Kauai, and Hawaii (Hilo, Kona) to advertise the public meetings. A random prize giveaway was offered at each meeting to incentivize public participation.

A wide range of comments were received during the four rounds of public meetings. Comments were also received via follow up emails and telephone calls, and via the project website. The comments



received during the second round of public meetings helped to shape the strategies and the final draft of the HSTP.

4.6.2 Public Survey

An online public survey was released in September 2022 to obtain public feedback on the HSTP strategies and priorities. The survey consisted of a total of 29 questions to obtain the public's opinion on the existing transportation system in Hawaii and what their priorities are in terms of improving the system.

- On a scale of 1 (highest priority) to 5 (lowest priority), tell us which approaches should be the highest priorities to achieve a resilient transportation system in Hawaii.
- When you think about Hawaii's airports, which of the following safety and security measures are most important to you? On a scale of 1 (highest priority) to 5 (lowest priority), tell us which measures should be the highest priorities to maintain a safe and secure airport system.
- When you think about Hawaii's harbors, which of the following safety and security measures are most important to you? On a scale of 1 (highest priority) to 5 (lowest priority), tell us which measures should be the highest priorities to maintain a safe and secure harbor system.
- One of HDOT's goals is to eliminate traffic fatalities through a combination of approaches. This policy is often referred to as "Vision Zero." The following are some ways to achieve Vision Zero. On a scale of 1 (highest priority) to 5 (lowest priority), tell us which approaches should be the highest priorities to achieve "Vision Zero."
- HDOT is concerned with ensuring that the goods and services everyone needs are available to people in Hawaii. In order for that to happen, our infrastructure has to be able to meet these needs. On a scale of 1 (highest importance) to 5 (lowest importance), tell us which approaches are most important to maintain continuous transportation operations in Hawaii.
- If you were in charge of setting Hawaii's statewide transportation policy, where would you focus your attention? On a scale of 1 (highest priority) to 5 (lowest priority), tell us which policies are most important for HDOT's future transportation system.

The survey questions covered the eight HSTP goals and included demographic questions such as zip code, age, and gender.

Over 640 responses provided insight on the public's view of the critical needs and priorities for the statewide transportation system. Feedback from the public was used to develop the actions and opportunities for the HSTP.

4.7 Project Website

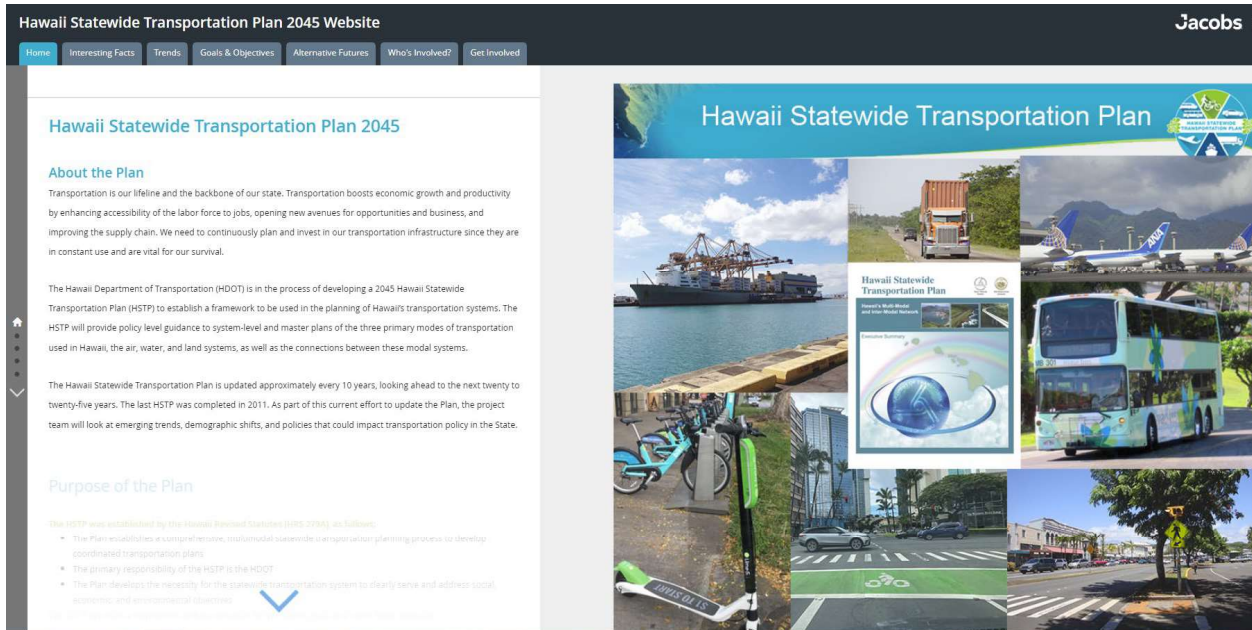
A project web page [[Hawaii Statewide Transportation Plan 2045 Website \(arcgis.com\)](https://arcgis.com)] was developed to give the public a convenient way to stay informed about the project's progress and meeting schedules. The web page was hosted and maintained by the consultant and included both text and links to PDF graphics and reports. The website told the story of the HSTP planning process and what was learned through the tasks and included ways that the public can stay engaged (Exhibit A-7), and included the following information:

- Project overview and purpose
- Project schedule and upcoming milestones



- SubSTAC meeting agendas, summaries, and materials
- SAC meeting schedule, agendas, summaries, and materials
- Materials from public meetings including presentations and summaries
- Project announcements
- Comment form to sign up for project updates and leave comments

Exhibit A-7. HSTP Website

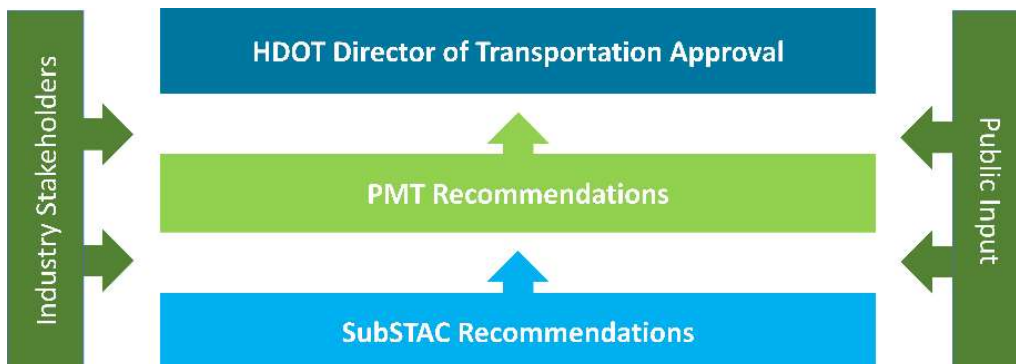


The enhanced website provided a single source for project information and provided active engagement, promoting two-way project communication. The project team also posted online poll questions to provide community members with an opportunity to provide input outside of the public meetings.

5. Decision Structure and Process

The decision-making structure for the HSTP is shown on Exhibit A-8, with the composition, roles, and responsibilities of each group described immediately following.

Exhibit A-8. Hawaii Statewide Transportation Plan Decision-Making Structure





Industry stakeholders and public input were an integral part of the decision-making process throughout the development of the HSTP. The HDOT PMT reviewed recommendations from the HDOT SubSTAC, industry stakeholders, and the public, and made final recommendations to the HDOT Director. HDOT PMT and SubSTAC members understood and acknowledged that the HDOT Director retains all final decision-making authority with respect to the project.

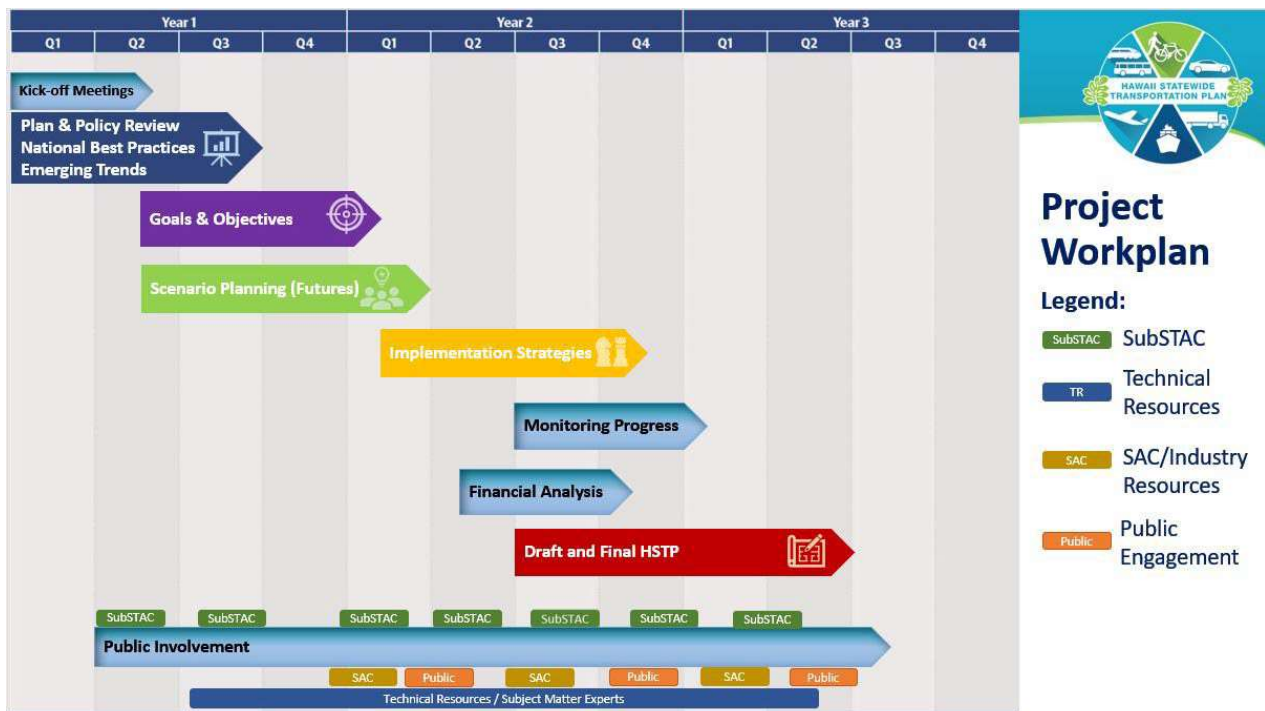
The SubSTAC strived for consensus when developing their recommendations. Dispute resolution involved the following processes:

- SubSTAC members examined interests that are behind the disagreement.
- SubSTAC members focused on explaining why they have taken a specific position.
- SubSTAC members focused on finding compromise solutions when disagreements arose.
- SubSTAC members returned issues to the PMT for further information development to resolve conflicts when needed.

5.1 Proposed Decision Process

The project work plan and associated agency, industry and public involvement and decision process for the HSTP are reflected in the Workplan on Exhibit A-9 and described in the following sections.

Exhibit A-9. HSTP Workplan



5.1.1 Plan & Policy Review, National Best Practices, and Emerging Trends

The first step of the project was partnering meetings with the stakeholders to establish project purpose and context and to outline roles and responsibilities. After the project kickoff, the project team conducted a plan and policy review, review of national best practices, and identified some emerging trends that may affect transportation in the future. The first decision point was to validate and provide input on the plan & policy review, national best practices, and emerging trends.



5.1.2 Goals & Objectives and Scenario Planning

The second decision step included development of the HSTP goals and objectives. The project team presented focus areas for the HSTP and obtained feedback from the SubSTAC and SAC. Based on the feedback received, goals and objectives were developed. The goals and objectives were then shared with all the stakeholders for their input and feedback.

In addition, in the second decision step, the project began the scenario planning and provided a framework of alternative futures. The SubSTAC, SAC, and public provided feedback on the alternative futures. Once the alternative futures were established, the transportation implications of those futures were explored.

5.1.3 Financial Analysis and Strategies

The third point in the decision process was the review of the financial analysis and approaches (strategies) for achieving the goals in each future. A financial forecast was completed for the transportation system in Hawaii (highways, transit, airports, and harbors). Stakeholders had an opportunity to review and comment on the analysis.

In addition, strategies were started to be discussed and reviewed to address alternative futures and transportation implications. The SubSTAC, SAC, and technical resources reviewed the strategies prior to further development later in the process.

5.1.4 Monitoring Progress

The fourth decision point involved the recommendation of ways to monitor progress on the plan goals and objectives. Performance measures were recommended to gauge the success over time. The SubSTAC, SAC, technical resources, and the public had an opportunity to weigh in.

5.1.5 Implementation Strategies

The fifth decision point applied the implementation plan for the HSTP. The project team worked with the stakeholders to develop an implementation plan that identifies the policies, investment strategies, and actions that will guide the HDOT in attaining the HSTP's goals and objectives.

5.1.6 Final Plan Recommendation

The sixth decision point included development of final recommendations for the project. Prior to approval of the final plan by HDOT, all stakeholders and the public will have opportunities to review the final recommendations.

5.2 Public Involvement Process and Tools

Stakeholder and public outreach at key decision points were used to provide the public with meaningful opportunities to affect project outcomes. The project team tailored the public involvement process and tools to reach the targeted industries. Initial input from the PMT and SubSTAC were sought to identify a comprehensive range of industry stakeholders. Findings were used to shape the way the project team interacted with the industry stakeholders and public for the remainder of the project, and the specific public involvement process and tools for the project. Public input were actively considered by the SubSTAC and PMT in making recommendations at each decision point.



6. Civil Rights, Transportation Equity, Social and Environmental Justice, and Traditionally Underserved Communities

6.1 Brief Overview

The State of Hawaii has a strong commitment to the protection of civil rights. Article I, Section 5 of the Hawai'i Constitution provides that "no person shall be denied the enjoyment of civil rights or be discriminated against in the exercise thereof because of race, religion, sex or ancestry." Subsequently, several state laws prohibiting discrimination have been enacted in respect to employment (Hawaii Revised Statutes [HRS] Chapter 378, Part I), housing (HRS Chapter 515), public accommodations (HRS Chapter 489), and access to state and state-funded services (HRS Chapter 368-1.5).

At the federal level, in accordance with Title VI of the Civil Rights Act of 1964 (Title VI), each federal agency is required to ensure that all programs or activities receiving federal financial assistance do not discriminate against recipients in any way based on race, color, or national origin. As such, all the federal agencies that have oversight of Hawaii's transportation systems (Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and the U.S. Coast Guard) have promulgated multiple policies and regulations to ensure the protection of civil rights in the planning and implementation of transportation projects. In addition to their respective policies and regulations, all these agencies conduct outreach and have published multiple guidance documents to share best practices, lessons learned, approaches, and tools to help prevent or resolve potential civil rights complaints.

6.2 Transportation Equity, Social Justice, and Environmental Justice

Equity refers to the fairness with which positive and negative impacts are distributed. **Social justice** is defined by the United Nations as, "an underlying principle for peaceful and prosperous coexistence within and among nations...We advance social justice when we remove barriers that people face because of gender, age, race, ethnicity, religion, culture or disability"

(<https://www.un.org/en/observances/social-justice-day>). According to the U.S. Environmental Protection Agency, **environmental justice** is "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"

(<https://www.epa.gov/environmentaljustice>). Environmental justice will be achieved when everyone enjoys the same degree of protection from environmental and health hazards, and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

Transportation equity is a term that has grown over the decades to include the concepts of social justice and environmental justice within the realms of transportation systems development and implementation. Central to the concept of transit equity is the notion that transportation systems are a fundamental public good that we all benefit from, regardless of age, race, or class. In the 1950s and 1960s, Rosa Parks and Dr. Martin Luther King made the case that transit systems did not do enough to



help poor people access opportunities for gainful, meaningful employment, leading Dr. King to conclude that urban transit systems were “a genuine civil rights issue.” Over the ensuing decades, Americans have recognized that transportation equity includes not only providing equal access to transportation services, but also protecting minority populations from a disproportionate share of the negative impacts of those systems.

In respect to transportation planning in general and to the HSTP in particular, in order to promote and provide a greater measure of transportation equity, and transportation-based social justice and environmental justice within the state of Hawaii, HDOT and its project team understood that all voices needed to be heard and represented throughout the HSTP planning process.

Transportation planning decisions often have significant equity and justice impacts related to the distribution of transportation benefits, costs, and negative health, noise, and environmental impacts of transportation infrastructure. For example, according to the U.S. DOT:

“Negative health effects related to the transportation system can fall hardest on vulnerable members of the community, such as low-income residents, minorities, children, persons with disabilities, and older adults. Households in low-income areas typically own fewer vehicles, have longer commutes, and have higher transportation costs.

Inadequate or substandard infrastructure in low-income and minority communities can prevent people from using active transportation. It can also make walking and bicycling unsafe for those who do rely on these modes to get around, leading to higher incidences of collisions involving pedestrians and cyclists.

Low-income and minority communities are more likely to be located near highways and other transportation facilities that produce impaired air quality, and to suffer from negative health effects such as asthma. These communities are also less likely to have convenient access to parks, healthcare, and healthy food.”

<https://www.transportation.gov/mission/health/equity>

Transport equity analysis can be difficult because there are several types of equity, many potential impacts to consider, various ways to measure impacts, and many possible ways to categorize people. Also, it can often be difficult or impossible to understand the exact causes of some health impacts, when multiple factors may be involved. As such, the planning strategies and outreach efforts discussed below were employed to maintain efforts to understand, prevent, mitigate, and potentially resolve existing or anticipated instances of inequity.

6.3 Transportation Equity Planning Strategies

As part of the data gathering effort, the project team conducted a review of demographics data available from the State of Hawaii, the U.S. Census (and its annual updates), American Community Service, and Location Affordability Index¹ to understand the general concentrations of minority, native Hawaiian, and low-income populations. In addition, the project team reached out to the various County planners to learn more about the traditionally underserved populations on their island. The project team identified common obstacles to achieving meaningful participation from these underserved communities, and how to structure effective outreach strategies.

¹ Once published, 2020 Census, American Community Survey, and the Location Affordability Index will replace older data whenever practicable.



The analysis of demographics and feedback from the Counties helped to inform the refinement of the PIP, but, regardless of population data, members of all groups were invited to participate in the planning process. To engage these communities, the project team employed the following strategies:

- **Demographic data analyses:** Analyses specific to further understanding the effects of the HSTP's planning efforts in relation to the state's varied minority populations were conducted as appropriate.
- **Community group briefings:** included groups that advocate for or serve as networking places for these traditionally underserved communities in the community group briefings.
- **Stakeholder interviews:** conducted with each island/county to understand key stakeholder issues and shape the way the project team interacted with the public for the remainder of the project. The interviews were conducted with a wide variety of community representatives, elected officials, and state, county and local department representatives. Results were used to help shape the public involvement process.
- **Public Meetings:** Due to the COVID pandemic, all public meetings were held virtually online. Translation services and other special accommodations for LEP persons were provided at all public workshops upon request.