

Safe Routes to School Advisory Committee

Annual Report to the 34th Hawai'i State Legislature

March 2026

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Executive Summary¹

Started in 2024, the Safe Routes to School Advisory Committee continues to support the purpose of the Act 244 (2023) by helping to “prioritize the safety of keiki by fixing and simplifying the Safe Routes to School (SRTS) program, re-engaging community stakeholders, and appropriating funds to move priority projects and save lives...” Through various legislative acts in 2023 and 2025, the SRTS Advisory Committee and Hawai‘i Department of Transportation (HDOT) estimate that starting in FY 2025-2026, there will be \$5-6 million per year in the Safe Routes to School Special Fund.

Over the past year of 13 meetings and 6 guest speakers, the Committee has continued to learn and support implementation of SRTS across Hawai‘i. Some key findings from this year’s work include:

Benefits of SRTS are extensive and community-wide – Over 10,800 middle and high school students walk and bike to school, and SRTS programs help keep those kids safe and encourage even more to do so. SRTS increases walking and bicycling to school by 18-37%. Increased walking and biking can help reduce vehicle traffic in communities, declining pedestrian injuries from 44-75% in their respective zones. Many children are absent and tardy due to transportation challenges, and SRTS can help improve attendance rates by up to 2%. Children also perform better on tests after walking and biking, supporting greater overall health. Previous committee work estimates that 77% of Hawai‘i residents live within one mile of a school; and of particular note, 87% of O‘ahu residents live within that same 1-mile buffer. This means that SRTS helps make our communities safer.

Hawai‘i has an abundance of unfunded SRTS programs – This past November, HDOT identified 73 projects totaling \$302 million to build out its walking and biking infrastructure network over the next 5 years. It is estimated, then, that \$160-232 million of those projects could also qualify as potential SRTS projects. The Committee also maintains its own project pipeline, with almost \$86 million in identified projects. New partners have chimed in and are exploring SRTS as an option for their work as well, including the O‘ahu Metropolitan Planning Organization and Maui Planning Organization.

The SRTS Advisory Committee continues to meet the Legislature’s mandate as fast as practicable, but implementation and execution continues to be challenging – In little over a year, the Committee has undertaken an extensive amount of work to help expand SRTS statewide to help create a larger, more holistic program and ecosystem of partners that hasn’t been consistent. The Committee has recommended categorical obligations for all the money that HDOT is allowed to spend in a given budget year. This includes approving the necessary funds for robust plan development for the envisioned SRTS network and program. Many of the requirements in Act 244 (2023) are outside the capacity of a volunteer committee to undertake

¹ All citations in fuller text of document

on its own. However, like many new entities, the SRTS Committee also had a steep learning curve over many different topics and issues, such as Sunshine Law compliance, special fund rules, procurement processes, and additional support.

The SRTS Committee continues to learn, explore, and collect issues to be integrated into the plan development process, beginning in 2026 – The Committee is keeping a running list of issues to be explored during the 2026 plan development process, such as special fund tracking, funding request procedures, technical assistance for grantees, improvements to the project development process, additional grantees, etc.

In addition, the Committee has made significant progress on its 2025 priorities including making broad recommendations for the \$12 million in the Special Fund that HDOT has the authority to spend. These include:

Develop a comprehensive statewide SRTS plan and program – In September 2025, HDOT released a request for qualifications to secure consultant services for developing a strategic SRTS plan, based on a draft scope developed by the Committee. This project, with a consultant’s support, is scheduled to begin in Spring 2026 and will include a statewide summit, analysis of student travel patterns, and the establishment of ongoing evaluation processes, as per the requirements of Act 244 (2023).

Invest in a strong network of SRTS staff – The Committee approved funding for up to six dedicated SRTS coordinator positions across state and county agencies for five years, pending specific agency requests. As of October 2025, Hawai‘i County received approval for five-year funding starting in fiscal year 2026-2027, while the City and County of Honolulu and County of Kaua‘i secured funding through other mechanisms. Work continues to support the development of the full strong network.

Fund existing SRTS plans, programs, and projects – The Committee recommended up to \$16 million for SRTS projects and programs across all islands, including \$8 million for infrastructure projects at schools serving more than 5,600 students. This is more than what is currently available, but the Committee thought it was important to approve projects so they are ready as the new funding becomes available. Projects range from sidewalk improvements near elementary schools to bike lanes connecting communities to high schools, with priority given to Title 1 schools and areas with chronic absenteeism. Schools that will explicitly benefit include:

- August Ahrens Elementary School and Kūhiō Elementary School on O‘ahu;
- Ha‘ikū Elementary School, ‘Īao Intermediate/Wailuku Elementary School, and Pōmaika‘i Elementary/Kahului School/Maui Waena Intermediate School on Maui;
- Kalāheo Elementary School and Waimea Canyon Middle School/High School on Kaua‘i;
- Lāna‘i Elementary and High School on Lāna‘i,
- Moloka‘i High School on Moloka‘i; and
- Waiākea Elementary, Intermediate, and High School on Hawai‘i Island.

These are in addition to other SRTS non-infrastructure projects in all counties as well as more dynamic and flexible quick build projects in response to specific needs.

Going forward into 2026, the Committee looks forward to tackling these issues and developing the statewide plan, expanding the coordinator network, and recommending projects for funding as resources become available.

Introduction

In July 2023, Gov. Josh Green, M.D. signed into law [HB600](#), HD1, SD2, CD2, relating to Safe Routes to School, as [Act 244 \(Session Laws of Hawai'i of 2023\)](#). The purpose of the Act is “to prioritize the safety of keiki by fixing and simplifying the Safe Routes to School (SRTS) program, re-engaging community stakeholders, and appropriating funds to move priority projects and save lives...” It aims to accomplish this by:

- Enhancing the SRTS program by developing strategies and facilitating projects that ensure keiki are able to safely walk, bike, or roll to common destinations through the Vision Zero policy, the ground transportation facilities plans, and the SRTS program;
- Establishing a SRTS advisory committee of government and community stakeholders to advise the State;
- Authorizing the SRTS advisory committee to develop an application process for projects under the SRTS program and determine awards for selected projects; and
- Appropriating funds for priority projects.

Administratively attached to the Highways Division of Hawai'i Department of Transportation (HDOT), the SRTS Advisory Committee advises the State on strategies to ensure that each child in Hawai'i can safely bike, walk, or roll to school. Effective July 1, 2024, Act 244 (SLH 2023) states that the Committee shall:

- Develop a comprehensive, statewide SRTS plan with goals, strategies, and performance metrics that ensure accountability; methods to ensure stability and consistency of the SRTS program special fund; recommendations to streamline and facilitate efforts by communities to apply for and implement projects; and the identification of, and recommendations for, additional funding, planning, and programming;
- Ensure distribution of monies accrued in the SRTS special fund, prioritizing continuity of existing programming;
- Review project proposals and select priority projects within 1 mile of any school or place of learning to be funded through the SRTS program or otherwise be prioritized and implemented by the department;
- Submit annual reports on the activities and recommendations of the SRTS program to the governor and legislature no later than December 31 of each year; and
- Meet no less than monthly.

Act 244 (SLH 2023) also outlines important SRTS components for different state and county actions, such as staffing, project prioritization, and other activities. Act 244 (SLH 2023) also appropriated \$10 million for FY 2023-2024 and another \$10 million for FY 2024-2025, to be expended by the HDOT to support these goals.

2025-2026 Safe Routes to Schools Advisory Committee Membership (as of October 2025)

Member Requirement	Appointment Detail(s)	Name
One member to be appointed by the speaker of the House of Representatives	House of Representatives appointee	Kathleen Rooney
One member to be appointed by the president of the Senate	Senate appointee, chair for 2025-2026	Abbey Seitz
The HDOT Safe Routes to School program coordinator		Tara Lucas
The deputy director of the HDOT highways division		Robin Shishido
One member representing the physical activity and nutrition section of the Department of Health's Chronic Disease Prevention and Health Promotion Division		Heidi Hansen-Smith, official designee
The superintendent of Education		Audrey Hidano, official designee
The co-chair of the Hawai'i Climate Change Mitigation and Adaptation Commission	Chairperson, Department of Land and Natural Resources	Ian Hirokawa and Luke Sarvis, official designees
The co-chair of the Hawai'i Climate Change Mitigation and Adaptation Commission	Director, Office of Planning and Sustainable Development	Leah Laramée, official designee
One member representing the Hawai'i State Energy Office		Chris Yunker, official designee
One member representing the Hawai'i State Council on Developmental Disabilities		Sierra Whiteside
One member representing each county agency with jurisdiction over transportation	City and County of Honolulu	Yamato Sasaki
	County of Hawai'i	Jesse Domian
	County of Kaua'i	Keith Hatcher
	County of Maui	Kurt Watanabe
One member representing an organization with a focus on bicycling	Appointed by the governor, pursuant to section 26-34, for a three-year term	Thomas Noyes
One member representing an organization with a focus on senior citizens and their families	Appointed by the governor, pursuant to section 26-34, for a three-year term	James Burke
One member representing an organization that understands the ways families with young children navigate through the State	Appointed by the governor, pursuant to section 26-34, for a three-year term	Pending
One member representing an organization with a focus on public health and mobility	Appointed by the governor, pursuant to section 26-34, for a three-year term	Jessica Thompson

One member representing an organization with a focus on transportation equity and mobility	Appointed by the governor, pursuant to section 26-34, for a three-year term	Jeanne Torres
The chair of the Senate standing committee with primary jurisdiction over transportation	Senate, serving as non-voting, ex-officio member	Senator Chris Lee
The chair of the House of Representatives standing committee with primary jurisdiction over transportation	House of Representatives, serving as non-voting, ex-officio member	Representative Darius Kila

In addition, in the 2025 legislative session, Gov. Josh Green, M.D. signed into law the following acts that will add revenues to the Safe Routes to School Special Fund:

- Act 212, SLH 2025: \$5 fee from registration starting no later than December 31, 2025.
- Act 112, SLH 2025: 50% of fines from state reserved parking space violations go into the SRTS Special Fund.
- Act 171, SLH 2025: Fines from crosswalk and intersection parking violations go into the SRTS Special Fund.

Combined, it is estimated that these new revenues will total \$5-6 million per year.

During the legislative process, several issues were raised that the SRTS Advisory Committee considered in its work:

- **Importance of dedicated revenues for SRTS programs and projects.** A preliminary analysis by the SRTS Advisory Committee identified more than \$800 million in potential SRTS infrastructure needs across the state. Further, the Hawai'i Climate Change Mitigation and Adaptation Commission inventoried active transportation plans across the state to identify those high-priority pedestrian, bicycle, and multimodal projects that were generally unfunded (including state and county projects). Collectively, they identified nearly \$1 billion in potential unfunded high-priority projects. This list is by no means exhaustive and may not be the full amount needed to complete our walking, biking, and transit access networks, but it does illustrate the magnitude of the need.
- **Deadly nature of roads to our keiki and community.** The leading cause of death for those ages 1-18 is unintentional injury, which includes motor vehicle traffic crashes. Pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school. Further, in 2024, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists. Alarming, just 2% of Honolulu's streets account for 60% of pedestrian fatalities and 42% of injuries.
- **Relevance to supporting Navahine + HDOT success.**² In June 2024, Gov. Green joined youth plaintiffs in announcing the resolution of the Navahine v. HDOT constitutional climate case. The settlement agreement confirms the commitment by HDOT to plan and

² Summarized from testimonies https://www.capitol.hawaii.gov/session/measure_indiv.aspx?billtype=HB&billnumber=1231&year=2025

implement transformative changes of Hawai‘i’s transportation system to achieve the state’s goal of net-negative emissions by 2045.³ Of particular note, SRTS can be an important component of helping to meet the goals of the settlement. HDOT has committed to build out the active transportation and transit network within five years, much of which will serve school travel.

This SRTS Advisory Committee’s work exists to improve the conditions for keiki walking and rolling to school on land that the United States seized from the Hawaiian monarchy. Given both the historical truths and current realities, SRTS funds and projects must, at minimum, uphold trust responsibilities and affirm and expand constitutional protections and entitlements. To the greatest extent possible by law, this committee believes SRTS funds and projects must support the thriving of Hawai‘i’s indigenous people.

These elements have influenced the Committee as it has continued to work on its key priorities detailed in the next section.

Committee’s Activities

In 2025, the SRTS Advisory Committee met 13 times to fulfill its legislative mandate.

MEETING DATE	PRESENTATION AND IMPORTANT DISCUSSION TOPICS
January 28, 2025	Safe Routes Partnership
February 25, 2025	Cancelled
March 25, 2025	County of Maui on its SRTS program/projects Approval of the permitted interaction group for project selection
April 22, 2025	National Center on Safe Routes to School Approval of the draft SRTS plan scope Approval of the City and County SRTS Coordinator funding request
May 20, 2025	Approval of the updated project pipeline list Approval of the updated evaluation criteria
June 24, 2025	Update on the permitted interaction group’s project evaluation process
July 22, 2025	Update on the permitted interaction group’s project evaluation process
August 5, 2025	Approval of updated recommendations for dispersal of SRTS special fund as per “List of Projects for Committee Approval”
August 26, 2025	Safe Routes to School in Ka’ū by Treena Becker, PhD, University of Hawai‘i, Center on Aging
September 23, 2025	STAR Ratings for Schools by Minh Vo, International Road Assessment Program

³ <https://governor.hawaii.gov/newsroom/office-of-the-governor-news-release-historic-agreement-settles-navahine-climate-litigation/> and <https://earthjustice.org/wp-content/uploads/2024/06/495-2024-6-20-joint-stipulation-and-order-re-settlement.pdf>

	Approval of the SRTS Advisory Committee support letter for HDOT’s Energy and Security and Waste Reduction Plan
October 14, 2025	Approval of the County of Hawai’i’s five-year funding request for SRTS coordinator
October 28, 2025	Pedestrian Safety Research by Justin Tyndall, UHERO Review of HDOT’s three-year funding request
November 16 and November 25, 2025	Cancelled
December 16, 2025 (scheduled)	Review of the draft report to the legislature

The Committee continues to invest in its own learning through guest speakers, practitioners, and local and national thought leaders on SRTS topics. In January, Marisa Jones, managing director of the Safe Routes Partnership, presented the 2024 Making Strides State Report Card, which evaluated Hawai’i’s support for walking and biking, scoring 132 out of 200 points (see past report for details). However, she provided targeted guidance for the SRTS Advisory Committee and community, such as:

- Developing an active transportation mode share goal for Hawai’i;
- Providing a local match for communities with state funds;
- Offering mini-grants/planning grants to develop the SRTS project pipeline with communities; and
- Addressing minimum site requirements for schools.

Since Maui was the only county not able to present on its efforts in 2024, Kurt Watanabe of Maui County in 2025 presented on four federally funded SRTS projects and the improvements made at the following schools over the past decade: Kamali’i Elementary in Kihei, Maui; Princess Nahi’ena’ena Elementary in Lahaina, Maui; and Pā’ia School frontage and sidewalk improvements in Pā’ia, Maui. However, the County hasn’t collected extensive post-project data on the effectiveness of these interventions in reducing speeds or improving pedestrian safety. This remains one area of interest to the SRTS Committee going forward — how best to support these efforts?

In April, Nancy Pullen-Seufert, director of the National Center for Safe Routes to School, presented strategies for effective statewide SRTS programs based on their work since 2006:

- Safety starts with how and what is assessed: consider assessing audits, crash history and risk, data collection, and showing evidence of progress;
- Encourage more walking and biking by highlighting the fun aspects, thus encouraging families as a whole and creating a welcoming community climate for safe walking and bicycling to and from school;
- Create a network of local coordinators: provide trainings/conferences, resources, technical assistance through coaching and peer networks, and workplan goals;
- Measure and highlight progress: develop reports and case studies, talking points for local coordinators, and share wins;

- Show early success and long-term plans/balance quick wins and impactful investments; and
- Connect to what communities, schools, and decision makers care about.

In August 2025, Dr. Treena Becker, researcher at the University of Hawai'i Center on Aging, summarized SRTS research she completed on Hawai'i Island, at Ocean View Estates, as well as on post-wildfire Lahaina, Maui. Dr. Becker noted that rural transportation considerations are commonly overlooked, including greater dependence on school buses and cars, safety concerns about long bus rides, significantly less walking/biking infrastructure, etc. She offered key recommendations for the Committee:

- Rethink SRTS in rural contexts and daily household transportation needs/lifestyles;
- Consider broader impacts of transportation and school attendance on children's lives; and
- Plan for potential disruptions like natural disasters.

Dr. Becker's presentation highlighted the need for nuanced, location-specific approaches to SRTS.

In September 2025, Minh Vo presented on the International Road Assessment Program (iRAP)'s STAR Ratings for School Program. iRAP is a UK-based charity working globally with the vision to create a world free of high-risk roads. The organization has also assessed more than 2 million road sections in 135 countries. The STAR Ratings program helps school communities assess the pedestrian safety and infrastructure condition, specifically focused on children's safety during school journeys. The assessment is a five-step process that helps establish baseline conditions, test and implement upgrades, and communicate achievements. The program has been used to assess over 2,000 schools in 80 countries worldwide. There also is a youth engagement application that allows students to complement the objective infrastructure assessment. STAR is unique in that it helps prioritize safety improvements, provides quantitative safety measurements, offers a demonstrator function to test potential interventions, and is supported through free online training. iRAP is also exploring a similar approach for bicycle star ratings and exploring AI detection for road attributes.

Below outlines the specific actions the Committee has taken to move forward with its priorities as identified in the last report to the Legislature.

[Develop recommendations for encumbering the current SRTS Special Fund monies in 2025-2026.](#)

Although the Committee made substantial progress in its first year (FY 2024-2025), many legislative goals, as anticipated, proved challenging to achieve fully in that initial year given the Committee's time constraints. Despite these constraints, the Committee approved the following funding categories based on the understanding of the available funds.

Task / Description⁴	Amount
Task 1 — Develop a comprehensive statewide SRTS plan and Program	\$1,000,000
Task 2 — Invest in a strong network of SRTS staff	\$3,000,000
Task 3 — Fund existing county-based SRTS programs and projects	\$8,000,000
Total	\$12,000,000

At the October 2025 meetings, HDOT provided the following information regarding the status of the SRTS special fund:

- FY 2025-26 Budget Authority: \$13,048,180
- Current amount in SRTS Special Fund as of 12/31/2025: \$12,630,992.66
- Planned distribution by quarter (FY 2025-26)
 - Q1 (July-September 2025) — \$0
 - Q2 (October-December 2025) — \$2,004,487
 - Q3 (January-March 2026) — \$8,004,487
 - Q4 (April-June 2026) — \$3,004,487

The second \$10 million installment anticipated from Act 244 (2023) was not transferred in FY 2024-2025. Based on the automatic transfer of the first installment, the Committee was unaware of any required additional action to transfer subsequent funds and thus funds lapsed at the end of the fiscal year.

The work completed by the Committee was demonstrative of the need for those resources and outlined a recommended spending plan as those resources were made available. Going forward, HDOT has projected the following future revenues:

- FY 2026-2027 — current authority is at \$411,118, but may be increased in the forthcoming budget request at \$3 million to reflect the new revenues in the laws passed in 2025.
- FY 2027-2028 — estimated up to \$6 million (preliminary).

Task 1 — Develop a comprehensive statewide SRTS plan and program

As legislatively mandated, the Committee is tasked with developing strategies and performance metrics; identifying methods to ensure stability and consistency of the SRTS program special fund (which shall provide for infrastructure projects and continuity of existing programmatic work); recommending changes to streamline and facilitate efforts by communities to apply for and implement projects; and identifying and recommending additional funding, planning, and programming. It was determined that this would be very challenging for the Committee to do on its own and required additional support beyond what HDOT would be able to provide in its current capacity.

Given the finite capacity of an all-volunteer committee to achieve its objectives, including development of a mechanism to support community-based organizations in their SRTS work,

⁴ The original total amount was for \$10M but in summer 2025, it became clear that over \$12M was available and so the additional resources were put towards more SRTS projects.

the Committee in April 2025 approved a draft scope for requested professional consultation services, conveyed the draft scope to HDOT and authorized the department to finalize the scope. The Committee envisioned the following tasks to be conducted:

- Develop a comprehensive understanding of existing student travel patterns to and from school;
- Plan and coordinate a one-day summit to convene the statewide SRTS network;
- Develop a statewide SRTS strategic plan; and
- Establish and implement an ongoing process for evaluating SRTS program, statewide SRTS strategic plan implementation, and projects.

In September 2025, HDOT released a request for qualifications with the intention of securing a consultant in Q4 of FY 2025-2026.⁵ The Committee remains excited about these next steps in developing a more robust state SRTS program in line with the key findings section below.

Task 2 — Invest in a strong network of SRTS staff

To have a successful, comprehensive Hawai‘i SRTS ecosystem of plans and projects, the Committee finds the need to establish and fund a network of county and state SRTS dedicated staff, which the Legislature also agreed to in its requirements for counties in the law’s language. Historically, funding for these positions has been inconsistent. The Committee approved funding for up to six (6) positions be funded for up to 5 years. As of the October 2025 regular meeting, this is the Committee’s understanding of the status of these positions:

Agency	Status
Hawai‘i Department of Transportation	Request received, under review
Hawai‘i Department of Education	To be determined
City and County of Honolulu	Funded through other means
County of Kaua‘i	Funded through other means
County of Maui	Maui County and Maui MPO are exploring a memorandum of understanding for such a position
County of Hawai‘i	5-year funding request approved in October 2025

Although the Committee approved its first staff funding request in June 2025, this was conditional on whether the federal funding failed to come through for the position. The first full funding request for staff was approved in October 2025 for the next fiscal year (2026-2027) for Hawai‘i County, as its current funds were expiring. During the process, the Committee has been creating the necessary system for these funds to be used in this manner with HDOT. It has also ensured that these funds are to be used as matching, if possible, and that annual progress reports are provided to the Committee to ensure transparency and appropriate progress. The Committee hopes to also receive funding requests over the next year to fill out the network.

⁵ During this process, it was also noted that several desired and legislatively mandated activities (Committee support activities, future ongoing SRTS technical assistance) were not appropriate for a consultant and also not in the current HDOT SRTS Coordinator’s job scope.

Task 3 — Fund existing SRTS plans, programs, and projects

One major update from the Committee’s last report to the Legislature was the inclusion of state SRTS projects. These were not available for last year’s report, and since then the Committee updated HDOT documentation and approved their addition into the project pipeline. A permitted interaction group ranked projects based on the following:

Criteria	Categories	Response	Weight	Notes
Location / Proximity	Within 1 mile of a school	Yes or No	Required	
	Within School Zone	Yes or No	High	Within 1,000 feet from school property line
	Within immediate walkshed	Yes or No	High	.5 mile
Social Equity / Transportation Disparities	Title 1	Yes or No	High	Title 1 schools are given priority
	Chronic Absenteeism	Yes or No	High	Schools with chronic absenteeism are given priority
	High-need	Yes or No	Medium	If identified
Project / Applicant Readiness	Past experience as noted in application	Yes or No	High	
	Past community support as noted in application	Yes or No	Medium	Letters of support are given priority
	School support	Yes or No	Medium	Letters of support from school are given priority
	Identified in a published document	Yes or No	Low	Projects identified within a government document are given priority (i.e., Vision Zero plan)
Level of Traffic Stress	Walking Level of Traffic Stress from a child’s perspective	Short Paragraph	High	How is this project separating children walking from motor vehicles?

	Bicycle Level of Traffic Stress from a child's perspective	Short Paragraph	High	How is this project separating children biking from motor vehicles?
Cost	SRTS funds requested	Dollar amount	High	
	Total project cost	Dollar amount	Medium	

In August 2025, the Committee recommended funding for the following projects valued at \$8 million total. Tier 1 projects are those with current funding available and HDOT budget authority to expend. Tier 2 projects are those that can be approved when additional funds become available.

Tier 1 Projects

Jurisdiction	Project Name	SRTS Request	Funding Order
Honolulu	August Ahrens Elementary	\$1,000,000	1
Hawai'i	Waiākea Elementary, Intermediate, and High Schools	\$1,386,656	2
Honolulu	Various - Determined (Complete Streets walkways)	\$900,000	3
Honolulu	Various - Undetermined (Vision Zero Quick Builds)	\$600,000	4
Honolulu	Various - Undetermined (School Speed Limits)	\$500,000	5
DOT (Maui)	Ha'ikū Elementary School (shared use path)	\$100,000	6
Maui	Īao Intermediate/Wailuku Elementary	\$850,000	7
Maui	Lāna'i High & Elementary schools	\$327,000	8
Maui	Various (Rapid Rectangular Flashing Beacons at various locations)	\$48,000	9
Maui	Pōmaika'i Elementary/Kahului School/Maui Waena Intermediate schools	\$188,000	10
Kaua'i	Kalāheo Elementary School	\$2,000,000	11
Honolulu	Various (non-infrastructure - Phase 1)	\$50,000	12
Hawai'i	Various (non-infrastructure - Phase 1)	\$50,344	13

Tier 2 Projects

Jurisdiction	Project Name	SRTS Request	Funding Order
Maui	Īao Intermediate/Wailuku Elementary schools	\$1,295,000	14
Honolulu	Various - Undetermined (Master Quick Build Agreement - Phase 1)	\$350,000	15
DOT (Hawai'i)	Waiākea Intermediate School (path)	\$1,443,461	16
DOT (Moloka'i)	Moloka'i High School (Ped facility)	\$465,000	17
Hawai'i	Various (non-infrastructure - Phase 2)	\$65,860	18
DOT (O'ahu)	Kalāheo High School (bike lane)	\$302,985	19
Honolulu	Various (non-infrastructure - Phase 2)	\$128,038	20

DOT (Kaua'i)	Waimea Canyon Middle and High School (path)	\$2,927,442	21
DOT (O'ahu)	Kūhiō Elementary School (bike lane)	\$459,068	22
Honolulu	Various - Undetermined (Master Quick Build Agreement - Phase 2)	\$1,150,000	23

The Committee opted to follow a generally balanced distribution of funds across the counties and the state, reflective of student population, project funding requests, and project sponsor submissions.⁶ The Committee also plans to conduct this type of evaluation once a year, in line with HDOT's requests for an annual project distribution to minimize the associated administrative burden. The Committee anticipates that a more formalized and robust process will also be developed during the Task 1 plan process that will begin in 2026. In the meantime, the Committee is balancing its responsibilities to ensure funding recommendations proceed in line with the available budget authority provided to HDOT by the Legislature.

The following summarizes the overall high-level understanding of funding recommendations that have been approved or are under development:

Task	Approved Ceiling	Current Specific Commitments
SRTS plan	up to \$1 million	Final budget amount to be confirmed after HDOT procurement process in 2026.
SRTS staffing	up to \$3 million for 6 positions (4 county, 2 state)	<p>HDOT — request received</p> <p>HDOE — to be determined</p> <p>City and County of Honolulu — currently funded through other mechanisms</p> <p>County of Kaua'i — currently funded through other mechanisms</p> <p>County of Maui — Maui MPO and Maui County are developing a memorandum of agreement to submit request.</p> <p>County of Hawai'i — currently funded through other mechanisms, but action approved for future years</p>
SRTS projects and programs	<p>\$8 million for Tier 1 projects</p> <p>\$4 million for Tier 2 projects</p>	Recommended for funding to HDOT for both Tier 1 and Tier 2 under current budget authority for 2025-2026

Key Findings

Based on the SRTS Advisory Committee's work, insights from the 2025 Legislative Session, meetings with speakers and more, the Committee identifies the following findings:

⁶ Outlined in past report but adjusted to include state projects that were approved after submission to Legislature.

Benefits of SRTS are extensive and community-wide⁷

The Hawai'i Youth Behavior Survey Data (2021 and 2023) illuminated that many kids already walk and bike. It estimated that 10,800 middle and high school students walk or bike to school (6,600 high and 4,200 middle) and that the top reasons for not doing so were distance and unsafe conditions in their neighborhoods.⁸

The SRTS program helps in many ways:

- **Keeps our keiki safe** — SRTS addresses traffic dangers and improves safety for students, resulting in a 44-75% decline in pedestrian injury in SRTS school zones.
- **Helps our keiki learn** — Lack of transportation can be a barrier to getting to school on time or at all, especially for students in disadvantaged communities. Studies suggest improved attendance rates of up to 2% at participating schools.
- **Enables our keiki to be more active and healthier** — Studies have shown an increase in walking and biking to school through SRTS and programs anywhere from 18-37%, depending on the projects implemented. For each year of SRTS programs, walking and bicycling increase by 5%. Studies have shown children who walk to school have higher levels of physical activity throughout the day.
- **Reduces transportation cost for students and their families on** — SRTS provides low-cost options for students to get to and from school, reducing the amount of money needed for personal vehicle use and busing.
- **Helps all of us, from keiki to kūpuna, to stay safe and thrive** — Previous committee work estimated suggest that 77% of all Hawai'i residents live within one mile of a school; and of particular note, 87% of O'ahu residents live within that same 1-mile buffer.

Recent University of Hawai'i research on supportive neighborhood environments for walking and biking shows that statewide, residents who have neighborhood supports (e.g., sidewalks, bike lanes, paths and trails) are significantly more likely to walk and bike. However, only 67% of Hawai'i residents have those supports.⁹ SRTS projects are an important way to help provide those supports across the state.

Hawai'i has an abundance of unfunded SRTS needs

With this in mind, the Committee has also updated its immediate project pipeline list to reflect the next tier of unfunded SRTS needs from state and counties agencies. Despite approving \$12 million for recommended funding, the Committee continues to inventory outstanding needs from county and state partners. Some key insights over the past year:

- As part of the new energy security plan work and the Navahine + HDOT agreement, the State identified 73 projects totaling \$302 million to build out its walking and biking infrastructure network over the next 5 years. It is estimated that \$262 million of those projects could also be potential SRTS projects. If this includes the currently identified state projects in the project pipeline, then that is \$157 million in state projects alone.

⁷ Paraphrased from <https://www.saferoutespartnership.org/safe-routes-school/101/benefits> unless otherwise cited.

⁸ Hawai'i query from <https://hhdw.org/report/query/selection/yrebs/YRBSSelection.html>.

⁹ Kop, S., & Keliikoa, L.B. (2025). Supportive Neighborhood Environments for Physical Activity in Hawai'i Communities. Data brief prepared by the Healthy Hawai'i Evaluation Team, University of Hawai'i at Mānoa.

- New partners have chimed in and are exploring SRTS as an option for their work as well. These include the O’ahu Metropolitan Planning Organization (MPO) and Maui MPO. Although these agencies have their own resources, they’ve expressed interest in the larger program. The pipeline project document includes some identified needs from them as well, such as funds for SRTS school safety analyses and plans, local matches for multi-use paths, and other catalytic projects that don’t have funding. In some cases, these requests would just help expand existing federal fundings such as being able to do more road safety audits at schools through the Safe Streets for All grant awarded through the O’ahu MPO. Other agencies have also expressed preliminary interest as well.
- The Committee remains committed to supporting more SRTS planning at the school level. This was identified as a gap in the previous report and was also repeated in this year’s presentations. Opportunities to address this include incorporating it into the plan development process and supporting SRTS coordinators on the ground through funding for positions and local school outreach. By building a dedicated SRTS network of staff with reliable funding, the Committee is helping to build and address the SRTS project pipeline.

As additional money is made available, the Committee looks forward to supporting more SRTS projects.

The SRTS Advisory Committee continues to meet the Legislature’s mandate as fast as practicable, but implementation and execution continue to be challenging

In little over a year, the Committee has undertaken an extensive amount of work to help expand SRTS statewide to help create a larger, more holistic program and ecosystem of partners that hasn’t been consistent. The Committee has recommended categorical obligations for all the money that HDOT is allowed to spend in a given budget year. This includes approving the necessary funds for robust plan development for the envisioned SRTS network and program. Many of the requirements in Act 244 (2023) are outside the capacity of a volunteer committee to undertake on its own. As such, the Committee has recommended funding to help realize the Legislature’s goals in this regard.

Currently, three out of the four counties have SRTS staff with consistent funding into the future. HDOT provided critical leadership in helping to find funding for both Kaua’i and O’ahu coordinators (separate from the special fund), but the Committee remains committed to having a network of six active program managers to help expand and maximize this program.

As for projects and programs, the Committee has identified an additional almost \$86 million in explicit SRTS needs (see the Potential Project Pipeline in Appendix B) as well as an additional \$157 million in potential SRTS needs (note these may overlap). These projects are across all counties and all contexts, helping to provide real support for keiki walking and biking to school.

However, like many new entities, the SRTS Committee also had a steep learning curve over many different topics and issues:

- Complying with the Sunshine Law's reporting requirements absent robust administrative support and website control.
- Understanding how and when the special funds monies can be spent. There has not always been clarity around the total available amount in the current year and future years, and the Committee needed to ensure the monies were in the fund and then spent accordingly.
- Working through procurement concerns and delays. Part of the reason the SRTS Committee has only recommended funding for the counties and state agencies is because it isn't clear if there is an established mechanism that would work within fiscal years to grant monies.
- Getting a deputy Attorney General assigned to the Committee to help the chair navigate how best to meet the laws' mandates. What are the best actions to take? How is a permitted action group constituted?

These issues, and more, take time to work through with a fairly new committee and with an agency that hasn't had to support advisory committees in the past.

[The SRTS Committee continues to learn, explore, and collect issues to be integrated into the plan development process, beginning in 2026](#)

Some of the issues above can be addressed over the next year and some are better addressed through the plan development which will start in 2026. Below includes some issues remaining from the past report as well as new ones that have been discovered over the past year:

- Institutionalize updates about the SRTS special fund balances. The Committee has requested that HDOT report the special fund revenues, balances, and expenditures on a regular basis going forward. This will help avoid miscommunication and promote an understanding on the impact of the new revenue sources more effectively.
- Explore additional opportunities to integrate SRTS into existing planning and project development processes.
- Strategize how to optimize other federal funding sources (such as the transportation alternatives program, highway safety improvement program, etc.) in the context of our statewide SRTS approach, in particular as it pertains to low-income/high-need communities and larger support for planning.
- Understand more about the Hawai'i State Department of Education's (HIDOE) processes and schools' minimum site size requirements. Also, integrate SRTS into new school development and design.
- Harmonize distances across SRTS-related work. Act 244 (SLH 2023) focuses on 1 mile, but the HIDOE uses different distances for different types of schools and trips.
- Explore the development of direct funding to community-based organizations, currently only available through the counties.
- Providing technical assistance to agencies and community groups. This was identified as a need during the plan develop scoping process, but it was not possible to include it at

that time. However, the need still exists. Past discussion suggested that this work was best done by HDOT (versus a consultant), yet it is not in the current SRTS coordinators' job scope. This suggests that a larger program development role may still be needed.

- Improve the SRTS project development process. The Committee recognizes the need for easy applications given past resources but as the network and program develop, more rigor will be needed to develop and assess the impact of these funded projects.
- Expand the list of eligible sponsors and have a process that enable submissions from non-governmental organizations, such as community-based and non-profit organizations, to expand the reach of potential projects and include community-led safety improvements.

Priorities and Next Steps for 2026

The Committee plans to work on the following initiatives in 2026 and looks forward to reporting its accomplishments to the Legislature.

- Task 1: Develop a comprehensive statewide SRTS Plan and program — The Committee is excited to start this work with the chosen consultant and HDOT next year.
- Task 2: Invest in a strong network of SRTS staff — The Committee will continue to entertain staff funding requests and ensure that the monies are used if federal funds can't be used. Ideally, all six positions will be filled by the end of 2026. It may also be necessary to expand HDOT's SRTS coordinator role (through additional SRTS funds) since the current job description and the consultant's work may be insufficient to address all the requirements from Act 244 (2023). In addition, the Committee also hopes to entertain a request from HIDOE as it would strengthen the SRTS success tremendously.
- Task 3: Fund existing plans, programs, and projects — As funds are available, the Committee will continue to recommend SRTS projects for funding on an annual basis until the SRTS Plan consultant develops an updated option. The Committee also respectfully requests the reinstatement of the \$10 million from FY 2024-2025 in line with HDOT's recommendations for \$10 million in general funds be transferred to the SRTS program special fund.

The Committee looks forward to another productive year helping SRTS flourish and helping our keiki walk, bike, and roll safely across Hawai'i.

Appendix A – Available Project Snapshots

August Ahrens Elementary School

Waipahu, Hawai'i (O'ahu)

Estimated number of students served: 1,150 from K-5 (Title 1 school)

SRTS Special Funds: \$1,000,000

Total Project Budget: \$13,000,000

Keiki at August Ahrens Elementary regularly traverse undeveloped or missing sidewalks made of dirt, gravel and grass. With a lack of crosswalk markings, and cars parking on the undeveloped sidewalks, students are forced to walk and bike in the roadway and are vulnerable to moving traffic. As a result, the school and local community have been asking the City and County of Honolulu to help address this issue for many years, and the project can now move forward. Specifically, this project will support the installation of raised crosswalks, curb extensions, curb ramps, lighting and drainage improvements, as well as signs and pavement markings on five blocks of the adjacent Māhoe Street, helping improve the routes for keiki at one of the state's largest elementary schools.



Source: Honolulu Civil Beat

Kalāheo Elementary School

Kalāheo, Hawai'i (Kaua'i)

Estimated number of students served: 368 from K-5

SRTS Special Funds: \$2,000,000

Total Project Budget: \$2,000,000

This project came out of a community design charette over 10 years ago. It is strongly supported by the community and school. This project will reconstruct broken and narrow sidewalks, construct new sidewalks (to comply with ADA standards) and crosswalks, and install traffic-calming measures. Such improvements will make the sidewalk even, increase the visibility of pedestrians at crossings, and slow traffic, thereby creating a safer pedestrian environment for students and other community members. This project area is the school's monthly 'walk to school' route.

"The installation of this vital infrastructure will have a profound enhancement on the safety of our students. I feel confident that this project will result in an increase in families choosing to walk to school, knowing they have a designated and safe sidewalk leading to our school. To us this is much more than just concrete; it is a strong commitment to the safety and well-being of the students and families of Kalāheo Elementary School." – Brian Godsill, Kalāheo Elementary School Principal



Waiākea Elementary School, Waiākea Intermediate School, Waiākea High School

Hilo, Hawai'i (Hawai'i Island)

Estimated number of students served: 2,737 from grades K-12 (Title 1 schools)

SRTS Special Funds: \$1,386,656

Total Project Budget: \$11,000,000

Less than half a mile away from the Waiākea schools, Kīlauea Avenue is a high-traffic corridor that serves several residential neighborhoods and has reported several crashes. In Hawai'i County, pedestrians are 8 times as likely to be killed as drivers so ensuring safe school routes is important.¹⁰ Currently, there are no connected walking paths and bikeways along Kīlauea Avenue between Ohea Street and Haihai Street. Installing new, fully accessible sidewalks and bike lanes will provide these children and all community users safe access. Strongly supported by nearby community organizations and businesses, this project will construct sidewalks and striped, paved shoulders along Kīlauea Avenue in proximity of the Waiākea school complex. Such improvements will allow children to safely walk and bike to school and encourage more students and their families to walk and bike to schools, parks, stores and other important areas of town.



Overhead shot showing proximity to school and extent of sidewalk installed on Kīlauea Ave.



Typical section of Kīlauea Ave. between Ohea Street and Puainako.

¹⁰ <https://heyzine.com/flip-book/e77b6ed2ea.html#page/18>

County of Hawai'i: Various SRTS Activities and Engagement at Schools Countywide

SRTS Special Funds: \$116,204

Total Project Budget: \$116,304

This project helps encourage schools to host events such as Walk to School Day through providing supplies and incentives to participants, including safety lights, reflective bracelets, and reflective vests. In addition, the County will be looking at adding shirts, umbrellas, gift certificates to bike shops for raffles, etc. to expand their offerings and number of events they can support.



Walking school bus participants. Source: Big Island Now

Ha'ikū Elementary School

Ha'ikū, Hawai'i (Maui)

Estimated number of students served: 331 from grades K-5 (Title 1 school)

SRTS Special Funds: \$100,000

Total Project Budget: \$450,000

This project would provide a shared use path on Hāna Highway from Pa'uwela Road to Pu'u Koa Place. Currently students walk along the highway shoulder to get to school. Additionally, this route would provide improved access to Ha'ikū Park.



Moloka'i High School

Ho'olehua, Hawai'i (Moloka'i)

Estimated number of students served: 344 from grades 9-12 (Title 1 school)

SRTS Special Funds: \$465,000

Total Project Budget: \$3,350,000

This project would provide a dedicated pedestrian facility on Farrington Avenue from Kala'e Highway to Moloka'i High School as requested by the school. This route also passes the Kualapu'u Charter School.



Kalāheo High School

Kailua, Hawai'i (O'ahu)

Estimated number of students served: 874 from grades 9-12

SRTS Special Funds: \$302,985

Total Project Budget: \$2,700,000

This project may provide a bike lane/buffer on Mōkapu Saddle Road from Kapa'a Quarry Road to North Kalāheo Avenue as requested by the school. There are parking, bus stops, and heavy right turn movements along this route. Instead of bike lanes in each direction, consider a protected two-way bicycle boulevard along one side of the roadway (think King St.). A traffic study may be required.



Waimea Canyon Middle School

Waimea, Hawai'i (Kaua'i)

Estimated number of students served: 467 from grades 6-9 (Title 1 school)

SRTS Special Funds: \$2,927,442

Total Project Budget: \$3,000,000

This project would provide a shared use path on Kaumuali'i Highway from Ala Wai Road to Waimea Athletic Field.



Appendix B – 2026 Potential Project Pipeline

Project Sponsor	Project Title	Cost	Island	School
HDOT	Ala Moana Boulevard – Pedestrian improvements at Ward Avenue	\$300,000	O‘ahu	McKinley HS
HDOT	Bayfront Highway – Bike lane from Pauahi Street to Waiānuenu Avenue	\$650,000	Hawai‘i	Connections PC
HDOT	Farrington Avenue – Dedicated pedestrian facility from Kala‘e Highway to Moloka‘i High School (part already approved for funding)**	\$3,350,000	Moloka‘i	Moloka‘i HS
HDOT	Fort Weaver Road – Bike lane from Farrington Highway to Keone‘ula Boulevard*	\$725,000	O‘ahu	Keone‘ula ES, Holomua ES
HDOT	Fort Weaver Road (‘Ewa Beach) – Buffer existing bike lane from Keone‘ula Boulevard to Kīlaha Street	\$1,000,000	O‘ahu	Keone‘ula ES
HDOT	Fort Weaver Road – Shared-use path (Southern section) from Kīlaha Street to end of public road (Pu‘uloa Beach Park)**	\$1,000,000	O‘ahu	James Campbell HS
HDOT	Haleakalā Highway – Shared-use path/sidewalk along Kula Highway and Haleakalā Highway between ‘A‘apueo Parkway and Makawao Avenue	\$1,200,000	Maui	King Kekaulike HS
HDOT	Hāna Highway – Shared use path from Pa‘uwela Road to Pu‘u Koa Place (part already approved for funding)**	\$350,000	Maui	Ha‘ikū ES
HDOT	Kala‘e Highway – Shoulder bikeway from Farrington Avenue to Pālā‘au State Park	\$5,000,000	Moloka‘i	Kualapu‘u PC
HDOT	Kamehameha Highway – Shared-use path and sidewalk from Meheula Parkway to Lanikūhana**	\$4,750,000	O‘ahu	Miliani HS
HDOT	Kamehameha Highway – Shoulder bikeway from Kuahelani Avenue to Meheula Parkway	\$3,200,000	O‘ahu	Miliani HS
HDOT	Kamehameha Highway – Shoulder bikeway from Waipi‘o Uka Boulevard/CORP to Connector to Waipahu Street	\$3,000,000	O‘ahu	Kanoelani ES
HDOT	Kamehameha Highway – Sidewalk from Waimano Home Road to Acacia Street**	\$450,000	O‘ahu	Pearl City ES
HDOT	Kamehameha Highway – Sidewalk on the mauka side of Kamehameha Highway, near Costco**	\$550,000	O‘ahu	Lehua ES
HDOT	Kāne‘ohe Bay Drive – Shoulder bikeway from Kamehameha Highway to Mōkapu Saddle Road	\$4,750,000	O‘ahu	Castle HS

HDOT	Kaumuali'i Highway – Pedestrian overpass near the intersection between Hokua Road and connecting walkway	\$4,050,000	Kaua'i	Kalāheo ES
HDOT	Kaumuali'i Highway – Path from Ala Wai Road to Waimea Athletic Field (part already approved for funding)**	\$3,000,000	Kaua'i	Waimea Canyon MS
HDOT	Kawaihae Road – Shared-use path from Waimea to Hawai'i Preparatory Academy (HPA)**	\$5,000,000	Hawai'i	HPA
HDOT	Kea'au-Pāhoa Road – Shoulder bikeway from Paradise Drive to Kahakai Boulevard	\$3,750,000	Hawai'i	Pāhoa MS, Pāhoa HS
HDOT	Kealakehe Parkway – Path from Queen Ka'ahumanu Highway to Keanalehu Drive	\$2,000,000	Hawai'i	Kealakehe HS
HDOT	Kūhiō Highway – New access for the communities at Kawaihau Road and Cane Haul Road, Hau'a'ala Road, and Kawaihau Roads from the shared use path on Kūhiō Highway	\$3,005,000	Kaua'i	Kapa'a ES and MS
HDOT	Laule'a Street – A signalized intersection at the Kaumuali'i Highway intersection (north)	\$2,500,000	Kaua'i	'Ele'ele ES
HDOT	Likelike Highway – Shoulder Bikeway from Kahekili Highway to Kamehameha Highway	\$1,400,000	O'ahu	Kapunahala ES
HDOT	Liliha Street – Bike lane from King Street to H-1**	\$600,000	O'ahu	Kauluwela ES
HDOT	Māmalahoa Highway – Sidewalk from 'Ōhai Road to Ka'alāiki Road**	\$450,000	Hawai'i	Nā'ālehu ES
HDOT	Moanalua Road – Sidewalk from Ala Aolani Street to Āliamanu Drive**	\$625,000	O'ahu	Red Hill ES
HDOT	Mōkapu Saddle Road – Bike lane/buffered from Kāne'ohe Bay Drive to North Kalāheo Avenue (part already approved for funding)**	\$4,000,000	O'ahu	Kalāheo HS
HDOT	Mōkapu Saddle Road – Bike lane/buffered from Kapa'a Quarry Road to North Kalāheo Avenue**	\$2,700,000	O'ahu	Kalāheo HS
HDOT	Maui Veterans Highway and Pu'unēnē Avenue – Sidewalk gap filling with a shared-use path**	\$550,000	O'ahu	Ka'ahumanu Hou Christian School
HDOT	Nāwiliwili Road – Sidewalks/bike lanes from Kanani Street to Lala Road	\$6,500,000	Kaua'i	Kaua'i HS
HDOT	Nimitz Highway – Sidewalk gap filling near Libby Street**	\$1,500,000	O'ahu	Pu'uhale ES
HDOT	North-South Road (Kualaka'i Parkway) – Bike lane from Farrington Highway to Kapolei Parkway	\$600,000	O'ahu	Kapolei MS
HDOT	Old Kea'au-Pāhoa Road – Shoulder bikeway from Volcano Highway to Kea'au-Pāhoa Road**	\$250,000	Hawai'i	Kea'au ES, Kea'au MS

HDOT	Old Wai'alaie Road – Bike Lane from Wai'alaie Avenue to South King Street (over H-1)	\$459,069	O'ahu	Kūhiō ES
HDOT	Pu'uloa Road – Path from Salt Lake Boulevard to Mahiole Street	\$3,500,000	O'ahu	Moanalua MS
HDOT	Pu'uloa Road – Protected bike lane from Salt Lake Boulevard to Nimitz Highway	\$850,000	O'ahu	Moanalua MS
HDOT	Pu'unēnē Avenue – Bike lane from Ka'ahumanu Avenue to Dairy Road*	\$2,300,000	Maui	Kahului ES
HDOT	Vineyard Boulevard – Bike lane from Pālama Street to Punchbowl Street	\$800,000	O'ahu	Likelike ES
HDOT	Waimea Canyon Drive – Mixed use path from Huaka'i Road (MP 0.14- 0.6.)	\$2,500,000	Kaua'i	Waimea Canyon MS
HDOT	Wilikina Drive – Shoulder bikeway from Kunia Road to Kamehameha Highway	\$5,400,000	O'ahu	Wheeler ES
City & County of Honolulu	Various – Undetermined (Master QB Agreement) (unfunded)	Up to \$5,000,000	O'ahu	Various
City & County of Honolulu	Kānekapōlei Protected Bike Lane 1–85	\$157,000	O'ahu	Lincoln ES
City & County of Honolulu	Waikīkī Streets Mauka-Makai (planning)	\$200,000	O'ahu	Various
City & County of Honolulu	SRTS non-infrastructure for operational support, BikeEd program, staff development, school analytics	Up to \$863,000	O'ahu	Various
County of Hawai'i	Kaūmana Drive – Shoulder improvements from Chong Street to Punahale Street /Ainako Avenue	\$1,400,000	Hawai'i	Kaūmana/EB DeSilva
County of Hawai'i	Pāhoa Village Road – Sidewalk improvements from Pāhoa Bypass Road to Kahakai Boulevard	\$1,000,000	Hawai'i	Pāhoa ES/IS/HS
County of Hawai'i	Kawailani Street – Sidewalk and drainage improvements from Kino'ole Street to 'Āinaola Drive	\$750,000	Hawai'i	Waiākea ES/IS/HS
County of Hawai'i	Hauola Lane and Road – Shoulder improvements from Pa'auilo Elementary/Intermediate to crosswalk at Hawai'i Belt Road	\$2,500,000	Hawai'i	Pa'auilo ES and IS
County of Hawai'i	SRTS 10% non-infrastructure for outreach, events, safety supplies, data collection, etc.	Up to \$115,000	Hawai'i	Various
County of Maui	SRTS 10% non-infrastructure	Up to \$105,000	Maui	Various
County of Kaua'i	SRTS 10% non-infrastructure for SRTS plans, bike education support, and new supplies	Up to \$255,000	Kaua'i	Various

New Potential Government Stakeholder Requests

Project Sponsor	Project Title	Cost	Island	School
Maui MPO	SRTS 10% non-infrastructure for 2-3 school SRTS plans	Up to \$100,000	Maui	Various
Maui MPO	Hāna High and Elementary School Multi-use Path	Up to \$100,000	Maui	Hāna ES/HS
Oahu MPO	Road Safety Audits for areas surrounding schools (expanding the Safe Streets for All federal grant)	Up to \$300,000	O’ahu	Various

HS – High school; MS – Middle School; IS – Intermediate School; ES – Elementary School; PC – Public Charter School

*Part of the project is on the state’s priority multimodal network.

**The project is fully in the same network.

Non-infrastructure monies pulled from the 2025 Report to the Legislature, based on \$6M in total project amounts.