



HAWAII DEPARTMENT OF TRANSPORTATION
Office of Civil Rights

**TITLE VI ACCOMPLISHMENTS FOR 2007
And GOALS FOR 2008**

A Report to the
Federal Highway Administration

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INTRODUCTION

TITLE VI PROGRAM UPDATE Accomplishment Report¹ October 1, 2006 – September 30, 2007

The Hawaii Department of Transportation (HDOT) is a recipient of Federal financial assistance. Recipients are required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 bars discrimination against anyone in the United States because of race, color, or national origin by any agency receiving Federal funds. The Federal-Aid Highway Act of 1973 added the requirement that there be no discrimination based on sex. Additionally, the Civil Rights Restoration Act of 1987 defined “program” to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives Federal financial assistance. Thus, subrecipients are required to comply with nondiscrimination laws, regulations, and Title VI.

Simply stated, the HDOT is to ensure that its programs and activities do not treat any part of the community any differently than another. The Department expects every manager, supervisor, employee, and subrecipient of Federal-aid funds administered by HDOT to be aware of and apply the intent of Title VI of the Civil Rights Act of 1964 in performing assigned duties.

The Federal Highway Administration (FHWA) requires recipients of Federal-aid Highway funds to prepare an annual summary of Title VI activities, accomplishments, areas of concern, and goals for the upcoming year. Included in the update are major accomplishments made regarding Title VI since the last update, and instances where Title VI issues were identified and discrimination was prevented.

The Department’s Title VI Accomplishment Report for October 1, 2006 through September 30, 2007, focuses on activities within the designated Program Areas of

¹ This report is submitted in accordance with 23 C.F.R. § 200.9 (b) (10), requiring state transportation agencies to, “prepare a yearly report of Title VI accomplishments for the past year and goals for the next year.”

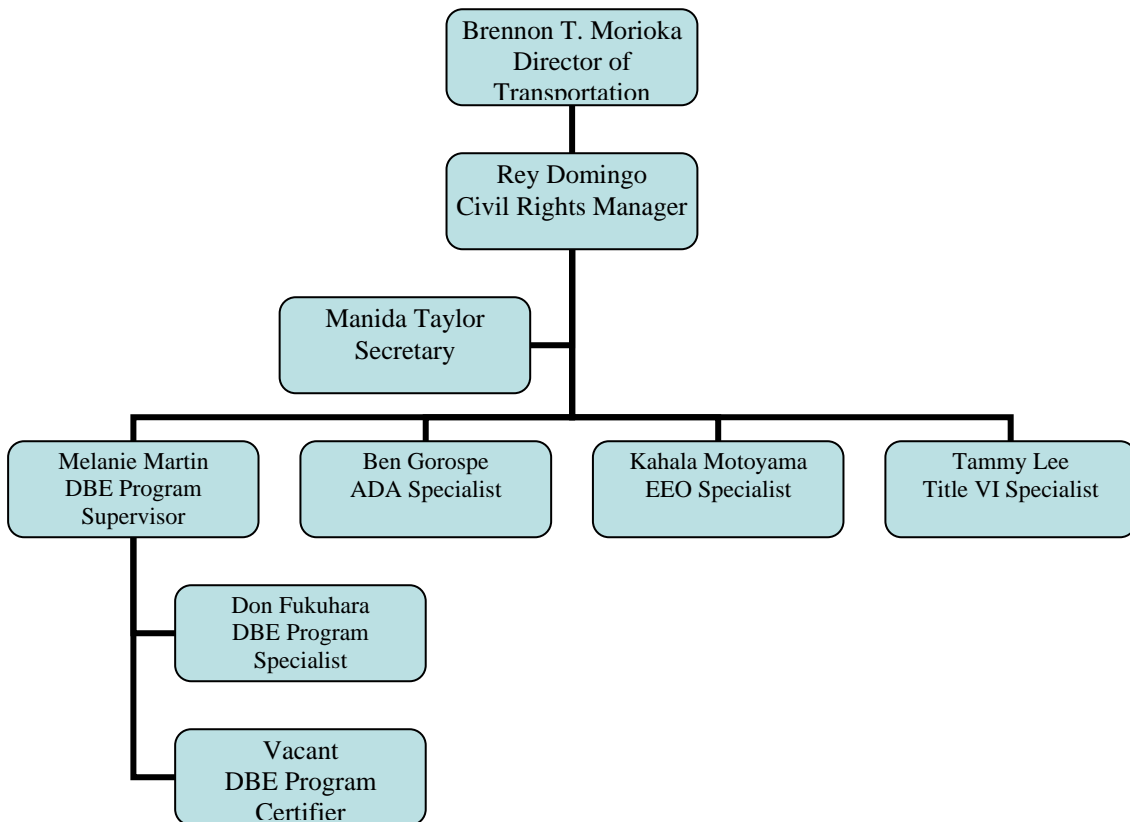
responsibility and provides the necessary direction to ensure compliance with Title VI of the Civil Rights Act of 1964.

Policy Statement

No substantive changes were made to the HDOT Civil Rights Policy.

Organization & Staffing

The HDOT Title VI Specialist position was vacant during the reporting period. HDOT Civil Rights Coordinator, Rey Domingo retained oversight of the Title VI responsibilities during recruitment of the position until it was filled by Tammy Lee on October 1, 2007. The DBE Certifier position is under recruitment. The following Organization Chart is current as of October 2008.



Title VI Monitoring and Review Process

Various methods were used in preparing the 2007 Update Report. A review of Planning, Design, and Research contracts executed during the reporting period was conducted, with a focus on state prime consultant contracts awarded to DBE and Minority and Women owned firms. The 2008 – 2011 (2012 and 2013 Illustrative Years) Statewide Transportation Improvement Program (STIP) was being developed during the reporting period. The extensive effort in developing the STIP led to a comprehensive STIP report which was consulted in writing the 2007 Update Report.

Informal in person reviews were conducted in the counties of Maui, Hawaii, Kauai, and Honolulu during the 2006 reporting period, thus, county desk reviews were conducted for this report. Informal in person reviews of HDOT Highways Division Planning Branch was conducted for this report. Report Questionnaires were answered by the Highways' Rights of Way Branch, and Motor Vehicle Safety Office. Responses for the Project Selection, Design, Environmental Considerations, Research, Construction, Education and Training, and Administration areas were answered through web research and through internal documents and are footnoted.

An important Title VI action item that was achieved during this reporting period was the completion of the HDOT Language Access Plan.

The preparation for the inaugural Construction Career Days, co-sponsored by HDOT, LTAP, FHWA, other state agencies, and private industry was done during this reporting period.

Complaints

There were no formal Title VI complaints filed with HDOT or with any of HDOT's subrecipients during this reporting period.

Accomplishment Report for Each Program Area

PLANNING

1. How many consultant projects for planning were awarded during the reporting period? Dollar Value?

HDOT Highways Division²

Three consultant planning contracts were awarded during the reporting period. All three planning projects are in Maui County.

<u>Contractor</u>	<u>Project</u>	<u>Federal \$</u>	<u>State \$</u>
Lyon Associates, Inc.	Maunaloa Highway Slope Stabilization at Milepost 13 Molokai (Maui County)		\$373,609
Parsons Brinckerhoff Quade & Douglas, Inc.	Honoapiilani Highway Realignment/Widening, Maalaea to Launiupoko		\$2,415,000
SSFM International, Inc.	Paia Bypass Road (Maui County)	\$1,960,000	\$490,000
		Total \$1,960,000	Total \$3,278,609

Hawaii County

Hawaii County Projects:

- Various Bridge Inspection and Appraisal Projects were programmed and financially constrained to continue into this reporting period. The dollar value of the funding amount = \$20,000 in Local funds, and \$80,000 in Federal funds.³

Hawaii County State Projects:

- The Saddle Road Improvements, Kaumana (MP 6) to Mamalahoa Hwy (MP 53.5) was programmed and financially constrained to begin the planning stage during this reporting period. The dollar value of the funding amount = \$1,000,000 in State funds, and \$1,000,000 in Federal funds.⁴

² Planning projects reported were listed on the HDOT internal system, DOT Content Management System, (DOTCMS), the Department's system for storage of documents in electronic form, managed by the HDOT Business Management Office. Other planning projects may have been executed during the reporting period, however, may not be listed on the DOTCMS, and therefore not reported in this report.

³ See the FFY 2006 Thru FY 2007 STIP document <http://hawaii.gov/dot/highways/STIP/070625-06-08stip-am-10-fhwa-approved.pdf>.

⁴ Id.

Maui County

There were no Maui County consultant planning projects (federal-aid projects) awarded during the reporting period.⁵

See HDOT Highways Division above for the Maui County State planning projects awarded during the reporting period.

City & County of Honolulu⁶

The Department of Transportation Services, Transportation Planning Division performs overall city-wide transportation planning and programming work required under federal, state and local laws. The division administers and manages transportation planning functions and the capital improvement program budget. The division conducts various transportation planning studies, environmental studies and project planning studies. The division applies for, programs and administers federal funding (Federal Highways Administration and Federal Transit Administration (for city highway and transit projects. The division monitors transportation compliance with federal laws, rules, regulations and grant program requirements, including the city's Disadvantaged Business Enterprise (DBE) Program.

The Transportation Planning Division supports the Department of Transportation Services' director in the federally required statewide and metropolitan transportation planning processes. The division develops, prepares, and monitors the department Capital Improvement Program (CIP) and CIP projects. The division develops, administers and manages traffic related data collection studies, performance measures and criteria, operational mitigation strategies related to current federal regulations for the Congestion Management System. The division manages and administers major transit and roadway projects.

- Administered the contract for professional services to support the State Department of Transportation in its preparation of environmental documents for the North-South Road Project.
- Waipio Point Access Road Study. Planning and environmental documentation completed. Project is in design phase.

⁵ Id.

⁶ See <http://www.co.honolulu.hi.us/csd/budget/b26dtsa.pdf>.

- Kamokila Boulevard Extension Project. Completed final environmental assessment (FEA). Completed project Memorandum of Agreement (MOA) for signature by affected project agencies and parties.
- Honolulu High Capacity Transit Corridor Project. Completed and submitted Alternatives Analysis Report to the City Council. Completed NEPA Scoping Report.
- Makakilo Drive Extension Project. Completed analysis of alternative alignments for project. Procuring contract to complete planning and conduct environmental documentation.

Kauai County

Kauai County Projects⁷:

- Ahukini to Lydgate bikepath
- Kapaa-Kauai Bikepath
- Lydgate-Kapaa Bikepath
- ADA Curb Ramps
- Ala Kinoiki Road
- Kuna Bay-Anahola Bikepath
- Nawiliwile/Ahukini Bikepath

Total Award = \$31,564,214. Current year expenditure amount \$7,744,576

Kauai County State Projects:

- The Kauai Long Range Land Transportation Plan was programmed and financially constrained to begin during this reporting period. The dollar value of the funding amount = \$800,000 in Federal funds.⁸

2. What efforts were made to utilize minority and female consultants and subcontractors?

HDOT Office of Civil Rights

On December 21, 2005, the United States Department of Transportation (USDOT) issued guidance to all FHWA, and FTA recipients under the jurisdiction of the Ninth Circuit, to conduct a statistical study (i.e., an availability and/or disparity study) to justify a race-conscious DBE program. This is in response to the Ninth Circuit decision in *Western States Paving v. Washington Department of Transportation (WDDOT)*, 407 F.3d 983 (9th Cir. 2005),

⁷ See the County of Kauai, Single Audit Reports for the Year Ended June 30, 2007, found at <http://www.kauai.gov/Government/Departments/Finance/Reports/tabid/162/Default.aspx>.

⁸ Id. Note: HWY-P noted that the Request for Proposals was issued FFY 2008.

which held that WSDOT did not have sufficient evidence of discrimination to justify a race-conscious (or race-based) program.

As a result, HDOT published a Request for Proposals, awarding a consultant contract to conduct a DBE Availability and Disparity Study to determine if discrimination or its effects exist in Hawaii's transportation contracting industry, as well as a comprehensive examination of HDOT's contracting policies, procedures, and actual practices relative to the participation of DBEs on federal-aid prime contracts and subcontracts.

DBE requirements are addressed by the following mechanisms: although HDOT is precluded from setting DBE goals on specific projects, (because of the *Western States Paving* case), the HDOT divisions annually set a numerical, race-neutral percentage reflecting an aspirational DBE participation goal.

HDOT ensures the participation of DBEs through the following activities of the DBE Program: Conducting certification workshops, conducting training including DBE Supportive Services and other outreach activities promoting DBE participation.

Specific outreach activities of the DBE Program during the reporting period were:

- November, 2006: Partnering with SBA's 8(a) Program in presenting the Future Growth Workshop: Financing your Business. Participants included small businesses. The presentation included one on one table presenters including state procurement staff informing participants on the process to obtain state contracts. Participants were able to get information on how to finance contracts to gain greater business growth.
- February, 2007: The DBE Program provided goal setting training for DBE coordinators.
- May, 2007: Making the Connection Workshop. This DBE outreach activity showcased a one on one "matchmaking" session intended to introduce DBE's or potential DBE's to prime construction contractors.
- June, 2007: The DBE Program presented ACDBE workshops in an effort to promote the DBE program, and the opportunities in airport concessions.
- Year Round:

- During the reporting period, DBE staff canvassed the industrial district of Mapunapuna, Oahu, speaking with firms and promoting the DBE Program
- FHWA awarded DBE Supportive Services money during the reporting period.
- The planning and promotion of the inaugural Hawaii Construction Career Days (CCD).

As mentioned above, HDOT must not include procedures to provide for subcontracting to women or disadvantaged **only** proposals for contracting work. However, DBE language is inserted in all HDOT contracts.

HDOT Highways Division

Contracts are awarded pursuant to the Hawaii Procurement Laws, specifically, H.R.S. § 103D-304 provides for the procurement of professional services⁹, which requires an evaluation of the statements of qualification and performance data by a screening committee based on criteria established and published by the screening committee for the particular project. HDOT contracts contain the following language,

“The following shall apply in the performance of this contract...DBE obligation – the State DOT and its contractor agree to insure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds provided under this agreement. In this regard, the contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts.”

Hawaii County

See above. The Counties must follow the state procurement laws.

Maui County

See above. The Counties must follow the state procurement laws.

⁹ H.R.S. § 103D-104 defines “professional services” as, those services within the scope of the practice of architecture, landscape architecture, professional engineering, land surveying, real property appraisal, law, medicine, accounting, dentistry, or any other practice defined as professional by the laws of Hawaii.

City & County of Honolulu

See above. The Counties must follow the state procurement laws. Established FY 2007-2008 DBE overall goal for the City/DTS to be met through 100% race-neutral means.¹⁰

Kauai County

See above. The Counties must follow the state procurement laws.

3. Were there any studies conducted which provided data relative to minority persons, neighborhoods, income levels, physical environment, and travel habits? If so, what type of assistance did those individuals responsible for Title VI provide, to ensure that Title VI considerations were included in the studies?

HDOT Highways Division

The DBE Availability and Disparity Study began during the reporting period.

Hawaii County

See above. The DBE Availability and Disparity Study is a statewide effort.

Maui County

See above. The DBE Availability and Disparity Study is a statewide effort.

City & County of Honolulu

See above. The DBE Availability and Disparity Study is a statewide effort.

- Completed 341 traffic survey reports (traffic volume counts, speed classification counts, pedestrian counts, etc) using the Traffic Request Log to prioritize and monitor outstanding traffic survey requests.

Kauai County

See above. The DBE Availability and Disparity Study is a statewide effort.

4. Number of public input opportunities or strategies used during the reporting period. What efforts were utilized to ensure citizen participation in the hearings, particularly minorities and women? Were minorities and women, both individually and through their organizations, represented in the citizen participation effort? How many, and in what capacity?

¹⁰ See <http://www.co.honolulu.hi.us/csd/budget/b26dtsa.pdf>

HDOT Highways Division¹¹

Coordination meetings were held during the reporting period with all counties statewide, to discuss 08-11(+2) STIP project prioritization, selection process and probable funding limitations. The development of the financially unconstrained “wish list” began.

The formal review of the Draft financially unconstrained STIP started with the posting of the Draft STIP on the HDOT website for review and comment. This process focuses more on the public involvement effort for Hawaii, Maui, and Kauai Counties.

Oahu Metropolitan Planning Organization’s (OahuMPO) public involvement process for the Oahu Transportation Improvement Program (TIP) involved close coordination with HDOT and included a public involvement process for the island of Oahu. The public involvement process for the TIP is documented in OahuMPO’s TIP report.¹²

Referring to HDOT’s procedures for Public Involvement Planning (PIP), the public involvement program was composed of several elements:

- Mailing List: The dynamic mailing list that was used was originally composed of neighbor island Citizen’s Advisory Committee members. People/groups on this list were mailed a copy of the meeting notices for their island/county.

This list is constantly being edited. People who sign the attendance list at past public meetings are added to this list as well as people who request to be placed on it. This mailing list includes email addresses. People who submitted comments through the mail or email are also added. Local legislators and councilpersons were separately informed of all of our public meetings via email.

Approximately 450 notices were mailed out to private citizens, businesses and interested groups. Over 250 notices were sent out via email.

¹¹ See generally: <http://hawaii.gov/dot/highways/STIP/fy2008-2013.htm>.

¹² See, <http://oahumpo.org/docs.html>.

- Press Release and Newspaper Ads¹³: Press releases were sent to the local newspapers, radio stations, and television stations.
- Internet: HDOT website¹⁴. Copies of the draft financially unconstrained STIP, constrained STIP, survey, survey results and notices of public meetings to be held on the STIP were posted on the HDOT website. To address the SAFETEA-LU visualization requirements, project descriptions and general and detailed location maps are also posted on the website. Contact information (Planning Branch phone number and fax number and the STIP comment email address) is also posted.
- Distributing the Notice of STIP meetings around the community: A special effort was undertaken to try and inform more of the general public, especially minorities and low-income persons. Hardcopy fliers with general information about the STIP, the STIP website address, HDOT contact information and STIP meeting information were mailed throughout the communities. Libraries, civic centers, supermarkets, Laundromats, eateries, convenience stores and community bulletin boards were targeted. These notices are the same notices that were mailed out to individuals.
- Public meetings to share/exchange information on the unconstrained STIP were presented at the following neighbor island locations, attendance included:
 1. Lihue, Kauai, 7
 2. Kona, Hawaii, 17
 3. Waimea, Hawaii, 82
 4. Keaau, Hawaii, 40
 5. Hilo, Hawaii, 22
 6. Lahaina, Maui, 23
 7. Kihei, Maui, 6
 8. Kahului, Maui, 6
 9. UpCountry, Maui, 8
 10. Kaunakakai, Molokai, 3

¹³ See generally: <http://hawaii.gov/dot/highways/STIP/fy2008-2013.htm>.

¹⁴ Id.

- To enhance public participation, attendees of the first round meetings were given a project prioritization survey with return information included. The survey gave them an opportunity to express their opinions on project priorities. They were asked to rate projects, “high”, “medium”, or “low” priority. These surveys were also available on our STIP website for people to download.

We used these comments and survey results as tools to help make more informed decisions during the constraint process. The majority of comments were related to Federal Highway funded projects. The survey results were also shared at the second round meetings and posted on the HDOT website.¹⁵

Hawaii County

See above.

Maui County

See above.

City & County of Honolulu

See above.

Kauai County

See above.

PROJECT SELECTION¹⁶

As mentioned above, the 2008 – 2011 (2012 and 2013 Illustrative Years) Statewide Transportation Improvement Program (STIP) was being developed during the reporting period. The extensive effort in developing the STIP led to a comprehensive STIP report which was consulted in writing the 2007 Update Report. Various informal meetings with HDOT Highways Division Planning Branch Manager and the STIP Project Manager were conducted for this report.

Title VI and Environmental Justice (EJ) issues are identified and addressed within the following evaluation parameters: Utilizing maps obtained from the

¹⁵ Id.

¹⁶ Id.

Department of Business and Economic Development, Tourism's Office of Planning, locations of each minority group and low-income populations have been identified statewide. A transparency of the locations of STIP projects for each county has been included to overlay as a reference. Project effects on identified TVI/EJ populations were evaluated by breaking the projects into six¹⁷ categories:

1. System Preservation
2. Safety
3. Congestion Mitigation
4. Modernization; and
5. Enhancement
6. Other Projects

In relation to the STIP, each minority group and low-income population was separately analyzed statewide to determine any inequities based on four performance measures:¹⁸

1. Safety Equity
2. Displacement
3. Equity
4. Mobility

Safety Equity:

Whether there is project equity programmed in the STIP to address roadway safety in target population areas? Programmed Safety projects appear to address higher risk safety concerns in areas that have been identified as historically having significant amounts of traffic incidents. Furthermore, the intent of all road projects is to be designed and constructed with the most recent safety standards to the extent feasible. Safety improvements are prevalent in both EJ and non-EJ population areas statewide.

Displacement:

Whether there could be significant Right-of-Way impacts in the target population areas? The potential for displacements occur most for new roadways and to a

¹⁷ The sixth category, Other Projects was added for this report, taken from the HDOT Highways Division Staff Services Branch (HWY-SM) presentation entitled, *Funding 102*, dated April, 2006 on file with OCR.

¹⁸ See, <http://hawaii.gov/dot/highways/STIP/fy2008-2013.htm>

lesser extent, widening projects. These projects are generally distributed throughout the state based on the need for it. These projects, including the Waimea and Kawaihae Bypasses on the Big Island, Lahaina and Paia Bypasses on Maui and the Kapaa Bypass on Kauai, have the biggest potential to displace EJ populations. However, these areas also have the biggest potential to benefit the mobility and safety of EJ populations. Furthermore, each individual project has or will develop a plan to avoid, minimize and mitigate all environmental impacts, including displacements.

Equity:

Whether there is an equitable distribution of transportation investment benefits (as share of benefits) to the target population areas? EJ and non-EJ groups appear to have a relatively fair distribution of STIP projects programmed in those areas. In this STIP, EJ groups tended to benefit a little more as more of the larger capacity/modernization projects occurred in EJ population areas.

Mobility:

How do these projects impact mobility of the target populations? (In general, all projects can have some degree of positive effect on the mobility of all populations). The intent of all transportation projects is to better mobility. Furthermore, the betterment of mobility through a local project can have secondary mobility benefits nearby or even regionally, where other projects are not planned. With STIP projects programmed statewide, generally consistent were population is growing or anticipated to grow, it is expected that overall mobility will increase for all.

The Focus of the analysis was directed on locations where *relatively* high concentrations of each minority or low-income population were found. Given the analysis of the performance measures and considering the public involvement process [see the Planning Section above]; the STIP was found to provide equitable treatment of the low income areas and areas of race and race subgroup concentration. This conclusion takes into account the limited scope (four-year window with limited funding) and purpose (an implementation/federal assisted budgetary plan) of the STIP.

Also, the STIP is essentially the dynamic implementation of the Hawaii Statewide Transportation Plan (HSTP) and the Counties' Long Range Land Transportation Plans (LRLTP) and is based on the priorities, needs, goals and

objectives identified in these plans. STIP projects not specifically named in the HSTP and LRLTPs are consistent with goals and objectives and are also based on prioritized **need** and project status.¹⁹ The status, or implementation readiness, of a project is an important factor to consider when a project is placed on the STIP. The STIP needs to be amended periodically to take project status and changing cost estimates into account.

There are many State and County programs that identify specific transportation needs/priorities such as safety (safety improvement programs based on accident data and number of public complaints), system preservation (bridge and pavement management plans that evaluate bridge and pavement conditions) and congestion management (traffic data collected helps to identify the most congested areas).

These priorities, once developed, are implemented through the STIP, when applicable. Through the normal STIP development and amendment process, these needs are identified and filled in time (though perhaps not within the four-year STIP window), as prescribed by these management systems.

Needs are also identified and in other planning and traffic circulation studies. These needs are funded based on money available, though not necessarily with federal aid.

- ~~1. Were any consultant contracts awarded during the last year and what efforts were made to utilize women and minority owned firms?~~

This question has been deleted. See the Planning and Design section of this report.

HDOT Highways Division

Hawaii County

Maui County

City & County of Honolulu

Kauai County

¹⁹ For a comprehensive analysis of STIP Project Prioritization and Selection of Projects, see, <http://hawaii.gov/dot/highways/STIP/fy2008-2013.htm>

2. How are Title VI considerations addressed through stakeholder involvement mechanisms?

HDOT Highways Division

Please see the Planning Section above.

Hawaii County

Please see the Planning Section above.

Maui County

Please see the Planning Section above.

City & County of Honolulu

Please see the Planning Section above.

Kauai County

Please see the Planning Section above.

3. Describe how minorities and low-income populations were provided opportunities to be involved in project selection processes.

HDOT Highways Division

Please see the Planning Section above.

Hawaii County

Please see the Planning Section above.

Maui County

Please see the Planning Section above.

City & County of Honolulu

Please see the Planning Section above.

Kauai County

Please see the Planning Section above.

4. Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues?

HDOT Highways Division

Please see the Planning Section above.

Hawaii County

Please see the Planning Section above.

Maui County

Please see the Planning Section above.

City & County of Honolulu

Please see the Planning Section above.

Kauai County

Please see the Planning Section above.

5. How many public hearings, and in what locations, were held on adoption of the STIP or in making other project selection decisions?

HDOT Highways Division

Please see the Planning Section above.

Hawaii County

Please see the Planning Section above.

Maui County

Please see the Planning Section above.

City & County of Honolulu

Please see the Planning Section above.

Kauai County

Please see the Planning Section above.

DESIGN

1. How many consultant design contracts were executed during the reporting period? Dollar value? How many contracts do minority firms and women owned firms currently hold? Dollar value?

HDOT Highways Division²⁰

The following table lists the State HDOT design contracts executed during the reporting period.

<u>Contractor</u>	<u>Name</u>	<u>Federal \$</u>	<u>State \$</u>
Fukunaga & Associates, Inc.	Kahului Airport Access Road, Phase I, Puunene Avenue to Hana Highway, Wailuku (Maui)	\$518,160	\$129,540
Lou Chan & Associates, Inc.	Highways Materials Testing and Research Facility Renovation		\$641,500
M & E Pacific, Inc.	Volcano Road, Intersection and Drainage Improvements, Kulani Road (Hawaii)		\$385,000
Mitsunaga & Associates, Inc.	Honokaa Baseyard Improvements (Hawaii)		\$167,500
Nishimura, Katayama & Oki, Inc.	Moanalua Freeway, Seismic Retrofit of Puuloa Interchange, Honolulu (Oahu)	\$1,120,056	\$280,014
PB Americas, Inc. fka Parsons, Brinckerhoff Quade & Douglas, Inc.	Kihei-Upcountry Highway (Maui)	\$4,707,600	\$689,400
R.M. Towill Corporation	Leeward Bikeway, Waipio Point Access Road to Lualualei Naval Road Ewa/Waianae (Oahu)	\$633,974.40	\$158,494
Shimabukuro Endo & Yoshizaki, Inc.	Piilani Highway, Pavement Preventive Maintenance, Mokulele Highway to Kilohana Drive (Maui)		\$258,600
Shimabukuro Endo & Yoshizaki, Inc.	Traffic Signal Modernization, Various Locations (Oahu)		\$450,000
SSFM International, Inc.	Mamalahoa Highway Drainage Improvements, Kawa, Kau (Hawaii)		\$498,600
SSFM International, Inc.	Hawaii Belt Road, Clean and paint Steel Members; Ninole, Maulua, Kuwaikahi and Kukaiau Bridges (Hawaii)		\$253,000
Wesley R. Segawa & Associates, Inc.	Kohala Mountain Road Pavement Repairs, Waiaka Junction toward Hawi, South Kohala (Hawaii)		\$302,400

²⁰ Design projects reported were listed on the HDOT internal system, DOT Content Management System, (DOTCMS), the Department's system for storage of documents in electronic form, managed by the HDOT Business Management Office. Other design projects may have been executed during the reporting period, however, may not be listed on the DOTCMS, and therefore not reported in this report.

<u>Contractor</u>	<u>Name</u>	<u>Federal \$</u>	<u>State \$</u>
Shimabukuro, Endo & Yoshizaki, Inc. (decert)	Route 360, Hana Highway Resurfacing, Kalahu to Hana between M.P. 30.6 to M.P. 34.6 (Maui County)		\$245,000
Wilson Okamoto Corporation	Waimea Canyon Drive/Kokee Road Improvements, Phase I between M.P. 0.8 to M.P. 4.6, Waimea (Kauai County)		\$149,700
Earth Tech, Inc.	Kuhio Highway Slope Stabilization, Hanalei Bridge (Kauai County)		\$326,301
Sato & Associates, Inc.	Kula Highway Resurfacing, Kekaulike to Ulupalakua, Makawao (Maui)		\$190,700
		Total \$6,979,790	Total \$5,125,749

Hawaii County

The Alii Drive Road Improvements along Oneo Bay from Hualalai Road to Walua Road was programmed and financially constrained to begin the design phase this reporting period. The dollar value of the funding amount = \$2,000 in Local Funds, and \$80,000 in Federal funds.

Maui County

The Bridge Inspection and Appraisal of Various Maui County Bridges Project was programmed and financially constrained to continue into this reporting period. The dollar value of the funding amount = \$6,000 in Local funds, and \$24,000 in Federal funds.

City & County of Honolulu²¹

The OahuMPO report entitled, *Annual Listing of Obligated TIP Projects as of September 30, 2007* documents the status of projects in the FYs 2006-2008 TIP that were programmed in federal FY 2007. The report also contains a list of projects that were programmed prior to FY 2007, but received additional obligations in FY 2007.²²

The OahuMPO does not participate in the project obligation process. Information in this report was provided by the City and County of Honolulu Department of Transportation Services and the Hawaii Department of Transportation.

²¹ Oahu Metropolitan Planning Organization Transportation Improvement Program Annual Listing of Projects Obligated in Federal Fiscal Year 2007, dated September 30, 2007. Found at http://oahumpo.org/TIP/TIP06-08/07-11_TIP_AnnRep_070930-Final.pdf. See also, <http://OahuMPO.org>.

²² See, <http://oahumpo.org/TIP/tip.html>.

Kauai County

The Bridge Inspection and Appraisal Project was programmed and financially constrained to begin the design phase of the project during this reporting period. The dollar value of the funding amount = \$25,000 in Local funds, and \$100,000 in Federal funds. See the Planning section above.

2. What efforts were made to increase minority and female participation in obtaining consultant contracts? ~~Is there currently a separate list maintained on minority and women consultants? How many firms are included on the list? How many are receiving contracts?~~

HDOT Office of Civil Rights

Consultants were encouraged to utilize DBE's whenever feasible. Of the firms above, one firm is DBE certified, and three of the firms above were at one time DBE certified (DBE database on file with OCR). The HDOT DBE section maintains an online list of minority/women DBE firms which is updated weekly. Currently, there are 168 DBE certified firms. Please see the Planning section above for a discussion on the procurement of professional services, and the requirements of H.R.S. § 103D-304.

HDOT Highways Division

Same as above.

Hawaii County

Same as above.

Maui County

Same as above.

City & County of Honolulu

Same as above.

Kauai County

Same as above.

- ~~3. Were any public hearings held during the design phase of any airport? Did minorities (individuals or organizations) participate in the hearings? If no, why not? Provide a summary of concerns and issues raised if any. Describe actions taken by the Title VI Program Specialist or Coordinator to facilitate and/or address the concerns raised. This question has been deleted.~~
4. List the employees in the Design Program area by title, ethnicity, and sex (gender). Where minority and female representation is low, what efforts are made to increase their representation?

HDOT Office of Civil Rights

Within the scope of this report, generally the diversity of HDOT employees is a reflection of Hawaii as a whole. In the context of this Title VI report, both genders are represented as well as many diverse ethnicities. As mentioned above, the OCR has an Internal EEO/Affirmative Action Officer charged with updating and implementing HDOT's Affirmative Action Plan. The Affirmative Action Plan is currently being updated and should include specific, measurable, attainable short term goals by job groups, departments, and units where minorities and women are underutilized.

5. Where there any complaints filed in the Design Program area? If so, provide summary, with basis, status, actions proposed and taken.

HDOT Highways Division

There were no formal Title VI complaints filed with HDOT or with any of HDOT's subrecipients during this reporting period.

Hawaii County

Same as above.

Maui County

Same as above.

City & County of Honolulu

Same as above.

Kauai County

Same as above.

6. List any significant problem areas, accomplishments, and actions to take during the ensuing year.

HDOT Office of Civil Rights

An area of concern is providing language access to beneficiaries of HDOT programs and services. Significant steps have been taken in achieving language access. A state Language Access law has been passed, resulting in the development of HDOT's Language Access Plan.

Goals include the following: The Title VI specialist should conduct internal Title VI training, attend project public informational meetings and document the process in involving a diverse cross section of the community. This includes a special outreach plan to notify the public of project meetings to ensure diverse representation through newspapers, advertising flyers, mail notification, website, and public service announcements.

ENVIRONMENTAL CONSIDERATIONS

- ~~1. As a result of the choice of airport facility/location, or the procedure used for arriving at the choice, were any complaints filed? If so, how many? Summarize each complaint and explain status, with actions proposed and taken. This question has been deleted.~~

HDOT Highways Division

Hawaii County

Maui County

City & County of Honolulu

Kauai County

2. Identify the titles, ethnicity and sex (gender) of employees working in the environmental program area. Were there any vacancies during the

HDOT Office of Civil Rights

HDOT, Highways Division, Planning Branch, Advance Planning Section has eight employees working in the environmental program. Female = 4, Male = 4. Both genders are of varying Asian ethnicities. Filipino, Chinese, Japanese included.

The Office of Civil Rights has an Internal EEO/Affirmative Action Officer charged with updating and implementing HDOT's Affirmative Action Plan. The Affirmative Action Plan is currently being updated and should include specific, measurable, attainable short term goals by job groups, departments, and units where minorities and women are underutilized.

Part of HDOT's Public Involvement effort includes forming an advisory task force for particular projects. The process includes an EJ assessment, where targeted outreach is done with the intent to have inclusive representation of the community.

- ~~3. During the reporting period, how many pre-draft Environmental Impact Statements were reviewed?²³ Summarize comments provided on EIS's where minority or low-income populations, etc. were adversely impacted.~~
This question is revised to read, List the Environmental Assessments/Environmental Impact Statements submitted to the Hawaii Department of Health, Office of Environmental Quality Control (OEQC), during the reporting period. Summarize the concerns of EJ populations.

HDOT Office of Civil Rights

The OEQC implements the state environmental review law, also called the Environmental Impact Statement law, H.R.S. § 343. OEQC Office planners review and comment on hundreds of environmental disclosure documents each year. Twice a month, OEQC publishes *The Environmental Notice*, available in print and on line. This bulletin informs the public of

²³ <http://oeqc.doh.hawaii.gov/default.aspx>

all projects being proposed in the State that are subject to public review and comment. Publication in the *Notice* initiates a 30-day comment period during which government agencies and interested members of the public can review and comment on the EA findings. After the review period has ended, the HDOT will review all comments and determine whether the EA warrants a Finding of No Significant Impact (FONSI).²⁴

For any proposed project or activity, if one or more of nine specific conditions (called “triggers”) is present, then an environmental review document (EA or EIS) must be prepared and circulated to the public for review.²⁵

HDOT Highways Division

Maui District

An EA for the Honoapiilani Highway Widening Lahainaluna Road to ‘Aholo Road, Waine’e, Lahaina, Maui, Hawaii Project was prepared for HDOT during the reporting period.

An Environmental Justice and Anticipated Effects and Mitigative Measures assessment was included in the EA, providing in part,

The proposed project involves the widening and rehabilitation for an existing highway, which has equal importance to and equal impact on the entire population around the project area. Honoapi’ilani Highway is a major traffic route in the West Maui District, and the entire population (motorists, pedestrians/joggers, bicyclists, etc.) in that area will be using the new widened corridor once it is constructed. Therefore, it is not expected that any minority or low income populations will experience disproportionate short-term or long-term adverse effects from the proposed project.²⁶

Cultural Impact Assessment²⁷

²⁴ <http://hawaii.gov/health/environmental/oeqc/faqs.html>

²⁵ Id.

²⁶ There are no land takings for this project, finished project structures will be within the ROW. <http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20AND%20EIS%20ONLINE%20LIBRARY/Maui/2000-2007/2007-03-08-MA-FEA-HONOAPIILANI%20HIGHWAY%20WIDENING.pdf>.

²⁷ Id.

- An environmental assessment of cultural impacts gathers information about cultural practices and cultural features that may be affected by actions subject to H.R.S. § 343, and promotes responsible decision making.

To assess the cultural practices, values and characteristics associated with the project area, informants knowledgeable with the history, use and culture of the area were interviewed. The Office of Hawaiian Affairs (OHA) on Maui referred six cultural resource contracts.

All six informants anticipate minimal or no impacts on any cultural; visual; or native, threatened, or endangered floral or faunal resources by the project. Similarly, they also anticipate no impacts on any archaeological or historic properties or sites by the project. These findings are due to the project occurring in an existing, established highway ROW in an area that has been frequently altered and thoroughly developed throughout its past.²⁸

Kauai District

The Kuhio Highway Short-Term Improvements Wailua Cane Haul Bridge FEA/FONSI was submitted to the OEQC during the reporting period.

An analysis of the socio-economic environment is included in the FEA/FONSI²⁹:

Environmental Justice

The project involves improvements to an existing structure and is not located in a residential area. Neither minority nor low-income populations will receive disproportionately high or adverse impacts as a result of the proposed project. Rather, given the project's location, transportation benefits resulting from increased capacity will accrue to highway users throughout the east side of the island.³⁰

Oahu District

²⁸ Id. See the complete Final Environmental Assessment for the informants' identified concerns.

²⁹ <http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20AND%20EIS%20ONLINE%20LIBRARY/Kauai/2000-2007/2007-08-08%20KA%20FEA%20Wailua%20Bridge%20Improvements.pdf>

³⁰ Id.

- The Kalanianaʻole Highway Improvements Olomana Golf Course to Waimanalo Beach Park FEA/FONSI was approved by HDOT and FHWA Hawaii Division and submitted to OEQC during the reporting period (NEPA/H.R.S. § 343)³¹.

According to the FEA/FONSI, the Proposed Project will have beneficial social and economic impacts in the project area. The proposed improvements include improvements to comply with existing ADA guidelines and improvements to accommodate pedestrian, bicycle and equestrian traffic. The overall effect of the proposed improvements will allow Kalanianaʻole Highway to operate more efficiently; therefore, making it easier for area residents and visitors to access the businesses in the area. The proposed improvements will also make it safer and friendlier to pedestrian, bicycle and equestrian traffic in the project area.

A Cultural Impact Assessment was developed to evaluate the cultural resources within the project area. An Archaeological Monitoring Plan for the proposed improvements is included in the FEA/FONSI.³²

- The Fort Barrette Road Widening Project, Farrington Highway to Roosevelt Avenue FEA/FONSI was submitted to the OEQC during the reporting period (H.R.S. § 343).³³

A cultural impact assessment and a follow-up letter report were prepared for the proposed project and included as an appendix of the EA. During the research for that study, efforts were made to contact multiple cultural informants – organizations, agencies, and individuals who might have knowledge and/or concerns about traditional cultural practices in the project area. For the CIA, more formal, in-person data gathering sessions were held with three individuals; information was also gathered in telephone conversations with four other individuals. All of these individuals

³¹<http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20AND%20EIS%20ONLINE%20LIBRARY/Oahu/2000-2007/2007-04-08%20OA%20FEA%20KALANIANAOLE%20HIGHWAY%20IMPROVEMENTS.pdf>

³² Id.

³³<http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20AND%20EIS%20ONLINE%20LIBRARY/Oahu/2000-2007/2006-10-23-OA-FEA%20FORT%20BARRETTE%20ROAD%20WIDENING.pdf>

have lived near or visited the project area throughout their lifetimes.³⁴

Long-Term/Operational Impacts: General Socio-Economic Conditions. The No-Build Alternative would result in the continual worsening of traffic conditions, which would affect the quality of life of area residents, regardless of ethnicity and income level. Otherwise, no changes to existing conditions would occur, and no impacts to cultural resources or practices are expected.³⁵

Under the Build Alternative, no disproportionate and adverse impacts are expected for minority or low-income populations. Environmental Justice requires that agencies receiving federal funds identify and address disproportionately high and adverse effects of a proposed project on minority or low-income populations. Although the proposed project has the potential to cause construction-phase impacts such as traffic congestion and noise, these impacts were found not to be disproportionately high and adverse with relation to minority or low-income populations. Construction impacts would affect all residents and/or drivers along Fort Barrette Road equally. Potential long-term noise impacts were also evaluated for homes adjacent to the road, and the analysis indicates that traffic noise impacts are not anticipated. Therefore, although ethnic minorities and low-income families live in the project area, the proposed project would not cause disproportionate and adverse impacts for disadvantaged groups in particular. Likewise, the long-term transportation benefits accruing from the project and the short term employment generated during construction would be distributed evenly amongst area residents.

Because the age, income, and linguistic characteristics of this community indicate that “minority” residents in Kapolei tend to be well-integrated with the community at large, and there is a small percentage of people with limited English proficiency, HDOT proposes to conduct outreach to all members of the community equally. To this end, a public information meeting about this Draft EA would be advertised to area residents, including residents of

³⁴ Id.

³⁵ Id.

Village Six, the Department of Education, the school principals, neighborhood boards, any active residential associations, and other community members. Methods such as mailings and advertising in local newspapers and church bulletins would be used to the extent possible.³⁶

Hawaii County

An EA for the Waikoloa Emergency Road was prepared for the Hawaii County of Public Works (DPW) during the reporting period.

DPW officials and the consultant presented information and answered public questions on the project at a public meeting for various projects in the Waikoloa area held on August 4, 2006 (see App 1b for meeting materials, Appendix 1b contains written comments on the Draft EA and the responses to these comments. Various places in the EA have been modified to reflect input received in the comment letters.³⁷

According to the EA, no relocation of residences, businesses, community organizations or farms would occur because of the project. No effects on community identity or cohesion are expected.

Maui County³⁸

City & County of Honolulu³⁹

Kauai County⁴⁰

4. How many consultants currently have contracts involving environmental studies? Dollar value? How many minority and women-owned firms currently have contracts involving environmental studies? Dollar value? Where minority and women participation on consultant contracts is low, describe efforts taken to increase their participation.

³⁶ Id.

³⁷ <http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20AND%20EIS%20ONLINE%20LIBRARY/Hawaii/2000-2007/2006-11-08-HA-FEA-WAKIOLOA%20EMERGENCY%20ROAD.pdf>

³⁸ None were listed on the Hawaii OEQC website.

³⁹ Id.

⁴⁰ Id.

HDOT Highways Division

Please see the Planning Section above for a discussion on Hawaii Procurement and for the efforts of the OCR/DBE Section's DBE outreach activities.

Hawaii County

Please see above.

Maui County

Please see above.

City & County of Honolulu

Please see above.

Kauai County

Please see above.

5. How many public hearings were held during the reporting period concerning location of a project? How were the hearings advertised, and was it adequate to provide notification to minorities and low-income communities?

HDOT Highways Division

See the Project Selection section above.

Hawaii County

See the Project Selection section above.

Maui County

See the Project Selection section above.

City & County of Honolulu

See the Project Selection section above.

Kauai County

See the Project Selection section above.

6. How were minority and low-income community representatives identified and encouraged to become involved in the location and environmental phase?

HDOT Highways Division

See the Planning section, and Environmental Considerations section above.

Hawaii County

See the Planning section, and Environmental Considerations section above.

Maui County

See the Planning section, and Environmental Considerations section above.

City & County of Honolulu

See the Planning section, and Environmental Considerations section above.

Kauai County

See the Planning section, and Environmental Considerations section above.

7. During the reporting period, was there a need to utilize bilingual advertisements, announcements, notices, etc.?

HDOT Office of Civil Rights

There was no need to utilize bilingual advertisements, announcements, or notices during the reporting period.

RIGHT OF WAY

HDOT Highways Right of Way Branch

1. During the reporting period, did the State receive any civil rights complaints in the following Right of Way functional areas:
 - a. Appraisals
 - b. Negotiations
 - c. Relocation Assistance and Payments

d. Property Management

- i. If so, how many?

In relation to the Acquisition portion of the Title VI reporting: there were no civil rights complaints in the ROW functional areas of appraisals, negotiations, relocation assistance and payments, and property management.

2. How many fee appraisers were utilized during the reporting period? How many are minority and women? If the representation of minority and female appraisers is low, what efforts were made to increase their representation?

The ROW Branch appears to be well represented in terms of minority race representation. The Appraisal Section tries to keep strong lines of communication with the appraisers on the approval list. The Branch is currently exploring the availability of minority women appraisers that can be added to the list.

3. How many negotiations were made during the reporting period? Does the negotiator's log reflect any disparity in the conduct of negotiations between minorities and non-minorities?

A total of 54 negotiations were made during the reporting period. The negotiators' logs do not reflect any disparity in the conduct of negotiations between minorities and non-minorities.

4. Were there any concerns raised by minorities or women concerning their options in the negotiation phase? Explain.

There were no concerns raised by minorities or women concerning their options in the negotiation phase.

5. Number of relocations during the reporting period:

- a. Minority: _____
b. Female: _____
c. Elderly: _____
d. Disabled: _____

6. Were any concerns raised by minorities or women on replacement housing, referral housing, etc.?

RESEARCH

HDOT Highways Research and Technology Transfer Section

1. How many research projects were executed during the reporting period?

There were no research projects executed during the reporting period.⁴¹

2. List of universities and/or consultants currently conducting research projects.

The University of Hawaii is the only university currently conducting research projects.

3. Summarize actions taken to encourage universities to utilize minority and female students to participate on highway research projects.

The actions taken to encourage universities to utilize minority and female students to participate on highway research projects include:

- The consultant contracts include a section on Equal Opportunity, requiring the contractor to not discriminate against any employees because of race, color, sex, or national origin.
- The university is requested annually to submit a list of employees working on each contract giving the ethnicity of each employee.

4. Summarize actions taken to increase minority and women-owned consultant firms in obtaining research projects.

Contract documents for private consultants also include requirements for Equal Opportunity and DBE.

5. List any significant actions planned for the ensuing year.

⁴¹ Research contracts executed are listed on the HDOT internal system, DOT Content Management System, (DOTCMS), the Department's system for storage of documents in electronic form, managed by the HDOT Business Management Office. Other research projects may have been executed during the reporting period, however, may not be listed on the DOTCMS, and therefore not reported in this report.

CONSTRUCTION

HDOT Highways Construction and Maintenance Branch

1. Has the State received any civil rights complaints involving competitive bidding procedures? What corrective action, if any was needed, has the State taken? (Provide summary of any concerns raised by DBEs concerning licensing, pre-qualifications, lack of subcontracting opportunities, etc.)

There were no formal civil rights complaints involving competitive bidding procedures.

2. What was the level of DBE participation on construction contracts? Female and minority-owned firms?

According to the Uniform Report of DBE Commitments/Awards and Payments⁴² for the period April 1 - September 30, 2007, the level of DBE participation on construction contracts (actual payments on contracts completed this reporting period) was 1.03%

3. Summarize efforts made by the DBE staff to encourage the use of minority and women-owned firms on state funded projects?

Please see the Planning section above for the outreach activities of the HDOT DBE staff.

4. During the review period, were any procedures reviewed to assure subcontract agreements, first and second tier, and material supply and equipment lease agreement contained Title VI contract provisions?

The Contractor Compliance Program, Equal Opportunity Section, Equal Employment Coordinator, a position within HWY-C was vacant during the reporting period.

⁴² Submitted to FHWA by the HWY-C, Construction & Maintenance Branch Equal Opportunity Section Equal Employment Coordinator on file with OCR.

5. List any significant accomplishments, and/or action items for the ensuring year.

Please see the Planning section above for the outreach activities of the HDOT DBE staff.

EDUCATION AND TRAINING

HDOT Office of Civil Rights

1. During the reporting period, what efforts were made to encourage participation by minorities and women in educational and training programs?

Please see the Planning section above for the outreach activities of the HDOT DBE staff.

2. List the types of sponsored or co-sponsored programs. How many State participants? How many minorities and women?

The Planning for the inaugural Construction Career Days Event occurred during the reporting period.

3. Identify the agency's staff personnel responsible for training by job title, ethnicity and sex (gender).

Please see the organizational chart above.

4. Where there any civil rights complaints filed concerning training and educational opportunities? If so, what corrective actions has the State taken? Provide summary of concerns raised, complaints filed, status, etc.

There were no formal civil rights complaints filed concerning training and educational opportunities.

MOTOR CARRIER SAFETY PROGRAM

1. How many contracts and inter-agency agreements are currently in effect involving Motor Carrier Safety Program funds?

There were 52 traffic safety grants awarded during the reporting period. Of the 52, 41 were interagency grants.

2. Where contracts are with consultant or professional service firms, describe the advertising and selection process. Were DBE firms encouraged to submit proposals? Were DBE goals assigned to contracts?

Contracts were awarded to consultant or professional service firms. The Motor Vehicle Safety Office (MVSO) Highway Safety Office, Safe Community Office issued an RFP during the reporting period which invited interested agencies and Safe Community groups to propose countermeasures. The RFP included data in each priority area and requested solutions on how to help reduce injuries and fatalities. Public information meetings were held on each island to encourage groups to apply for grants and to answer questions that they had about the process. MVSO continues to encourage participation from community-based groups, and hope to involve community organizations that have not participated before. Notices were run in all newspapers soliciting proposals from applicants.

Proposals are received by the Highway Safety Office, compiled and submitted to the County Traffic Safety Councils on each island for their review and ranking, based on the needs of that island. After the county has prioritized the proposals, all proposals will be reviewed by the Governor's Highway Safety Council on a statewide basis and recommendations will be made as to the kind of projects that are worthy of funding in the next FFY.

After receiving the Director of Transportation's (GR) approval to proceed, the funding recommendations are based on the order of project scores in each priority area. All grants are monitored at least once a year for compliance with all federal and state requirements including nondiscrimination laws.

Safe Communities Grants: HDOT encourages participation from community-based groups.

DBE goals were not assigned to contracts

3. What was the total dollar value of contract work last year? What amount went to DBE firms, either as primes or sub-contractors?

All payments are made on a reimbursable basis for the grantees. After review of the grantees request for reimbursement, a reimbursement request will be made with the National Highway Traffic Safety Administration (NHTSA) the grantee will be sent a check to cover reported expenses.

4. What steps, if any, are planned for next year to increase DBE participation?

Future RFP's for the Highway Safety Grant Program may be sent directly to DBE's.

5. Were any civil rights complaints received regarding the Motor Carrier Safety Program?

There were no civil rights complaints regarding the Motor Carrier Safety Program during the reporting period.

ADMINISTRATION

HDOT Office of Civil Rights

1. Provide a list of employees by ethnicity, sex (gender), and title in each of the Title VI program areas.

Please see the organizational chart above.

2. Summarize all activities undertaken during the reporting period, which provide for assurances of Title VI compliance by contractors (i.e., are Title

A review of consultant contracts executed during the reporting period evidenced Title VI language in consultant contracts.

3. Was any Title VI training provided during the reporting period? If so, how many participants attended, titles, etc.? Was any other kind of civil rights training conducted? If so, what type of training (course content)? Provide a list of participants by job title (i.e., supervisor, manager, etc.).

During the reporting period, the Internal EEO Program conducted discrimination & harassment training for department supervisors.

The following ADA Program training was conducted during the reporting period:

ADA public right-of-way training (best practices and curb ramp inspection procedures), to State DOT & Maui County project engineers, inspectors, and contractors. Approx. 13 in attendance. 1 - State DOT project engineer (Japanese female); the rest were a mix of Japanese, Filipino, and Caucasian.

ADA customer service training. Approx. 5 in attendance. All were female clerical and one female project engineer.

ADA training for Aloha Airlines customer service personnel who deal with ADA complaints/accommodations. There were approx. 35 in attendance (mix of men and women). The presentation was in partnership with the State of Hawaii Disability and Communication Access Board, DCAB. DCAB presented servicing persons with disabilities, and my presentation was on accessible design and accommodations at airports facilities.

Repeat of training to Aloha Airlines personnel. Approx. 35 in attendance.

ADA training for security and taxi cab companies at Kona Airport. Training covered customer service practices. The presentation was given four (4) different times. Approx. 15 people at each session.

ADA public right-of-way training (best practices and curb ramp inspection procedures) to HDOT-Hawaii District engineers, project managers and inspectors. Approx. 15 in attendance.

ADA public right-of-way training (best practices and curb ramp inspection procedures) to HDOT-Kauai District engineers, project managers and inspectors. Approx. 10 people in attendance. 1 female planner.

ADA public right-of-way training (best practices and curb ramp inspection procedures) to DCAB plan review section. Approx. 3 in attendance. 2 female architects/plan reviewers; 1 male architect/supervisor; 3 male plan reviewers.

Presentation to DCAB personnel regarding HDOT update of the ADA program (i.e. transition plan, ADA accomplishments, etc.). Approx. 17 people in attendance. Consisted of the entire DCAB staff.