



# OahuMPO

## Policy Board Meeting,

September 27, 2022



- I. Call to order by Chair
- II. Introductions/Roll Call



# III. Approval of the Policy Board Meeting Minutes for August 30, 2022



## IV. Reports

A. Executive Director

B. Technical Advisory Committee

C. Citizen Advisory Committee



## V. Old Business

None



## VI. New Business

### A. Title VI Environmental Justice (T6-EJ) Implementation Plan



## *What does a T6/EJ program address?*

Ensures that **public funds** are not spent in ways that encourages, subsidizes, perpetuates, results in, or turns away from discrimination.

**Title VI forbids intentional** (disparity in treatment) **and unintentional discrimination** (disparity in impact)



## *Why a Plan for Policy Board Approval?*

### Title VI Program required by FHWA and FTA

- (Checklists : 23 CFR 200 and FTA Circular C 4702.1B)

### OahuMPO must comply with requirements

- (Requirement: Have an approved FHWA T6/EJ Plan every year, FTA every three years)

### Combination Plan for FHWA & FTA

- (FHWA only requires approval of HDOT as primary recipient, FTA requires Policy Board approval )





## *What shaped this particular plan?*

Title VI of Civil Rights Act of 1964, 49 CFR, part 21 and all related regulations and directives

- (No discrimination on the grounds of **race, color, national origin, gender, age, or disability**; prevent discrimination of **low-income populations and minority populations**, meaningful access for **people with limited English proficiency**)

The Civil Rights Restoration Act of 1987

- (Include all program and activities of Federal-aid recipients and contractors whether federally funded or not; *Interpretation* – What is required of HDOT as recipient of federal funds applies to its administratively-affiliated agencies like OahuMPO)



## Sources that informed the Plan

Hawaii  
Department of  
Transportation  
Federal  
Highway  
Administration  
FFY 2022 Title  
VI Program  
Plan

2018 USDOT  
FHWA and FTA  
TMA Federal  
Certification  
Review Report

HDOT  
Language  
Access Plan



## *Key MPO Responsibilities in Relation to the T6/EJ Implementation Plan*

Coordinate T6/EJ program development within the OahuMPO;

Establish procedures for implementing T6/EJ program review;

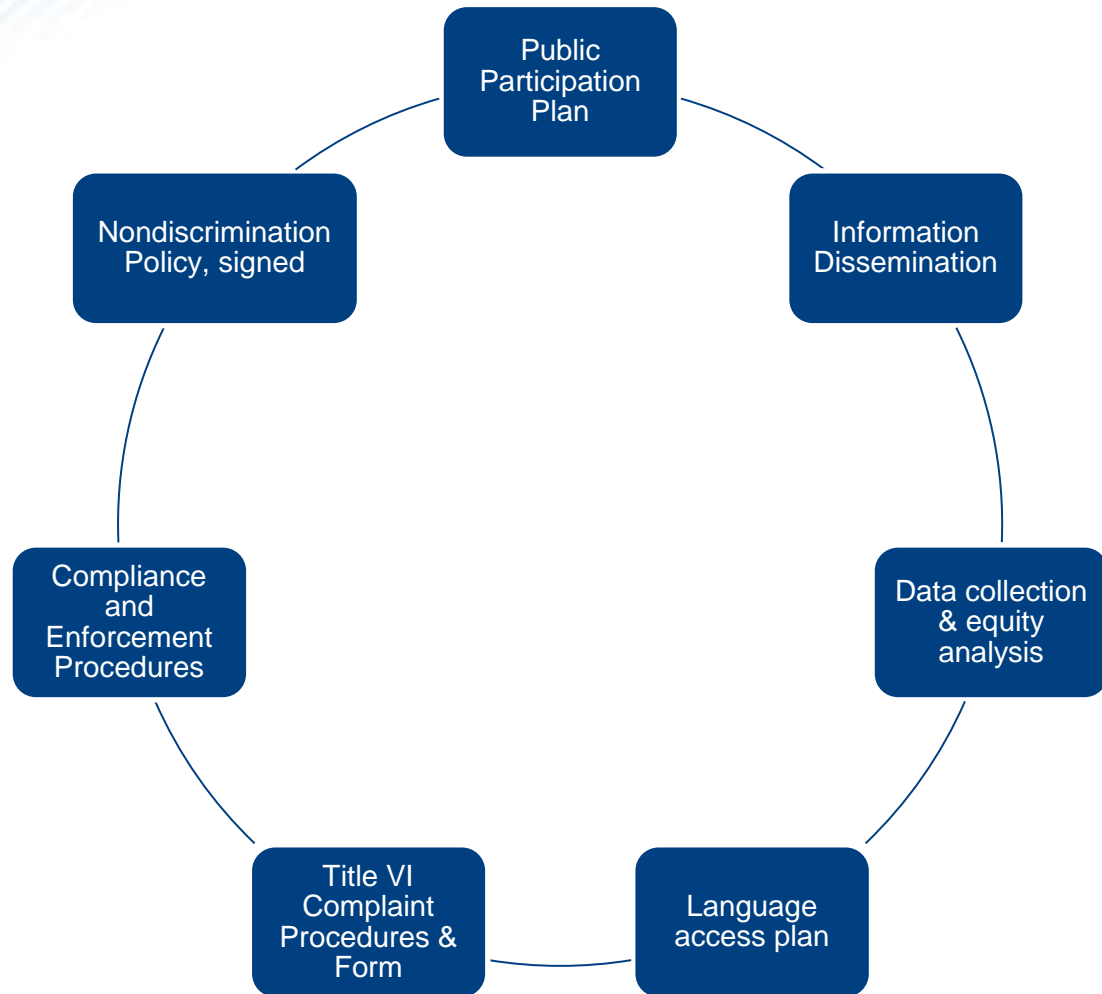
Coordinate Title VI training;

Prepare required reports;

Provide advice on T6/EJ program to staff, Policy Board, CAC and TAC;

Review and update this Plan as needed;

Receive and respond to T6/EJ complaints.



# Elements of the T6/EJ Plan



## *What changed from the 2019 plan?*

Any verbiage that has been changed or updated in new versions of federal documents

All links to sources

CAC membership makeup

Map showing total amount spent analysis



## **Requested Action**

*Approve the 2022 OahuMPO Title VI Environmental Justice (T6/EJ) Program Implementation Plan as presented*



## VI. New Business

### B. Citizen Advisory Committee (CAC) New Member Request - Ulupono



## **VI. New Business**

### **B. New Member Application for addition to the CAC**

Presentation and discussion of Ulupono's application to be added to the CAC. Ulupono has completed all the required steps to be admitted to the CAC as a voting member.





## **Requested Action**

*Approve Ulupono's Citizen Advisory Committee (CAC) membership application.*



## VI. New Business

### C. Letter of Support for Transit Oriented Development Act of 2021



# Requested Action

*Approve the letter of support and direct the OahuMPO Executive Director to transmit the letter to Congressman Kahele's office.*



September 27, 2022

The Honorable Congressman Kai Kahele  
1205 Longworth House Office Building  
Washington, DC 20515

**RE: Transit Oriented Development Act of 2021**

Dear Congressman Kahele,

The Oahu MPO is pleased to submit this letter of support for the Transit Oriented Development Act of 2021 (TOD Act). The TOD Act would amend the Internal Revenue Code of 1986 to modify the low-income housing credit to incentivize affordable and transit-oriented development, and for other purposes.

The objective of the Act is to increase low-income housing in TOD areas and create business and employment opportunities. It would provide a low-income housing tax credit for TOD areas and establish a 170 percent eligible basis for new buildings and rehabilitation expenditures for existing buildings in TOD areas. It defines a TOD area as a zone within a half of a mile from a rail, bus, harbor, or waterway station and zoned for high-density. It also directs HUD to conduct a study to identify cost-of-living differences based on geographic location and proximity and accessibility to transit, and it directs HUD to recommend formulas for adjusting annual low-income housing tax credits to reflect cost-of-living differences.

The result of the Act will be to encourage more mixed-use development and more affordable housing in areas served by high-capacity bus and rail transit on Oahu. It will reduce our dependence on automobiles, allowing families to save money and time commuting.

The OahuMPO is the designated metropolitan planning organization for the island of Oahu. We are guided by the vision statement in the 2045 Oahu Regional Transportation Plan, which states:

*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.*

The Transit Oriented Development Act of 2021 is consistent with the goals of the long-range Oahu Regional Transportation Plan, and will help create a safer, more resilient, equitable, reliable, and efficient transportation system. We strongly encourage you to support this important legislation. Should you have any questions please contact [Mark's Garrity@oahumpo.org](mailto:Mark.Garrity@oahumpo.org).

Radiant Cordero, OahuMPO Policy Board Chair

Mark Garrity, OahuMPO Executive Director



## VI. New Business

D. State Department of Transportation (HDOT)  
Act 131, Session Laws of Hawaii 2021 Goals



# **Act 131, Session Laws of Hawaii (SLH) 2021**

## **OahuMPO Policy Board Meeting September 2022**

**Rachel Roper-Noonan, P. E.**  
**Planning Branch, Highways Division**  
**Hawaii Department of Transportation**

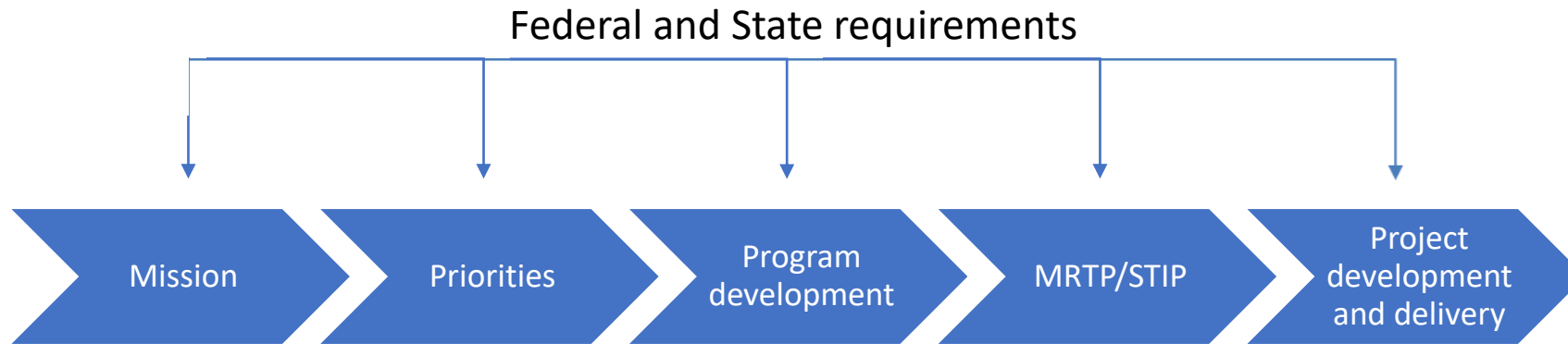
# Act 131, SLH 2021



## Agenda

- Overview
- Act 131, SLH 2021 Goals

# Act 131, SLH 2021



# Act 131, SLH 2021



## Act 131, SLH 2021 Goal #1: Assess and maximize total throughput of people across all modes of transportation

- Capacity, congestion, bicycle, and pedestrian programs identify needs and develop specific projects and improvements.
- Complete Streets policy ensures we plus up the system whenever possible.
- **Exploring opportunities and partnership with Google Cloud to obtain bicycle and pedestrian volume data.**



# Act 131, SLH 2021



## Act 131, SLH 2021 Goal #2: Achieve any goals described in the complete streets policy adopted pursuant to Hawaii Revised Statutes (HRS) 264-20.5;

- Bicycle and pedestrian program identifies needs and develop specific projects and improvements.
- Complete Streets policy ensures we plus up the system whenever possible.
- **Recently completed Bike Plan Hawaii Refresh.**
- **Over \$65M of improvements planned to be budgeted over the next 6 years including:**
  - Farrington Highway sidewalk improvements in Waianae (Oahu)
  - Whitmore Avenue sidewalk improvements [Phase 2] (Oahu)
  - Ala Moana Boulevard pedestrian bridge (Oahu)
  - Kaumualii Highway shared use path in Waimea (Kauai)
  - Puainako Street shared use path in Hilo (Hawaii Island)
  - Hana Highway shared use path near Kahului (Maui)

# Act 131, SLH 2021



**Act 131, SLH 2021 Goal #3: Reduce VMT**

**Act 131, SLH 2021 Goal #4: Decrease the percentage of SOVs in the State's mode share**

**Act 131, SLH 2021 Goal #9: Reduce carbon emissions and GHGs to meet state renewable portfolio standards established in HRS 269-92 and zero emissions clean economy by 2045 pursuant to HRS 225P-5:**

- Provide mode choice options for transportation users.
- Reduce carbon and GHG emissions from operations and materials.
- **Transportation demand management (TDM) strategies, such as the Zipper Lane.**
- **Transferred \$25 million in federal funds to support the four county transit systems, and committed to transferring \$50-60 million annually to support transit.**
- **Supporting telework and deploying fiber to support broadband in underserved communities**
- **Converting our light duty fleet to electric vehicles.**
- **Pilot projects (e.g., recycled materials in pavements, microsurfacing to extend pavement life, and concrete carbon dioxide reductions).**

# Act 131, SLH 2021



## Act 131, SLH 2021 Goal #5: Provide equity for all communities and users

- Federally required.
- Overarching criteria which is considered by all our programs and projects.
- **Criteria in our Mid-Range Transportation Plan.**
- **Equity evaluation performed during development of the Statewide Transportation Improvement Program (STIP).**
- **Incorporated equity factors in Google Resilience analytic tool.**

# Act 131, SLH 2021



## Act 131, SLH 2021 Goal #6: Improve safety and achieve any goals described in the vision zero policy adopted pursuant to HRS 286-7.5

- Providing a safe transportation system is integral to our mission.
- Federally required performance measure.
- Our safety program analyzes crash data and works to identify infrastructure improvements and non-infrastructure programs to reduce fatalities and crashes
- **Google Safety Analytics dashboard under development; to be launched by end of 2022.**
- **Criteria in the Mid-Range Transportation Plan.**
- **Coordinate with partner agencies on safety efforts like the Strategic Highway Safety Plan and Walk Wise Hawaii.**

# Act 131, SLH 2021



## Act 131 Goal #7: Reduce user cost of transportation

- Provide mode choice options for transportation system users.
- **Recently completed Bike Plan Hawaii Refresh.**
- **Over \$65M of improvements planned to be budgeted over the next 6 years including:**
  - **Farrington Highway sidewalk improvements in Waianae (Oahu)**
  - **Whitmore Avenue sidewalk improvements [Phase 2] (Oahu)**
  - **Ala Moana Boulevard pedestrian bridge (Oahu)**
  - **Kaumualii Highway shared use path in Waimea (Kauai)**
  - **Puainako Street shared use path in Hilo (Hawaii Island)**
  - **Hana Highway shared use path near Kahului (Maui)**

# Act 131, SLH 2021



## Act 131 Goal #8: Improve public health

- Health related to transportation users' safety (see Goal #6).
- Support and coordinate with emergency services whenever feasible.
- Health related to physically active mode choices (see Goal #2).
- Health related to mode choice supporting reduced carbon and GHG emissions (see Goals 3, 4, and 9).
- **Submitted application for \$21 million in INFRA grants for O'ahu Shared Use Path project to connect and improve 30+ miles of bikeways and shared use facilities.**

# Act 131, SLH 2021



## Act 131 Goal #10: Reduce urban temperatures by incorporating tree canopy and foliage over hardened surfaces

- Landscape architecture program.
- **Statewide Noxious Invasive Pest Program.**
- **Ecological Zones and Native Planting List.**
- **Highway Manual for Sustainable Landscape Maintenance.**

# Act 131, SLH 2021



## Act 131 Goal #11: Beautify public infrastructure

- Landscaping within the state highway right-of-way (see #Goal 10).
- During project delivery, community context and values are considered during the environmental, design, construction, and maintenance phases.
- Several designated state Scenic Byways.
- **Submitted application for \$591,000 in federal funds for Maunaloa-Makapu'u State Scenic Byways.**





**Mahalo**



# **Requested Action**

*No action required*



VII. Invitation to interested members of the public to be heard on matters not included on the agenda



VIII. Announcements

IX. Adjournment