

Table 2
Performance Measures for the ORTP and TIP

Performance Measure	Definition	Rationale for Choice	Data Sources and Procedure	Applied to ORTP	Applied to TIP
Mobility	Ease of movement of people, goods and services.	People need to get from one place to another using surface transportation. The trip from home to work during peak traffic times is particularly time-sensitive.	Mapping affected populations and their average travel times to work destinations (“home-based work trips”) using the travel demand forecasting model.	T	
Accessibility to Transit	Ease of reaching opportunities via transit facilities.	This measure explores the expansion of the range of available transportation modes and/or access points.	Specifications of planned projects in terms of added access to transit facilities.	T	T
Safety	Risk of accident or injury as measured by Honolulu police-reported crashes (normalized by the estimated annual network traffic volume in each analysis area).	Safety is a primary concern in all transportation decisions.	Population-normalized risk or exposure measures for each EJ and non-EJ neighborhood. Risk is calculated as a count of crash victims of EJ and non-EJ neighborhoods, e.g. Traffic Analysis Zone or Census block groups. (This index is relatively stable over time and does not identify any discrete events or persons.)	T	T

Performance Measure	Definition	Rationale for Choice	Data Sources and Procedure	Applied to ORTP	Applied to TIP
Displacement	Degree to which homes and/or businesses will be displaced for transportation improvements.	Displacement is one of the most harsh externalities (adverse impacts). National policy in this area is directed toward developing sensitivity toward wiping out neighborhoods to make way for transportation improvements.	Effect on EJ vs. non-EJ neighborhoods. The measurement is derived from TIP right-of-way budgets for individuals and/or businesses and right-of-way acquisition. It compares the relative expenditure for right-of-way acquisition on projects in or adjacent to EJ neighborhoods compared to the average right-of-way acquisition budgets for all projects.		T
Equity	Equitable distribution of transportation investments.	To comply with environmental justice, equity in the distribution of benefits and burdens of transportation decisions is paramount.	Project information (location and dollars); transportation route maps. Measures the addition of miles of transit route for EJ neighborhoods versus the average of all Oahu neighborhoods.	T	T
City and County of Honolulu Population Policy	Correspondence between transportation plans and stated government policies regarding population growth.	The Oahu General Plan (1994) contains population growth allocations for various regions of the island. This performance measure attempts to capture this overlay of General Plan population policy.	Geographic distribution of transportation investment dollars for the ORTP and TIP compared to planned maximum population growth for the planning areas of Oahu as presented in the General Plan.	T	T

Performance Measure	Definition	Rationale for Choice	Data Sources and Procedure	Applied to ORTP	Applied to TIP
Public Participation	Degree to which targeted EJ populations participated in transportation decision-making and ongoing public outreach.	The meaningful involvement in transportation planning of all people, including EJ populations and neighborhoods, is essential to ensuring environmental justice.	Qualitative analysis of OMPO Public Involvement Program. Measures the relative level of participation in public process by residents within and nearby EJ target populations.	T	T