

THE PATH FORWARD FOR O'AHU
KE ALA I MUA 

O'AHU REGIONAL TRANSPORTATION PLAN 2045

**Project and Program Prioritization Process
 Citizen Advisory Committee Feedback**

Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
CAC-1	General	By 2045, many more residents will be relying on affordable transportation services, by the increase of our Senior population and those needing assistance in getting around.	Thank you for your comment. Your comment will be shared with the TAC and Policy Board.
CAC-2	General	The criteria lacks a land-use criteria. We're developing so much land, far away from the urban core, and it's not smart.	Thank you for your comment. We'll discuss this with the TAC and Policy Board.
CAC-3	General	These are pretty good so keep up the good work OMPO!	Thank you for the positive feedback. We're trying to make sure we're incorporating the concerns we heard from the public into the criteria.
CAC-4	General	Make transportation cleaner by disinfecting more regularly. Also provide security on transportation systems like the bus so people are forced to behave and follow the rules. If it's not safe and clean people will not ride the bus. Work closely with law enforcement so any violator is dealt with immediately and arrested and faces swift consequences for their violations so that we can protect all staff and riders.	Thank you for your comment. We'll discuss this with the TAC and Policy Board.
CAC-5	General	Was unable to open Recording attachment. Used bonus points for some evaluations.	Thank you for letting us know. We're working on figuring out the best and easiest way to communicate with the CAC.

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Comment Number	Section	Suggested Modifications/Comment	OahuMPO Staff Response
CAC-6	Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety	SAFETY has been repeatedly described as the highest priority. Therefore assigning 30 points to goal 2 is not appropriate and should be adjusted.	Thank you for your comment. We will take this into consideration while making the MPO recommendation.
CAC-7	Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail	I think rail and bus should be separate in the criteria, because rail gets enough money already.	Thank you for your comment. We've chosen to loop all transit together because we want to make sure that all modes of transit and interconnected.
CAC-8	Evaluation Criteria 5.1.1: Improve the condition of roadways, bridges, pathways, transit vehicles and facilities by investing in roadway and bridge projects prioritized by HDOT's Transportation Asset Management Plan, projects that aim to improve the condition of pathways and transit vehicles and facilities, and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and pathways.	The maintenance being done on Kamehameha Highway does not last long. We need a more long-term solution and/or a different type of maintenance. I'm not sure how to incorporate that into the criteria.	Thank you for your comment. We'll discuss this with the TAC and Policy Board.

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**Project and Program Prioritization Process – Scoring Recommendation
 Technical Advisory Committee Meeting Handout**

GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS PLANNING RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 1: Improve Safety	<u>Evaluation Criteria 1.1.1:</u> Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety	18	15	17	17	25	20
Goal 2: Support active and public transportation	<u>Evaluation Criteria 2.1.1:</u> Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities	7	7	7.5	6	4	8
	<u>Evaluation Criteria 2.1.2:</u> Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities	7	7	5	5	4	6
	<u>Evaluation Criteria 2.2.1:</u> Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail	12	7	10	9	4	8

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GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS PLANNING RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 2: Support active and public transportation	<u>Evaluation Criteria 2.3.1:</u> Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone	4	6	4	4	1	2
Goal 3: Promote an equitable transportation system	<u>Evaluation Criteria 3.1.1:</u> Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs near those populations	10	5	7.5	9	5	5
Goal 4: Improve the resiliency of the transportation system	<u>Evaluation Criteria 4.1.1:</u> Increase redundant access by investing in projects and programs that help to provide redundant emergency access	4	5	6	6	4	4
	<u>Evaluation Criteria 4.2.1:</u> Reduce long-term vulnerability of transportation facilities by investing in areas most vulnerable to the impacts of climate change and disasters	4	5.5	8	6	4	6

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GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS PLANNING RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 5: Preserve and maintain the transportation system	<u>Evaluation Criteria 5.1.1:</u> Improve condition of roadways, bridges, transit vehicles and facilities, and pathways by investing in projects prioritized by HDOT's Transportation Asset Management Plan and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and/or pathways	8	11.5	11	15	22	20
Goal 6: Support a reliable and efficient transportation system	<u>Evaluation Criteria 6.1.1:</u> Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability	2	4	4	4	7	4
	<u>Evaluation Criteria 6.1.2:</u> Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays	2	4	4.5	3	7	4

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GOAL	CRITERIA	AVERAGE PUBLIC INVOLVEMENT SCORE	AVERAGE WORKING GROUPS SCORE*	AVERAGE CAC SCORE	AVERAGE TAC SCORE	HDOT-HIGHWAYS PLANNING RECOMMENDATION	OAHUMPO RECOMMENDATION
Goal 6: Support a reliable and efficient transportation system	<u>Evaluation Criteria 6.2.1:</u> Improve efficiency by investing in projects on congested corridors and programs that intend on improving the efficiency of the transportation system	4	4	7.5	4	7	4
Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets	<u>Evaluation Criteria 7.1.1:</u> Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes	14	5	5	7	3	5
	<u>Evaluation Criteria 7.2.1:</u> Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources	4	4	3	5	3	4

*Please note that the points for the average working group score do not add up to 100, because a few criteria have been combined and/or deleted, based on recommendations by the working group.

**Project and Program Prioritization Process
 Technical Advisory Committee Feedback**

Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-1	General	Are the lower scores due to the fact that these objectives are more robustly addressed by DOT and DTS/HART? If so, then would agree with the lower scoring since OMPO then provides the opportunity to address broader goals related to ground transportation for Oahu.	Scores in Draft #6 are based off phase one of public involvement. Scores will be revised based off feedback from the working group, TAC, CAC, and comments at the TAC meeting.
TAC-2	Objective 2.1 Increase mode share of people using active transportation Objective 2.2 Increase mode share of people taking transit Objective 2.3 Decrease commute mode share of people driving alone	I recommend deleting commute since you are trying to promote active transportation, transit for all types of trips, and this adjective is not in the eval criteria. If you retain it, I would think you would then need to somehow distinguish between what facilities serve as work trips vs recreational, etc.—and this becomes more difficult to measure.	Thanks for your comment. Although, we too would prefer to use all trips, rather than commute trips, currently, we do not have the data to measure all trips. All of the evaluation criteria, must have corresponding measurable data, so that we're able to evaluate our progress.

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Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-3	Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities	In the various criteria that support multi-modal and non-SOV efforts, I think investment should be not just for the infrastructure, but for PSA campaigns that will encourage people to be more multi-modal. For example, Criteria 2.1.2 could say, "... by investing in projects and programs that add miles of bicycle facilities, improve existing bicycle facilities and increase public awareness of the benefits of bicycle travel."	Thanks for your comment. Most of the funds associated with the ORTP are for construction and engineering. The exception would be the Safe Routes to School Program, which funds can be used for non-infrastructure work, like PSA campaigns.
	Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities		
	Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone		

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Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-4	<p>Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities</p> <p>Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities</p> <p>Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone</p> <p>Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes</p> <p>Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources</p>	<p>Subtracting points is going to wash out in the final score. If a project really would impair achievement of the objective, then it might be more transparent to use a qualitative flag for those projects that would have a negative impact on a desired goal.</p>	<p>Thank you for your comment. We think this is a good point. We'll plan to bring to the TAC, CAC, and Policy Board's attention projects and/or programs that score negative points in each of these categories, so that they may be informed about which projects and programs may have a negative impact/not align with the ORTP vision and goals.</p>

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Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-5	<p>Objective 3.1 Increase access to transportation options</p> <p>Evaluation Criteria 3.1.1: Increase access to transportation options for mobility constrained populations by investing in pedestrian and bicycle infrastructure and transit projects serving those populations</p>	<p>What is a “low-cost” transportation option? The concept of “access” includes any barriers that cost would have on using a transportation option, so build low-cost into the concept of access—this then allows a range of responses based on the individual’s or groups’ ability to access transportation modes.</p>	<p>Thank you for your comment. We think this is a good point. We've removed "low-cost" and instead replaced that with, "pedestrian and bicycle infrastructure, and transit options."</p>
TAC-6	<p>Evaluation Criteria 3.1.1: Increase access to transportation options for mobility constrained populations by investing in pedestrian and bicycle infrastructure and transit projects serving those populations</p>	<p>“Serving” would result in a stronger response to equitable access, but “near” is definitely easier to measure and evaluate.</p>	<p>Thanks for your comment. We've adjusted the evaluation criteria to say, "near" to be more accurate to how we are evaluating projects.</p>
TAC-7	<p>Evaluation Criteria 3.1.1: Increase access to transportation options for mobility constrained populations by investing in pedestrian and bicycle infrastructure and transit projects serving those populations</p>	<p>This point system assumes a level of granularity that may be difficult to map or unnecessarily complicate the scoring.</p> <p>This attempt to score higher based on reaching more vulnerable/EJ populations might be better achieved by some generalized score that weighs how well it serves all groups and then using bonus points as in Eval Criteria 1.1.1, where you add a point for each group that would be served (to the degree that each could be mapped for each project being evaluated)</p>	<p>We have the data for each of the five mobility constrained populations and OahuMPO staff plan to do all of the location-based analyses.</p>

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Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-8	Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in projects in areas most vulnerable to the impacts of climate change and disasters and programs that intend on reducing the long-term vulnerability of transportation facilities	<p>This point system assumes a level of granularity that may be difficult to map or unnecessarily complicate the scoring.</p> <p>This attempt to score higher based on reaching more vulnerable populations might be better achieved by some generalized score that weighs how well it serves all groups and then using bonus points as in Eval Criteria 1.1.1, where you add a point for each group that would be served (to the degree that each could be mapped for each project being evaluated)</p>	We have the data for each of the four vulnerability indicators, and OahuMPO staff plan to do all of the location-based analyses.
TAC-9	Evaluation Criteria 5.1.1: Improve the condition of roadways, bridges, pathways, transit vehicles and facilities by investing in roadway and bridge projects prioritized by HDOT's Transportation Asset Management Plan, projects that aim to improve the condition of pathways and transit vehicles and facilities, and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and pathways.	Would recommend explicit reference to respective facility/program/system plan (preferably an adopted one), similar to the reference above to DOT's Transportation Asset Management Plan	Thank you for your comment. We've consulted with the Department of Transportation Services, Public Transit Division about the transit maintenance portion of this criteria. Although they have in place a Transit Asset Management Plan, they are working on updating the plan shortly, and preferred that we use more general language, as they think that the prioritized projects in their plan will change.

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Comment Number	Section	Suggested Modification/Comment	OahuMPO Staff Response
TAC-10	Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets	<p>Unless there are fed regs requiring specific reference to “air quality” as a goal, I would think that the broader environmental and climate impacts would be a better goal here, that is, reduced GHGE or reduced fossil fuel use in ground transportation.</p> <p>This comment applies to all references to improve air quality in this section.</p>	<p>In our existing conditions report, we are using criteria pollutants to measure our progress on improving air quality. Collecting criteria pollutants data is a federal requirement by the National Ambient Air Quality Standards.</p>

APPENDIX C

TITLE VI AND ENVIRONMENTAL JUSTICE ANALYSIS FOR FFYS 2019-2022 TIP REVISION #13

To evaluate the equity in spending of the FFYs 2019-2022 As of TIP Revision #13, OahuMPO analyzed planned investment in T6/EJ population areas. The analysis entailed determining the percent investment and average per capita investment by Census block group (BG) based on the list of projects included in the TIP. Block groups were determined based on racial minority and income.

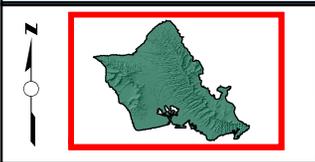
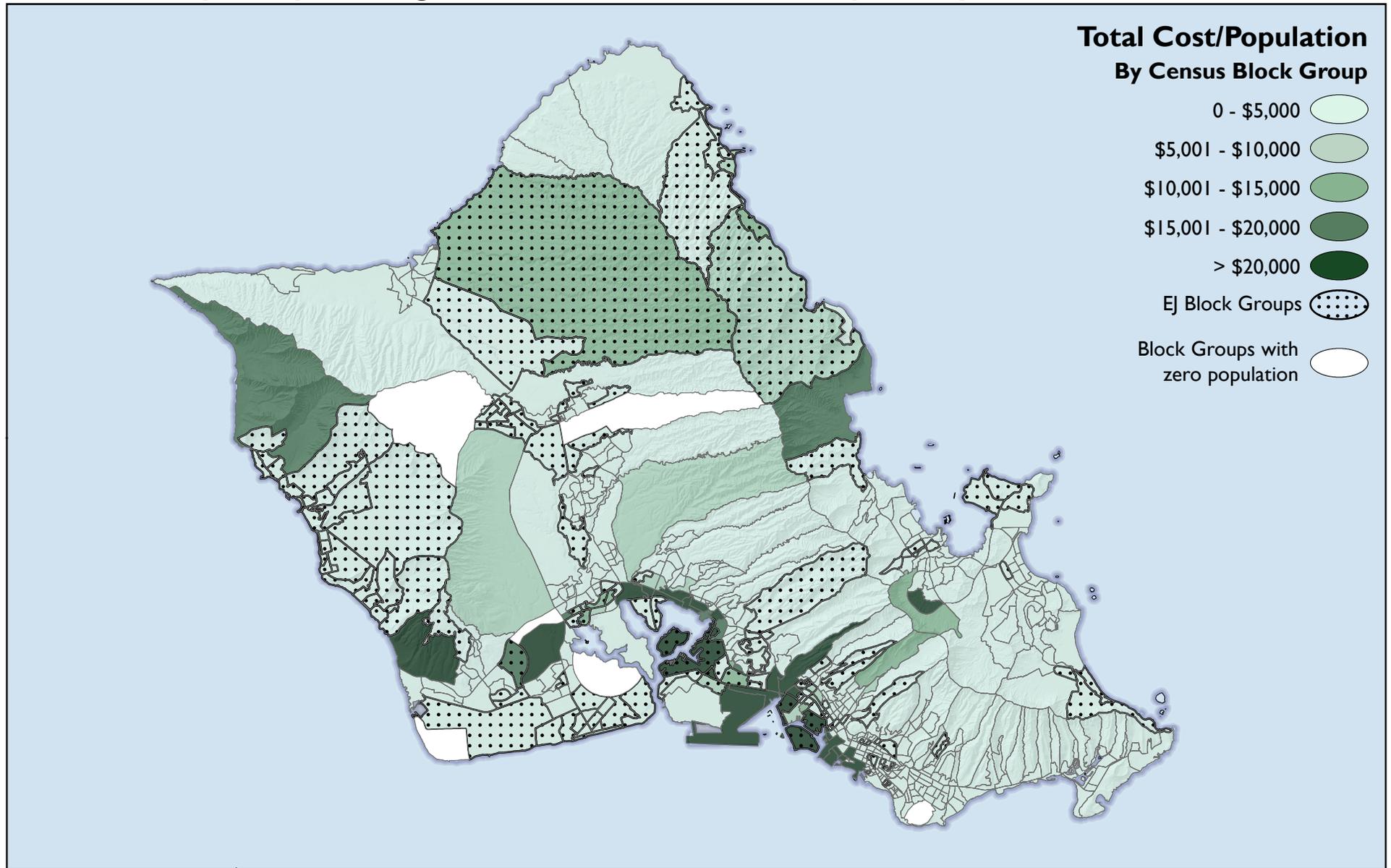
ANALYSIS RESULTS:

	T6/EJ Block Groups	Non-T6/EJ Block Groups	% Difference (EJ / Non - EJ)	Total Difference (Non-EJ / EJ)
Average Investment by BG	5.3 M	3.7 M		
Total Cost of Projects	719.7 M	1657.7 M		
% Project Investment	30.3%	69.7%		
Total Population	289,321	663,886		
Average Per Capita Investment	\$2,488	\$2,497	0%	-\$9

NUMBER OF T6/EJ AND NON-T6/EJ BLOCK GROUPS (BG):

	# of BG	%
Total on Oahu	586	100
Non-EJ BG	480	77
EJ BG	135	23
EJ BG breakdown		
Based on race (minority)	105	
Based on low income	60	
Double counted (counted as both minority & low income)	-30	
Sum	135	

Total Per Capita Spending - TIP 2019 - 2022 - Primary Analysis



Date: 7/7/2020 **RF Scale:** 1:350,000

Imagery: WV-2 Satellite Orthoimagery, USDA NRCS.
 Streets: City & County of Honolulu centerlines.



APPENDIX B

INTERGOVERNMENTAL REVIEW & PUBLIC COMMENT FOR THE DRAFT FFYS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVISION #13

The intergovernmental review and public comment period for the Draft FFYs 2019-2022 Transportation Improvement Program Revision #13 began June 12, 2020 and concluded June 24, 2020. The Draft FFYs 2019-2022 TIP Revision #13 document was mailed and emailed to one hundred agencies and organizations for their review.

AGENCY COMMENTS

SUMMARY OF COMMENT	RESPONSE
Hawaii Emergency Management Agency raised concerns about accessibility and clarity of the TIP document, particularly appendix C.	Oahu Metropolitan Planning Organization (OahuMPO) has adjusted the colors of the map in appendix C to meet color blind accessibility guidelines and will take into consideration additional adjustments to improve the accessibility and clarity of the Transportation Improvement Program when preparing the design for the next document.

PUBLIC COMMENTS

None.

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

- ◇ Department of Parks and Recreation
- ◇ Department of Planning and Permitting
- ◇ Department of Accounting and General Services
- ◇ Office of Planning, Department of Economic Development and Tourism
- ◇ Spectrum Oceanic LLC