Ke Ala Imua:
Oʻahu Regional Transportation Plan 2045
Project and Program Prioritization Process

Planning efforts on Oʻahu have yielded a sizable list of projects and programs to make it safer, easier, and more comfortable to get around the island. However, transportation funds and staff resources are limited, compelling a process to prioritize investments that will best achieve the ORTP's goals.

OahuMPO has created a prioritization process to evaluate potential transportation projects and programs using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects and programs proposed for our Oʻahu Regional Transportation Plan.

STEP 1: **Project and Program Consistency with the Oʻahu Regional Transportation Plan**
Is the project or program consistent with the Oʻahu 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.

STEP 2: **Project and Program Evaluation**
OahuMPO Staff and the ORTP working group reviews the technical score for each project or program based on the goals and objectives of the Oʻahu Regional Transportation Plan.

STEP 3: **Project and Program Scoring Review by OahuMPO's Oʻahu Regional Transportation Plan working group, Technical Advisory Committee, Citizen Advisory Committee, and Policy Board**
OahuMPO's committees, and Policy Board will review the scoring for fairness and provides comments about project ranking.

STEP 1:

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

Consistent?	ORTP Vision
Yes	In 2045, Oʻahu's path forward is multimodal and safe. All people on Oʻahu 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.
No	

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

Consistent?	ORTP 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 or program should not be evaluated, or amendments should be made prior to evaluation

STEP 2:

Goal 1: Improve Safety (Maximum 20 points)

This section prioritizes projects and programs that improve the safety of our roads, bridges, and paths. Examples of projects that might improve safety include:

- Guardrail and shoulder improvements
- Seismic retrofit projects
- Rockfall and slope stabilization projects
- Bridge replacement projects and programs
- Emergency telephone projects
- Complete streets projects
- Lighting Improvements
- Safe Routes to School projects

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

Scoring is based on a 20-point maximum scale with 20 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of two categories:

1. Project intends on improving the safety of the transportation system and is located in a high crash zone.
2. Project intends on improving the safety of the transportation system and the project type has no impact on crashes, for example, a seismic retrofit project, rockfall protection project, bridge replacement project, or bicycle and pedestrian path not located on a roadway.

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 (0 – 20 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA

20 Points	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, for example: • Seismic retrofit projects • Rockfall protection projects • Bridge replacement projects • Bicycle and pedestrian paths (not located on a roadway)	The primary intent of the program is to improve the safety of the transportation system.
10 Points	The project's primary or secondary intent is to improve safety, BUT the project location is not in a high crash zone.	The secondary intent of the program is to improve the safety of the transportation system.
0 Points	The project has no intention to improve the safety of the transportation system.	The program has no intent to improve the safety of the transportation system.

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
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 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.

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

POINTS	Project Location and High Crash Pedestrian Zone
5 Points	The project's primary or secondary intent is to improve pedestrian safety and the project location is in a high crash zone for people walking.

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

POINTS	Project Location and High Crash Bicycle Zone
5 Points	The project's primary or secondary intent is to improve bicycle safety and the project location is in a high crash zone for people biking.

Goal 2: Support Active and Public Transportation (Maximum 24 points)

This section prioritizes projects and programs that may help to increase the number of people walking, biking, and taking transit, and decrease the number of people driving alone.

Objective 2.1 Increase commute mode share of people using active transportation

Projects and programs that increase the miles of pedestrian and bicycling infrastructure and/or maintains existing pedestrian and bicycle infrastructure, and therefore increase opportunities for people to commute using active transportation will receive points. Scoring is based on a 14-point maximum scale, with 8 points assigned to projects and programs that add and/or maintain pedestrian facilities and 6 points assigned to projects and programs that add protected bicycle facilities or maintains existing bicycle facilities, with 14 being the highest priority and zero being the lowest.

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 (-8 – 8 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
8 Points	Project <u>adds pedestrian facilities</u>, for example: • New sidewalks • Shared-Use Paths OR Project <u>improves existing pedestrian facilities</u>, for example: • Corrections to existing sidewalk deficiencies	The <u>primary intent</u> 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.

	• Widening existing sidewalks • Reconstruction of curb ramps • ADA improvements • Pedestrian hybrid beacons • Pedestrian refuge island • Raised crosswalks • Crosswalk visibility enhancements • Rectangular Rapid Flashing Beacons	
4 Points		The secondary intent of the program is to increase the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities.
0 Points	Project does not add pedestrian facilities or improve existing pedestrian facilities.	The program has no intent on increasing the miles of pedestrian facilities and/or improve/maintain existing pedestrian facilities.
-8 Points	Project removes existing pedestrian facilities or makes it impossible to access pedestrian facilities.	

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 (-6 – 6 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
6 Points	Project adds protected bicycle facilities, such as: • Shared Use Path • Protected Bike Lane • Buffered Bike Lane OR Project improves existing bicycle facilities.	The primary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.
3 Points	Project adds conventional bicycle facilities, such as: • Conventional Bike Lane • Climbing Bike Lane	The secondary intent of the program is to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.

	• Shoulder Bikeway	
0 Points	Project does not add bicycle facilities or project adds a shared traffic lane.	The program has no intent to increase the miles of bicycle facilities and/or improve/maintain existing bicycle facilities.
-6 Points	Project removes existing bicycle facilities or makes it impossible to access bicycle facilities.	

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

POINTS	Project Location and Proximity to Schools
3 Points	Project adds pedestrian and/or bicycle facilities within 1 mile of an elementary, middle school, and/or high school.

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

POINTS	Project Location and Proximity to Schools
3 Points	Project adds pedestrian and/or bicycle facilities within 1/2 mile of a planned rail station.

Bonus Points: Protected Bicycle Facilities on High Stress Connections

POINTS	Project Location and Proximity to Schools
3 Points	Project adds protected bicycle facilities on high stress connections.[1]

Objective 2.2 Increase commute mode share of people taking transit

Highest scoring projects and programs support increasing the mode share of people taking transit. Scoring is based on an 8-point maximum scale with 8 being the highest priority and zero being the lowest.

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 (0 - 8 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
8 Points	Project is expected to moderately or significantly improve transit quality. Project types include: • Fixed-route bus and rail expansions • Public transit technology improvements	The primary intent of the program is to support TheBus, Handi-Van, and/or Rail.

[1] High stress connections are defined by the Hawai'i Bicycling League's O'ahu Bike Map, which can be found here: https://www.hbl.org/OahuBikeMap/

	• Acquisition of buses or paratransit vehicles • Transportation assistance for elderly and disabled • Transit ADA access and site improvements • Construction of a transit center • Transit safety and security projects • Transit Signal Priority projects • Bus stop improvements • High priority bus corridors	
4 Points		The secondary intent of the program is to support TheBus, Handi-Van, and/or Rail.
0 Points	Project is not expected to have any impact on transit quality.	The program has no intent to support TheBus, Handi-Van, and/or Rail.

Bonus Points: Transit Project is Within Close Proximity to Schools

POINTS	Project Location and Proximity to Schools
4 Points	Transit project is located within 1 mile of an elementary, middle school, and/or high school.

Objective 2.3 Decrease commute mode share of people driving alone

Highest scoring projects and programs support decreasing the mode share of people driving alone. Scoring is based on a 4-point maximum scale with 4 being the highest priority and –4 being the lowest.

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 (-2 – 2 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
2 Points	Project expected to moderately or significantly decrease the share of people driving alone. Project types include: a. High Occupancy Vehicle lanes	The primary intent of the program is to support decreasing the mode share of people driving alone, for example: a. Emergency Ride Home Program b. Ridesharing Program c. Other Transportation Demand Management Programs
1 Point		The secondary intent of the program is to support decreasing the mode share of people driving alone.

0 Points	Project is not expected to have a significant impact on the share of people driving alone.	The program has no intent to support decreasing the mode share of people driving alone.
-2 Points	Project expected to moderately or significantly increase the share of people driving alone. Project types include: a. Projects that add vehicle capacity (does not include those projects that add transit only capacity)	

Goal 3: Promote an Equitable Transportation System (Maximum 5 Points)

This section prioritizes projects and programs that promote an equitable transportation system by serving mobility constrained populations. For the purposes of this prioritization process, mobility constrained populations include:

- Environmental Justice populations (low income and racial minority)
- Persons with disabilities
- Zero car households
- Kūpuna (65 years of age and older)
- Keiki (below 18 years of age)

Examples of projects and programs that might promote an equitable transportation system include:

- Elderly and persons with disabilities vehicle acquisition program
- Job access and reverse commute program
- New freedom program
- Ways to work program

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

Scoring is based on a 5-point maximum scale with 5 being the highest priority and zero being the lowest.

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 (0 – 5 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
5 Points	Pedestrian, bicycle, and/or transit project located in an area with a	The primary intent of the program is to increase access to pedestrian, bicycle,

	concentration of all five mobility constrained populations.	and transit options for at least one mobility constrained populations.
4 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of four of five mobility constrained populations.	
2 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of two of five mobility constrained populations.	
1 Points	Pedestrian, bicycle, and/or transit project located in an area with a concentration of one of five mobility constrained populations.	
0 Points	Pedestrian, bicycle, and/or transit project is located in an area with no mobility constrained populations.	The program has no intent to increase access to pedestrian, bicycle, and transit options for mobility constrained populations.

Goal 4: Improve the Resiliency of the Transportation System (Maximum 10 Points)

Objective 4.1 Provide redundant emergency access to all parts of Oʻahu, especially for people and emergency responders in singular access communities

Scoring is based on a 4-point maximum scale, with 4 being the highest priority and zero being the lowest.

Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	The project's primary intent is to provide redundant access for communities for singular access communities.	The program's primary intent is to support increasing redundant access for communities for singular access communities.
2 Points	The project's secondary intent is to provide redundant access for communities for singular access communities.	The program's secondary intent is to support increasing redundant access for communities for singular access communities.

0 Points	The project has no intent to provide redundant access for communities for singular access communities.	The program has no intent on supporting the increase of redundant access for communities for singular access communities.

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

Scoring is based on a 6-point maximum scale with 6 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of two categories:

1. Project intends on reducing the long-term vulnerability of transportation facilities and is located in the 6 ft sea level rise exposure area. [2]
2. Project intends on reducing the long-term vulnerability of transportation facilities and its location does not determine its risk to sea level rise, passive flooding, annual high wave flooding, and coastal erosion, for example, a seismic retrofit or rockfall protection project.

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 (0 – 6 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
6 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities.	The program's primary intent is to reduce the long-term vulnerability of transportation facilities.

[2] The sea level rise projections were originally based on the 5th Assessment Report (AR5) of the Intergovernmental Panel on Climate Change (IPCC), "business as usual" greenhouse gas emissions scenario for 2100. This scenario is consistent with more recent reports on sea level rise including a NOAA 2017 report, which compiled the latest and best available projections on sea level rise and finds that 3 feet or more of sea level rise could occur in an "intermediate" scenario by 2100 and as soon as 2060 in an "extreme" scenario. These scientific projections will continue to evolve as understanding regarding the contribution from ice melt develops (particularly regarding contributions from Greenland and Antarctica), and as it becomes apparent which greenhouse gas emissions pathway ultimately emerges.

Due to the uncertainty in the timing and magnitude of sea level rise projections globally and for Hawai'i, the projections will be updated as more information becomes available. Any new projects added to the ORTP will be subject to evaluation using the most up to date climate change predictions and data. DLNR and UH Sea Grant will be consulted on which predictions and data to use for evaluation.

Sea level rise exposure area includes risk of passive flooding, annual high wave flooding, and coastal erosion.

	AND Project location is in the 6 ft sea level rise exposure area. OR Project is a seismic retrofit or rockfall protection project.	
3 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities. AND Project location is not in the 6ft sea level rise exposure area.	The program's secondary intent is to reduce the long-term vulnerability of transportation facilities.
0 Points	The project has no intent to reduce the long-term vulnerability of transportation facilities.	The program has no intent on reducing the long-term vulnerability of transportation facilities.

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
3 Points	Project is in the top 20 projects in the Statewide Coastal Highway Program Report.

Bonus Points: Project is in Singular Access Community

POINTS	*Project is Located in a Singular Access Community*
3 Points	The project's primary or secondary intent is to reduce the long-term vulnerability of transportation facilities and is located in a singular access community.

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
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 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.

Goal 5: Preserve and Maintain the Transportation System (Maximum 20 Points)

This section prioritizes projects and programs that preserve and maintain the transportation system. Examples of projects and programs that might preserve and maintain the transportation system include:

- Pavement/resurfacing projects and programs
- Bridge improvement, rehabilitation, and programs
- Drainage projects and programs
- Street light pole replacement projects and programs
- Traffic sign projects and programs
- Improvement projects that do not add additional capacity
- Intelligent Transportation System (ITS) projects
- Bikeway improvement projects and programs
- Recreational trails projects and programs
- Transit vehicles and facilities maintenance programs

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

Scoring is based on a 20-point maximum scale with 20 being the highest priority and zero being the lowest. Projects scoring the highest fall in to one of three categories:

1. Project intends on improving the condition of roadways, bridges, and/or paths and is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management
2. The project's primary or secondary intent is to maintain and/or improve existing pedestrian and/or bicycling infrastructure.
3. The project's primary or secondary intent is to maintain and/or improve existing transit vehicles and/or facilities.

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. (0 – 20 Points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
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 Projects: Roadway and bridge project is consistent with the priorities and recommendations in the HDOT's Transportation Asset Management Plan[3] for pavement and bridge projects OR Transit, Pedestrian, and Bicycle Projects: The project's primary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure.	The primary intent of the program is to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways.
10 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 Projects:	The secondary intent of the program is to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways.

[3] The condition of a road or bridge is determined by the Hawaii Department of Transportation (HDOT). For more information about how HDOT prioritizes pavement and bridge projects, please read the HDOT Transportation Asset Management Plan.

	Project is not consistent with recommendations in the HDOT's Transportation Asset Management for priority pavement and bridge projects. OR Transit, Pedestrian, and Bicycle Projects: The project's secondary intent is to maintain and/or improve the condition of existing transit vehicles, facilities, pedestrian, or bicycle infrastructure.	
0 Points	The project has no intent on improving and/or maintaining roadways, bridges, transit vehicles and facilities, and/or pathways.	The program has no intent to maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and/or pathways.

Goal 6: Support a Reliable and Efficient Transportation System (Maximum 12 Points)

This section prioritizes projects and programs that support a reliable and efficient transportation system. Examples of projects and programs that might support a reliable and efficient transportation system include:

- Traffic signal modernization projects
- Operational improvement projects
- Freeway management system
- Freeway service patrol
- ITS
- Bus-only lanes
- Bus queue jumpers
- Bus pull-outs

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

Scoring is based on a 8-point maximum scale, with 4 points assigned to projects located on a designated freight route and programs with the intent of improving freight reliability, and 4

points assigned to projects and programs that improve the reliability of Interstate and Non-Interstate highways, freight networks, and/or transit, with 8 being the highest priority and zero being the lowest.

Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	Project location is on a designated freight route.	The program's primary intent is to improve freight reliability.
2 Points		The program's secondary intent is to improve freight reliability.
0 Points	Project location is not on a designated freight route.	The program has no intent to improve freight reliability.

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 (0 – 4 points)

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

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

Scoring is based on a 4-point maximum scale with 4 being the highest priority and zero being the lowest.

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 (0 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
4 Points	Project identified in the Congestion Management Process (CMP). OR The primary or secondary intent of the project is to improve the efficiency of transit, for example: • Bus-only lanes • Bus pullouts • Queue jumpers OR Project not identified in the CMP but is on a roadway where there is an average[4] of at least two bus trips per hour.	The primary intent of the program is to improve efficiency of the transportation system.
2 Points	Project is not identified in the CMP. OR Project does not intend on improving transit efficiency. OR Project location does not have on average at least two bus trips per hour. BUT Project's primary or secondary intent is to improve the efficiency of the transportation system.	The secondary intent of the program is to improve the efficiency of the transportation system.

[4] Calculated from weekday trips occurring between 5:00AM – 10:00PM.

0 Points	Project has no intent to improve the efficiency of the transportation system.	The program has no intent to improve the efficiency of the transportation system.

Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets (Maximum 9 points)

This section prioritizes projects and programs that may help to reduce ground transportation emissions and enhance and protect cultural and natural resources.

Objective 7.1 Reduce ground transportation greenhouse gas emissions
The highest scoring projects and programs are expected to improve air quality by reducing emissions, reducing VMT, not adding capacity, and increasing access to non-vehicular modes. Scoring is based on a 5-point maximum scale with 5 being the highest priority and -5 being the lowest.

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 (-5 - 5 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA
5 Points	Project expected to improve air quality. Project types include: a. Fixed-route bus and rail expansions b. Public transit technology improvements c. Diesel bus engine replacements d. Alternative bus fueling stations e. Transit Center construction f. Transportation demand management programs g. Fixed-route bus and rail service replacements h. Minor non-recreational non-motorized system expansion (not tied to a roadway project which would increase vehicle capacity) i. Major non-recreational non-motorized system	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.

	maintenance (not tied to a roadway project which would increase vehicle capacity) j. Alternative vehicle fueling stations k. Park-and-Ride lot expansion l. Operations and transportation systems management improvements that do not add capacity, for example traffic signal timing projects	
2.5 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.
0 Points	Project not expected to impact air quality. Project types include: a. Roadway projects which do not add capacity b. Park-and-Ride lot maintenance c. Recreational non-motorized system expansion/maintenance d. Minor non-recreational non-motorized system maintenance (not tied to a roadway project which would increase vehicle capacity)	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.
-5 Points	Project expected to moderately or significantly worsen air quality. Project types include: a. Roadway projects which add capacity, including those with a non-recreational non-motorized system expansion component	

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
1 Point	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.

Objective 7.2 Enhance and protect cultural and natural resources

The highest scoring projects are located away from cultural and natural resources, including:

- Project is located outside of a 150ft buffer of Hawai'i Department of Land Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) Conservation Resource Management Areas, C1 (High Conservation Resources) and C2 (Medium Conservation Resources)
- Project is located outside of a 150ft buffer of DLNR-DOFAW Watershed Protection Priority Areas
- Project is located outside of a 150ft buffer of DLNR-DOFAW Natural Resources Areas[5]
- Project is located outside of a 50ft buffer of historic sites[6]

Scoring is based on a 4-point maximum scale with 4 being the highest priority and -4 being the lowest.

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 (-4 – 4 points)

POINTS	PROJECT CRITERIA	PROGRAM CRITERIA

[5] References: Division of Forestry and Wildlife; Oahu Plant Extinction Prevention Program; Oahu Army Natural Resource Program; U.S. Fish and Wildlife Services; Hawaii Biodiversity and Mapping Program (HBMP), 2008.

[6] The State Historic Preservation Division will make final determinations of any project's impact to sites as projects advance through planning, design, and environmental review.

4 Points	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.	The primary intent of the program is to enhance and/or protect cultural and/or natural resources.
2 Points		The secondary intent of the program is to enhance and/or protect cultural and/or natural resources.
0 Points		The program has no intent 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.	