



Ke Ala Imua:  
O’ahu Regional Transportation Plan 2045  
Call for Projects and Programs  
INSTRUCTIONS

**2020 Call for Projects and Programs**

**O’ahu Regional Transportation Plan 2045 Goals and Objectives**

The following goals and objectives will guide the selection of projects and programs for the O’ahu Regional Transportation Plan 2045 Goals and Objectives

**Goal #1: Improve the safety of the transportation system**

- Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths
- Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking

**Goal #2: Support active and public transportation**

- Objective 2.1 Increase commute mode share of people using active transportation
- Objective 2.2 Increase commute mode share of people taking transit
- Objective 2.3 Decrease commute mode share of people driving alone

**Goal #3: Promote an equitable transportation system**

- Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations

**Goal #4: Improve the resiliency of the transportation system**

- Objective 4.1 Provide redundant emergency access to all parts of O’ahu, especially for people and emergency responders with one road in and out
- Objective 4.2 Reduce the long-term vulnerability of O’ahu’s transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

**Goal #5: Preserve and maintain the transportation system**

- Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

**Goal #6: Support a reliable and efficient transportation system**

- Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit
- Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

**Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets**

- Objective 7.1 Reduce ground transportation greenhouse gas emissions
- Objective 7.2 Enhance and protect cultural and natural resources

**Selection Criteria**

For additional information about criteria that will be used to select projects and programs for the 2045 O’ahu Regional Transportation Plan, please view the prioritization process document: [https://www.oahumpo.org/?wpfb\\_dl=1935](https://www.oahumpo.org/?wpfb_dl=1935)

**Geographic Analyses**

OahuMPO staff will be conducting the geographic analyses and related scoring. To reference the geographic maps that will be used for scoring, please visit the ORTP webpage: <https://www.oahumpo.org/plans-and-programs/oahu-regional-transportation-plan-ortp/>

**Supporting Documents**

Please include ALL relevant attachments with this application, including the following (MARK WITH "X"):

GIS Shape File (only if application is for a project/has a location)

Other: Type here

|  |                                      |
|--|--------------------------------------|
|  | NEPA Approval Letter (If Applicable) |
|--|--------------------------------------|

|  |                  |
|--|------------------|
|  | Other: Type here |
|--|------------------|

Instructions

Applications and supporting documents may be sent via email to:

O'ahu Metropolitan Planning Organization  
Subject Line: ORTP 2045 Call for Projects and Program Application - INSERT PROJECT NAME  
Kiana.Otsuka@OahuMPO.org

Please fill out one form per project or program, and send the application in the Microsoft Excel format.

Please contact us by email at Kiana.Otsuka@OahuMPO.org or phone at (808) 587-2015 with any questions.

**DEADLINE: SEPTEMBER 28, 2020**



Ke Ala Imua:  
O'ahu Regional Transportation Plan 2045  
Call for Projects and Programs  
EXISTING PROJECT OR PROGRAM (FFYs 2019-2022 TIP and/or ORTP 2040)

**Section 1 - General Information**

|  |           |
|--|-----------|
| <b>Project Name</b>  | Type here |
| <b>Lead Agency</b>   | Type here |
| <b>ORTP and/or TIP ID#</b>   | Type here |
| <a href="#">Community by City and County of Honolulu Neighborhood Board Boundary</a> | Type here |
| <b>Facility Name</b>   | Type here |
| <b>Provide a brief description of the project or program</b>                         | Type here |

**Section 2 - Consistency with the ORTP 2045 Vision and Goals**

**Is the project or program consistent with the ORTP 2045 vision? \***

|                                  |   |
|----------------------------------|---|
| <b>Consistent? (MARK WITH X)</b> | <b>ORTP 2045 Vision</b>   |
|                                  | In 2045, O'ahu's path forward is multimodal and safe. All people on O'ahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable, and resilient in the face of climate change. |

**Which ORTP goals is the project or program consistent with (must be consistent with at least one goal)? \***

|                                  |  |
|----------------------------------|--|
| <b>Consistent? (MARK WITH X)</b> | <b>ORTP 2045 Goals</b>   |
|                                  | Goal #1: Improve the safety of the transportation system                   |
|                                  | Goal #2: Support active and public transportation                          |
|                                  | Goal #3: Promote an equitable transportation system                        |
|                                  | Goal #4: Improve the resiliency of the transportation system               |
|                                  | Goal #5: Preserve and maintain the transportation system                   |
|                                  | Goal #6: Support a reliable and efficient transportation system            |
|                                  | Goal #7: Improve air quality and protect environmental and cultural assets |

\*If the project or program is not consistent with the ORTP vision and at least one ORTP goal, the project will not be evaluated, or amendments should be made prior to evaluation

**Section 3 - Project Cost, Funding, and Timing**

**Budget Narrative**

|  |    |   |
|--|----|---|
| <b>Total Project Cost Estimate in 2020 Dollars</b> | \$ | - |
| <b>Total Amount Obligated to Date</b>              | \$ | - |
| <b>Total Amount Spent to Date</b>                  | \$ | - |
| <b>Total Amount Remaining to Complete Project</b>  | \$ | - |

**When will the project or program request monies? (MARK WITH "X"):**

|                          |                              |
|--------------------------|------------------------------|
| <input type="checkbox"/> | FFYs 2022-2025 (SHORT-RANGE) |
|--------------------------|------------------------------|

|  |                             |
|--|-----------------------------|
|  | FFYs 2026-2035 (MID-RANGE)  |
|  | FFYs 2036-2045 (LONG-RANGE) |
|  | Not Sure                    |

Based on your response above, please fill out EITHER OR BOTH the Short Range Projects AND the Mid and Long Range Projects Budget Table. If "X" was marked for "Not sure" for the previous question, a budget table is not needed.

**Budget Table - Short Range Projects (FFYs 2021-2025)**

| FFY          | Proposed Phase | Federal Fund Request | Local Match | Other Funding | Total Funding | Federal Funding Source | Source of Match and Other Funding |
|--------------|----------------|----------------------|-------------|---------------|---------------|------------------------|-----------------------------------|
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
|              |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |
| <b>TOTAL</b> |                | \$ -                 | \$ -        | \$ -          | \$ -          |                        |                                   |

**Budget Table - Mid and Long Range Projects (FFYs 2026-2045)**

| FFY          | Federal Fund Request | Local Match | Other Funding | Total Funding | Source of Match and Other Funding |
|--------------|----------------------|-------------|---------------|---------------|-----------------------------------|
| 2026         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2027         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2028         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2029         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2030         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2031         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2032         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2033         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2034         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2035         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2036         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2037         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2038         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2039         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2040         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2041         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2042         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2043         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2044         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| 2045         | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |
| <b>TOTAL</b> | \$ -                 | \$ -        | \$ -          | \$ -          |                                   |

**Section 4 - Cost Estimation and Environmental Documentation**

Source of Cost Estimate (MARK WITH "X"):

|  |                         |
|--|-------------------------|
|  | Rough Planning Estimate |
|--|-------------------------|

Federal Funding Requested (MARK WITH "X"):

|  |                   |
|--|-------------------|
|  | YES, 100% of Cost |
|--|-------------------|

|  |                                    |
|--|------------------------------------|
|  | Detailed Planning Report           |
|  | Preliminary Design and Engineering |
|  | DOT Estimate                       |
|  | Other: Type here                   |

|  |                           |
|--|---------------------------|
|  | YES, 80% of Cost          |
|  | YES, Some Percent of Cost |
|  | YES, 100% of Cost         |
|  | NO                        |

**Expected Environmental Document (MARK WITH "X"):**

|  |                                |
|--|--------------------------------|
|  | Categorical Exclusion          |
|  | Environmental Assessment       |
|  | Environmental Impact Statement |
|  | Not Sure                       |

**Are matching funds available?**

|  |                                       |
|--|---------------------------------------|
|  | YES, Funds are locally programmed     |
|  | YES, Funds will be locally programmed |
|  | NO                                    |
|  | OTHER: Type here                      |

**Section 5 - Applicant Contact**

|                      |                  |                     |                  |
|----------------------|------------------|---------------------|------------------|
| Project Manager Name | <u>Type here</u> | Email               | <u>Type here</u> |
| Title                | <u>Type here</u> | Phone               | <u>Type here</u> |
| Department           | <u>Type here</u> | Agency/Organization | <u>Type here</u> |



Ke Ala Imua:  
O'ahu Regional Transportation Plan 2045  
Call for Projects and Programs  
NEW PROJECT OR PROGRAM

Section 1 - General Information

|  |           |
|--|-----------|
| <b>Project Name</b>  | Type here |
| <b>Lead Agency</b>   | Type here |
| <a href="#">Community by City and County of Honolulu Neighborhood Board Boundary</a> | Type here |
| <b>Facility Name</b>   | Type here |
| <b>Provide a brief description of the proposed improvements</b>                      | Type here |

Section 2 - Consistency with the ORTP 2045 Vision and Goals and Other Studies or Plans

Is the project or program consistent with the ORTP 2045 vision? \*

|                                  |   |
|----------------------------------|---|
| <b>Consistent? (MARK WITH X)</b> | ORTP 2045 Vision  |
|                                  | In 2045, O'ahu's path forward is multimodal and safe. All people on O'ahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable, and resilient in the face of climate change. |

Which ORTP goals is the project or program consistent with (must be consistent with at least one goal)? \*

|                                  |  |
|----------------------------------|--|
| <b>Consistent? (MARK WITH X)</b> | ORTP 2045 Goals  |
|                                  | Goal #1: Improve the safety of the transportation system                   |
|                                  | Goal #2: Support active and public transportation                          |
|                                  | Goal #3: Promote an equitable transportation system                        |
|                                  | Goal #4: Improve the resiliency of the transportation system               |
|                                  | Goal #5: Preserve and maintain the transportation system                   |
|                                  | Goal #6: Support a reliable and efficient transportation system            |
|                                  | Goal #7: Improve air quality and protect environmental and cultural assets |

\*If the project or program is not consistent with the ORTP vision and at least one ORTP goal, the project will not be evaluated, or amendments should be made prior to evaluation

Is the project or program a recommendation of a feasibility study, by OahuMPO, HDOT, or DTS, for example ?

|                          |     |                          |    |
|--------------------------|-----|--------------------------|----|
| <input type="checkbox"/> | Yes | <input type="checkbox"/> | No |
|--------------------------|-----|--------------------------|----|

If yes, please list which plan(s) and if a link to the plan is available, please provide that here in addition to the page number the project/program can be found.

|  |
|--|
|  |
|--|

Is the project or program included in a comprehensive plan or other systems plan?

|                          |     |                          |    |
|--------------------------|-----|--------------------------|----|
| <input type="checkbox"/> | Yes | <input type="checkbox"/> | No |
|--------------------------|-----|--------------------------|----|

If yes, please list which plan(s) and if a link to the plan is available, please provide that here in addition to the page number the project/program can be found.

|  |
|--|
|  |
|--|

Section 3 - Objectives, Purpose, and Need

**Primary and Secondary Objectives**

You may only choose one primary objective. Please place the letter "P" next to the objective that is the project or program's primary objective.

You may choose as many secondary objectives that are applicable to the project or program. Please place the letter "S" next to the objective(s) that the project or program intends on achieving

|  |   |
|--|---|
|  | Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths   |
|  | Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking   |
|  | Objective 2.1 Increase commute mode share of people using active transportation   |
|  | Objective 2.2 Increase commute mode share of people taking transit  |
|  | Objective 2.3 Decrease commute mode share of people driving alone   |
|  | Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations                                  |
|  | Objective 4.1 Provide redundant emergency access to all parts of O'ahu, especially for people and emergency responders with one road in and out |

|  |  |
|--|--|
|  | Objective 4.2 Reduce the long-term vulnerability of O'ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts |
|  | Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways   |
|  | Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit   |
|  | Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit  |
|  | Objective 7.1 Reduce ground transportation greenhouse gas emissions  |
|  | Objective 7.2 Enhance and protect cultural and natural resources   |

Provide a brief description as to how and why the project or program will meet the objective(s) indicated above.

**Goal #1: Improve the safety of the transportation system**

Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths

Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking

Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety

How will the project or program improve safety of our transportation system?

|  |
|--|
|  |
|--|

**Goal #2: Support active and public transportation**

Objective 2.1 Increase commute mode share of people using active transportation

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

How will the project or program increase the number of trips made by walking? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it easier, safer, and more convenient and comfortable to walk.

|  |
|--|
|  |
|--|

**Goal #2: Support active and public transportation**

Objective 2.1 Increase commute mode share of people using active transportation

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

How will the project or program increase the number of trips made by biking? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it easier, safer, and more convenient and comfortable to bike.

**Goal #2: Support active and public transportation**

Objective 2.2 Increase commute mode share of people taking transit

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

How will the project or program improve transit quality, increase the number of trips made by transit, and impact transit access? Will this project improve connectivity with other modes and provide missing links? Include information about any new facilities or existing facilities that will be improved and will make it more convenient and comfortable to use transit.

**Goal #2: Support active and public transportation**

Objective 2.3 Decrease commute mode share of people driving alone

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

How will the project or program decrease the number of trips made by people driving alone?

**Goal #3: Promote an equitable transportation system**

Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations

Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs that serve those populations

How will the project or program promote an equitable transportation system? If the program serves any of the five mobility constrained populations (Environmental Justice populations, persons with disabilities, zero car households, kūpuna (65 years of age and older), and/or keiki (below 18 years of age)), please explain which populations, how, and why, here.

**Goal #4: Improve the resiliency of the transportation system**

Objective 4.1 Provide redundant emergency access to all parts of O'ahu, especially for people and emergency responders with one road in and out

Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access

How will the project or program increase redundant access? Please state here whether the project serves a singular access community, and if so, which community.



**Goal #4: Improve the resiliency of the transportation system**

Objective 4.2 Reduce the long-term vulnerability of O'ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

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

How will the project or program reduce the vulnerability of our transportation facilities? Please state here whether the project is in the Top 20 Projects in the Statewide Coastal Highway Program Report. The report can be found here:

[https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report\\_Final\\_2019.pdf](https://hidot.hawaii.gov/highways/files/2019/09/State-of-Hawaii-Statewide-Coastal-Highway-Program-Report_Final_2019.pdf)

**Goal #5: Preserve and maintain the transportation system**

Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

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.

How will the project or program improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways? If the project is a roadway or bridge project, please state here whether it is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan. The plan can be viewed here: [https://hidot.hawaii.gov/highways/files/2019/06/HDOT\\_TAMP\\_Final\\_June2019.pdf](https://hidot.hawaii.gov/highways/files/2019/06/HDOT_TAMP_Final_June2019.pdf)

**Goal #6: Support a reliable and efficient transportation system**

Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability

How will the project or program improve freight reliability? Please state here whether the project is on a designated freight corridor.

**Goal #6: Support a reliable and efficient transportation system**

Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.1.2: 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

How will the project or program improve the reliability of our transportation system?

**Goal #6: Support a reliable and efficient transportation system**

Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors, and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system

How will the project or program improve the efficiency of our transportation system?

**Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets**

Objective 7.1 Reduce ground transportation greenhouse gas emissions

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

How will the project or program improve air quality?

**Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets**

Objective 7.2 Enhance and protect cultural and natural resources

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

How will the project or program enhance and/or protect environmentally and/or culutrally sensitive areas?

**Purpose & Need Statement**

Utilize the box below to address the purpose and need of the proposed project. Additional sheets can be attached, if necessary. Further guidance on what your purpose and need statement should include, is provided below.

**Please include information about:**

- Intended outcome that is expected if project is constructed or program is implemented
- Transportation problem(s) being addressed
- Any evidence that the transportation problem(s) exists, or will exist if projected population and planned land use growth are realized. For example, any information about crash data, VMT, etc. should be provided here.

Type here

**Section 4 - Scope of Work (PROGRAMS MAY SKIP THIS SECTION)**

**Please describe the scope of work below.**

If the project includes roadway elements, please describe proposed cross-section, including current number of lanes, proposed number of lanes and proposed medians or center turn lanes proposed Improvements in the box below.

Type here

**Roadway, Transit, Bicycle and Pedestrian Elements**

**Roadway Elements (Mark with "X," choose as many as applicable)**

|                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Roadway Widening (Additional Through Lanes)    |
| <input type="checkbox"/> | Roadway Widening (No Additional Through Lanes) |
| <input type="checkbox"/> | ITS Improvements and/or Operational            |
| <input type="checkbox"/> | Corridor improvements                          |
| <input type="checkbox"/> | Intersection Improvements                      |
| <input type="checkbox"/> | New Roadway / Roadway Extension                |
| <input type="checkbox"/> | Maintenance                                    |
| <input type="checkbox"/> | Bridge replacement or rehabilitation           |
| <input type="checkbox"/> | Transit Only Lane                              |
| <input type="checkbox"/> | Transit Landings or Bulb-Outs                  |
| <input type="checkbox"/> | Transit Shelters with bike racks               |
| <input type="checkbox"/> | Other: Type here                               |

**Transit Elements (Mark with "X," choose as many as applicable)**

|                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Transit Vehicle Purchase                 |
| <input type="checkbox"/> | Facility Improvements                    |
| <input type="checkbox"/> | Passenger Amenities                      |
| <input type="checkbox"/> | Intelligent Transportation Systems (ITS) |
| <input type="checkbox"/> | Other: Type here                         |

**Vehicle Use (Mark with "X," choose as many as applicable):**

|                          |              |                          |                      |
|--------------------------|--------------|--------------------------|----------------------|
| <input type="checkbox"/> | Replacement  | <input type="checkbox"/> | Expand Vehicle Fleet |
| <input type="checkbox"/> | Vanpool      | <input type="checkbox"/> | Express Services     |
| <input type="checkbox"/> | ADA Services | <input type="checkbox"/> | Other: Type here     |

Type of Vehicle:

Capacity of Vehicle:

**Is the project located on a designated freight route? Mark with "X," if applicable.**

|                          |     |                          |    |
|--------------------------|-----|--------------------------|----|
| <input type="checkbox"/> | Yes | <input type="checkbox"/> | No |
|--------------------------|-----|--------------------------|----|

**Pedestrian and Bicycle Elements**

**Type of Facility (Mark with "X," choose as many as applicable):**

|                          |                               |
|--------------------------|-------------------------------|
| <input type="checkbox"/> | New Facility                  |
| <input type="checkbox"/> | Extension/Connector           |
| <input type="checkbox"/> | Amenities/Upgrades            |
| <input type="checkbox"/> | Intersection Improvements     |
| <input type="checkbox"/> | Safe Routes to School program |
| <input type="checkbox"/> | Other: Type here              |

**Proposed Features (Mark with "X," choose as many as applicable):**

|                          |                                |
|--------------------------|--------------------------------|
| <input type="checkbox"/> | Pedestrian Refuge              |
| <input type="checkbox"/> | Marked Crosswalks              |
| <input type="checkbox"/> | Pedestrian Indication (Signal) |
| <input type="checkbox"/> | Other: Type here               |

**Type of Bike Facility (Mark with "X," choose as many as applic) Type of Pedestrian Facility:**

|                          |                                      |                          |   |
|--------------------------|--------------------------------------|--------------------------|---|
| <input type="checkbox"/> | Protected Bike Lane                  | <input type="checkbox"/> | Sidewalk                                |
| <input type="checkbox"/> | Buffered Bike Lane                   | <input type="checkbox"/> | Ped. Refuge                             |
| <input type="checkbox"/> | Conventional Bike Lane               | <input type="checkbox"/> | Ped. Indication (Signal)                |
| <input type="checkbox"/> | Climbing Bike Lane                   | <input type="checkbox"/> | Marked Crosswalks                       |
| <input type="checkbox"/> | Shoulder Bike Lane                   | <input type="checkbox"/> | Greenway                                |
| <input type="checkbox"/> | Improves existing bicycle facilities | <input type="checkbox"/> | Improves existing pedestrian facilities |
| <input type="checkbox"/> | Other: Type here                     | <input type="checkbox"/> | Other: Type here                        |

**Does the project remove existing pedestrian or bicycle facilities? Mark with "X," if applicable.**

|                          |                            |                          |                               |
|--------------------------|----------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | Removes bicycle facilities | <input type="checkbox"/> | Removes pedestrian facilities |
|--------------------------|----------------------------|--------------------------|-------------------------------|



|              |    |   |    |   |    |   |    |   |
|--------------|----|---|----|---|----|---|----|---|
| 2044         | \$ | - | \$ | - | \$ | - | \$ | - |
| 2045         | \$ | - | \$ | - | \$ | - | \$ | - |
| <b>TOTAL</b> | \$ | - | \$ | - | \$ | - | \$ | - |

**Source of Cost Estimate (MARK WITH "X"):**

|                          |                                    |
|--------------------------|------------------------------------|
| <input type="checkbox"/> | Rough Planning Estimate            |
| <input type="checkbox"/> | Detailed Planning Report           |
| <input type="checkbox"/> | Preliminary Design and Engineering |
| <input type="checkbox"/> | DOT Estimate                       |
| <input type="checkbox"/> | Other: Type here                   |

**Federal Funding Requested (MARK WITH "X"):**

|                          |                           |
|--------------------------|---------------------------|
| <input type="checkbox"/> | YES, 100% of Cost         |
| <input type="checkbox"/> | YES, 80% of Cost          |
| <input type="checkbox"/> | YES, Some Percent of Cost |
| <input type="checkbox"/> | YES, 100% of Cost         |
| <input type="checkbox"/> | NO                        |

**Expected Environmental Document (MARK WITH "X"):**

|                          |                                |
|--------------------------|--------------------------------|
| <input type="checkbox"/> | Categorical Exclusion          |
| <input type="checkbox"/> | Environmental Assessment       |
| <input type="checkbox"/> | Environmental Impact Statement |
| <input type="checkbox"/> | None                           |
| <input type="checkbox"/> | Not Sure                       |

**Are matching funds available?**

|                          |                                       |
|--------------------------|---------------------------------------|
| <input type="checkbox"/> | YES, Funds are locally programmed     |
| <input type="checkbox"/> | YES, Funds will be locally programmed |
| <input type="checkbox"/> | NO                                    |
| <input type="checkbox"/> | OTHER: Type here                      |

**Section 6 - Applicant Contact**

Project Manager Name Type here

Email Type here

Title Type here

Phone Type here

Department Type here

Agency/Organization Type here



Ke Ala Imua:  
O'ahu Regional Transportation Plan 2045  
Project and Program Evaluation  
NEW PROJECT ONLY

**STEP 1: Project Consistency with the O'ahu Regional Transportation Plan**

Is the project consistent with the O'ahu Regional Transportation Plan vision and goals? If yes, continue to step 2, if no, the project should not be evaluated, or amendments should be made prior to evaluation.

|  |  |
|--|--|
|  | Is the project or program consistent with the ORTP vision? * (Y/N) |
|--|--|

|  |   |
|--|---|
|  | Is the project or program consistent with at least one ORTP goal? * (Y/N) |
|--|---|

\*If the project is not consistent with the ORTP vision and at least one ORTP goal, the project or program should not be evaluated, or amendments should be made prior to evaluation

**STEP 2: Project Evaluation**

OahuMPO Staff and an evaluation committee reviews the technical score for each project based on the goals and objectives of the O'ahu Regional Transportation Plan.

**Goal 1: Improve Safety**

**Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths & Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking**

**Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and projects and programs that intend on improving safety**

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | The project's primary or secondary intent is to improve the safety of the transportation system. AND Project location is in a high crash zone. OR The project's primary or secondary intent is to improve safety, but its location will not have a large impact on crashes. (20 points) |
|        | The project's primary or secondary intent is to improve safety, BUT the project location is not in a high crash zone. (10 points)   |
|        | The project has no intention to improve the safety of the transportation system. (0 points)   |

**Bonus Points: Safety Project is Located in Census Block Group of Mobility Constrained Populations**

| POINTS | Project Location and Proximity to Concentration of Mobility Constrained Populations   |
|--------|---|
|        | Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of Environmental Justice populations. (1 point) |
|        | Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of persons with disabilities. (1 point)         |
|        | Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of zero car households. (1 point)               |
|        | Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of kūpuna. (1 point)                            |
|        | Project's primary or secondary intent is to improve the safety of people walking and biking and is located in an area with a high concentration of keiki. (1 point)                             |

**Bonus Points: Safety Project is Located in a High Crash Pedestrian or Bicycle Zone**

| POINTS | Project Location and High Crash Pedestrian and Bicycle Zone   |
|--------|---|
|        | The project's primary or secondary intent is to improve the safety of the transportation system and the project location is in a high crash zone for people and walking and biking. (10 points) |

|   |                      |
|---|----------------------|
| 0 | Project Safety Score |
|---|----------------------|

**Goal 2: Support Active and Public Transportation**

**Objective 2.1 Increase commute mode share of people using active transportation**

**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**

| POINTS | PROJECT CRITERIA |
|--------|------------------|
|--------|------------------|

|  |  |
|--|--|
|  | Project adds pedestrian facilities OR project improves existing pedestrian facilities. (8 points)                  |
|  | Project does not add pedestrian facilities or improve existing pedestrian facilities. (0 points)                   |
|  | Project removes existing pedestrian facilities or makes it impossible to access pedestrian facilities. (-8 points) |

**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**

|               |  |
|---------------|--|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>  |
|               | Project adds protected bicycle facilities OR project improves existing bicycle facilities. (6 points)        |
|               | Project adds conventional bicycle facilities. (3 points)   |
|               | Project does not add bicycle facilities or project adds a shared traffic lane. (0 points)                    |
|               | Project removes existing bicycle facilities or makes it impossible to access bicycle facilities. (-6 points) |

**Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Schools**

|               |   |
|---------------|---|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>   |
|               | Project adds pedestrian and/or bicycle facilities within 1 mile of an elementary or middle school. (3 points) |

**Bonus Points: Pedestrian and/or Bicycle Project is Within Close Proximity to Planned Rail Stations**

|               |   |
|---------------|---|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>   |
|               | Project adds pedestrian and/or bicycle facilities within 1/2 mile of a planned rail station. (3 points) |

**Bonus Points: Protected Bicycle Facilities on High Stress Connections**

|               |   |
|---------------|---|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>   |
|               | Project adds protected bicycle facilities on high stress connections (3 points) |

0 Project Pedestrian and Bicycle Facilities Score

**Objective 2.2 Increase commute mode share of people taking transit**

**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**

|               |  |
|---------------|--|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>  |
|               | Project is expected to moderately or significantly improve transit quality. (8 points) |
|               | Project is not expected to have any impact on transit quality. (0 points)              |

**Bonus Points: Transit Project is Within Close Proximity to Schools**

|               |  |
|---------------|--|
| <b>POINTS</b> | <b>Project Location and Proximity to Schools</b>                                       |
|               | Transit project is located within 1 mile of an elementary or middle school. (4 points) |

0 Project Transit Score

**Objective 2.3 Decrease commute mode share of people driving alone**

**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**

|               |   |
|---------------|---|
| <b>POINTS</b> | <b>PROJECT CRITERIA</b>   |
|               | Project expected to moderately or significantly decrease the share of people driving alone. (2 points)  |
|               | Project is not expected to have a significant impact on the share of people driving alone. (0 points)   |
|               | Project expected to moderately or significantly increase the share of people driving alone. (-2 points) |

0 Project Decrease SOV Score

**Goal 3: Promote an Equitable Transportation System**

**Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations**

**Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs that serve those populations**

| POINTS | Project Location and Proximity to Concentration of Mobility Constrained Populations   |
|--------|---|
|        | Pedestrian, bicycle, and/or transit project located in an area with a concentration of all five mobility constrained populations. (5 points)      |
|        | Pedestrian, bicycle, and/or transit project located in an area with a concentration of four of five mobility constrained populations. (4 points)  |
|        | Pedestrian, bicycle, and/or transit project located in an area with a concentration of three of five mobility constrained populations. (3 points) |
|        | Pedestrian, bicycle, and/or transit project located in an area with a concentration of two of five mobility constrained populations. (2 points)   |
|        | Pedestrian, bicycle, and/or transit project located in an area with a concentration of one of five mobility constrained populations. (1 point)    |
|        | Pedestrian, bicycle, and/or transit project is located in an area with no mobility constrained populations. (0 points)                            |

0 Project Equity Score

**Goal 4: Improve the Resiliency of the Transportation System**

Objective 4.1 Provide redundant emergency access to all parts of O’ahu, especially for people and emergency responders with one road in and out

Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | The project’s primary intent is to provide redundant access for communities with one road in and one road out. (4 points)   |
|        | The project’s secondary intent is to provide redundant access for communities with one road in and one road out. (2 points) |
|        | The project has no intent to provide redundant access for communities with one road in and one road out. (0 points)         |

**Bonus Points: Project is in Singular Access Community**

| POINTS | Project is Located in a Singular Access Community  |
|--------|--|
|        | The project’s primary or secondary intent is to provide redundant access and is located in a singular access community. (2 points) |

0 Project Redundant Access Score

Objective 4.2 Reduce the long-term vulnerability of O’ahu’s transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

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

| POINTS | Project Location and Proximity to Concentration of Mobility Constrained Populations  |
|--------|--|
|        | The project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of all vulnerability measures OR project is a seismic retrofit or rockfall protection project. (6 points) |
|        | The project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND Project location is in an area at risk of three of the four vulnerability measures. (4.5 points)   |
|        | The project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of two of the four vulnerability measures. (3 points)   |
|        | The project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities AND project location is in an area at risk of one of the four vulnerability measures. (1.5 points)   |
|        | The project has no intent to reduce the long-term vulnerability of transportation facilities. (0 points)   |

**Bonus Points: Project is in the Top 20 Projects in the Statewide Coastal Highway Program Report**

| POINTS | Project Prioritized in the Statewide Coastal Highway Program Report                           |
|--------|---|
|        | Project is in the top 20 projects in the Statewide Coastal Highway Program Report. (3 points) |

**Bonus Points: Project intends to reduce the long-term vulnerability of transportation facilities and is Located in Census Block Group of Mobility Constrained Populations**

| POINTS | Project Location and Proximity to Concentration of Mobility Constrained Populations  |
|--------|--|
|        | Project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of Environmental Justice populations. (1 point) |
|        | Project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of persons with disabilities. (1 point)         |
|        | Project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of zero car households. (1 point)               |
|        | Project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of kūpuna. (1 point)                            |
|        | Project’s primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and located in an area with a high concentration of keiki. (1 point)                             |



0 Project Vulnerability Score

Goal 5: Preserve and Maintain the Transportation System

Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

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.

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | The project's primary or secondary intent is to improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways AND roadway and bridge project is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan3 for pavement and bridge projects OR the transit, pedestrian, and/or bicycle project's primary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure. (20 points) |
|        | The project's primary or secondary intent is to improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways AND roadway and bridge project is not consistent with recommendations in the HDOT's Transportation Asset Management for priority pavement and bridge projects OR the transit, pedestrian, and/or bicycle project's secondary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure. (10 points)           |
|        | The project has no intent on improving and/or maintaining roadways, bridges, transit vehicles and facilities, and/or pathways.  |

0 Project Maintenance Score

Goal 6: Support a Reliable and Efficient Transportation System

Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | Project location is on a designated freight route. (4 points)     |
|        | Project location is not on a designated freight route. (0 points) |

Evaluation Criteria 6.1.2: 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

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | The primary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (4 points)   |
|        | The secondary intent of the project is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (2 points) |
|        | The project has no intent to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (0 points)              |

0 Project Reliability Score

Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors, and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | Project identified in the Congestion Management Process (CMP) OR The primary or secondary intent of the project is to improve the efficiency of transit OR projects not identified in the CMP but are on roadways with at least xx bus trips per hour. (4 points) |
|        | Project is not identified in the CMP, but it's primary or secondary intent is to improve the efficiency of the transportation system. (2 points)  |
|        | Project is not identified in the CMP and has no intent to improve the efficiency of the transportation system. (0 points)   |

0 Project Efficiency Score

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets

Objective 7.1 Reduce ground transportation greenhouse gas emissions

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

| POINTS | PROJECT CRITERIA |
|--------|------------------|
|--------|------------------|

|  |   |
|--|---|
|  | Project expected to improve air quality. (5 points)                             |
|  | Project not expected to impact air quality. (0 points)                          |
|  | Project expected to moderately or significantly worsen air quality. (-5 points) |

**Bonus Points: Project expected to improve air quality and is located in census block group of mobility constrained populations**

| POINTS | Project Location and Proximity to Concentration of Mobility Constrained Populations   |
|--------|---|
|        | Project expected to improve air quality and is located in an area with a high concentration of Environmental Justice populations. (1 point) |
|        | Project expected to improve air quality and is located in an area with a high concentration of persons with disabilities. (1 point)         |
|        | Project expected to improve air quality and is located in an area with a high concentration of zero car households. (1 point)               |
|        | Project expected to improve air quality and is located in an area with a high concentration of kūpuna. (1 point)                            |
|        | Project expected to improve air quality and is located in an area with a high concentration of keiki. (1 point)                             |

|   |                           |
|---|---------------------------|
| 0 | Project Air Quality Score |
|---|---------------------------|

**Objective 7.2 Enhance and protect cultural and natural resources**

**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**

| POINTS | PROJECT CRITERIA  |
|--------|---|
|        | Project location does not overlap with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites OR Project's primary or secondary intent is to enhance and/or protect cultural and/or natural resources. (4 points) |
|        | Project location overlaps with buffer areas for Conservation Resource Management Areas, Watershed Protection Priority Areas, Natural Resources Areas, or historic sites. (-4 points)  |

|   |   |
|---|---|
| 0 | Project Environmental and Cultural Assets Score |
|---|---|

|   |             |
|---|-------------|
| 0 | TOTAL SCORE |
|---|-------------|



Ke Ala Imua:  
O'ahu Regional Transportation Plan 2045  
Project and Program Evaluation  
NEW PROGRAM ONLY

**STEP 1: Program Consistency with the O'ahu Regional Transportation Plan**

Is the program consistent with the O'ahu Regional Transportation Plan vision and goals? If yes, continue to step 2, if no, the project should not be evaluated, or amendments should be made prior to evaluation.

|   |
|---|
| Is the program consistent with the ORTP vision? * (Y/N) |
|---|

|  |
|--|
| Is the program consistent with at least one ORTP goal? * (Y/N) |
|--|

\*If the program is not consistent with the ORTP vision and at least one ORTP goal, the project or program should not be evaluated, or amendments should be made prior to evaluation

**STEP 2: Program Evaluation**

OahuMPO Staff and an evaluation committee reviews the technical score for each program based on the goals and objectives of the O'ahu Regional Transportation Plan.

**Goal 1: Improve Safety**

**Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths & Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking**

**Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and projects and programs that intend on improving safety**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to improve the safety of the transportation system. (20 points) |
|        | The program has no intent to improve the safety of the transportation system. (10 points)            |
|        | The program has no intent to improve the safety of the transportation system. (0 points)             |

0 Program Safety Score

**Goal 2: Support Active and Public Transportation**

**Objective 2.1 Increase commute mode share of people using active transportation**

**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**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to increase the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities OR The program's intent is to provide or maintain recreational trails. (8 points) |
|        | The secondary intent of the program is to increase the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities. (4 points)   |
|        | The program has no intent on increasing the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities. (0 points)  |

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities. (6 points)   |
|        | The secondary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities. (3 points) |
|        | The program has no intent to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities. (0 points)              |

0 Program Pedestrian and Bicycle Facilities Score

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to support TheBus, Handi-Van, and/or Rail. (8 points)   |
|        | The secondary intent of the program is to support TheBus, Handi-Van, and/or Rail. (4 points) |
|        | The program has no intent to support TheBus, Handi-Van, and/or Rail. (0 points)              |

**0** Program Transit Score

**Objective 2.3 Decrease commute mode share of people driving alone**

**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**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to support decreasing the mode share of people driving alone. (2 points)  |
|        | The secondary intent of the program is to support decreasing the mode share of people driving alone. (1 point) |
|        | The program has no intent to support decreasing the mode share of people driving alone. (0 points)             |

**0** Program Decrease SOV Score

**Goal 3: Promote an Equitable Transportation System**

**Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations**

**Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs that serve those populations**

| POINTS | PROGRAM CRITERIA  |
|--------|---|
|        | The primary intent of the program is to increase access to pedestrian, bicycle, and transit options for at least one mobility constrained populations. (5 points)   |
|        | The secondary intent of the program is to increase access to pedestrian, bicycle, and transit options for at least one mobility constrained populations. (3 points) |
|        | The program has no intent to increase access to pedestrian, bicycle, and transit options for mobility constrained populations. (0 points)                           |

**0** Program Equity Score

**Goal 4: Improve the Resiliency of the Transportation System**

**Objective 4.1 Provide redundant emergency access to all parts of O’ahu, especially for people and emergency responders with one road in and out**

**Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The program’s primary intent is to support increasing redundant access for communities with one road in and one road out. (4 points)   |
|        | The program’s secondary intent is to support increasing redundant access for communities with one road in and one road out. (2 points) |
|        | The program has no intent on supporting the increase of redundant access for communities with one road in and one road out. (0 points) |

**0** Program Redundant Access Score

**Objective 4.2 Reduce the long-term vulnerability of O’ahu’s transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts**

**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**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The program’s primary intent is to reduce the long-term vulnerability of transportation facilities. (6 points)   |
|        | The program’s secondary intent is to reduce the long-term vulnerability of transportation facilities. (3 points) |
|        | The program has no intent on reducing the long-term vulnerability of transportation facilities. (0 points)       |

**0** Program Vulnerability Score

**Goal 5: Preserve and Maintain the Transportation System**

**Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways**

**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.**

| POINTS | PROGRAM CRITERIA |
|--------|------------------|
|--------|------------------|

|  |  |
|--|--|
|  | The primary intent of the program is to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways. (20 points)   |
|  | The secondary intent of the program is to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways. (10 points) |
|  | The program has no intent to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways. (0 points)               |

**0 Program Maintenance Score**

**Goal 6: Support a Reliable and Efficient Transportation System**

**Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit**

**Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The program's primary intent is to improve freight reliability. (4 points)   |
|        | The program's secondary intent is to improve freight reliability. (2 points) |
|        | The program has no intent to improve freight reliability. (0 points)         |

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The program's primary intent is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (4 points)   |
|        | The program's secondary intent is to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (2 points) |
|        | The program has no intent to improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit. (0 points)         |

**0 Program Reliability Score**

**Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit**

**Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors, and corridors with high numbers of transit trips per hour, projects that improve the efficiency of transit, and programs that intend on improving the efficiency of the transportation system**

| POINTS | PROGRAM CRITERIA  |
|--------|---|
|        | The primary intent of the program is to improve efficiency of the transportation system. (4 points)       |
|        | The secondary intent of the program is to improve the efficiency of the transportation system. (2 points) |
|        | The program has no intent to improve the efficiency of the transportation system. (0 points)              |

**0 Program Efficiency Score**

**Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets**

**Objective 7.1 Reduce ground transportation greenhouse gas emissions**

**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**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to improve air quality by reducing emissions, reducing VMT, not adding capacity, and/or increase access to non-auto modes. (5 points)     |
|        | The secondary intent of the program is to improve air quality by reducing emissions, reducing VMT, not adding capacity, and/or increase access to non-auto modes. (2.5 points) |
|        | The program has no intent to improve air quality by reducing emissions, reducing VMT, not adding capacity, and/or increase access to non-auto modes. (0 points)                |

**0 Program Air Quality Score**

**Objective 7.2 Enhance and protect cultural and natural resources**

**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**

| POINTS | PROGRAM CRITERIA   |
|--------|--|
|        | The primary intent of the program is to enhance and/or protect cultural and/or natural resources. (4 points)   |
|        | The secondary intent of the program is to enhance and/or protect cultural and/or natural resources. (2 points) |
|        | The program has no intent to enhance and/or protect cultural and/or natural resources. (0 points)              |

0 Project Environmental and Cultural Assets Score

0 TOTAL SCORE