



**OAHU** METROPOLITAN  
PLANNING  
ORGANIZATION

# Technical Advisory Committee

## March 8, 2024

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## **I. Introductions/Roll Call**



## **II. Approval of February 9, 2024 Meeting Minutes**



## **III. Reports**



## **IV. Old Business**



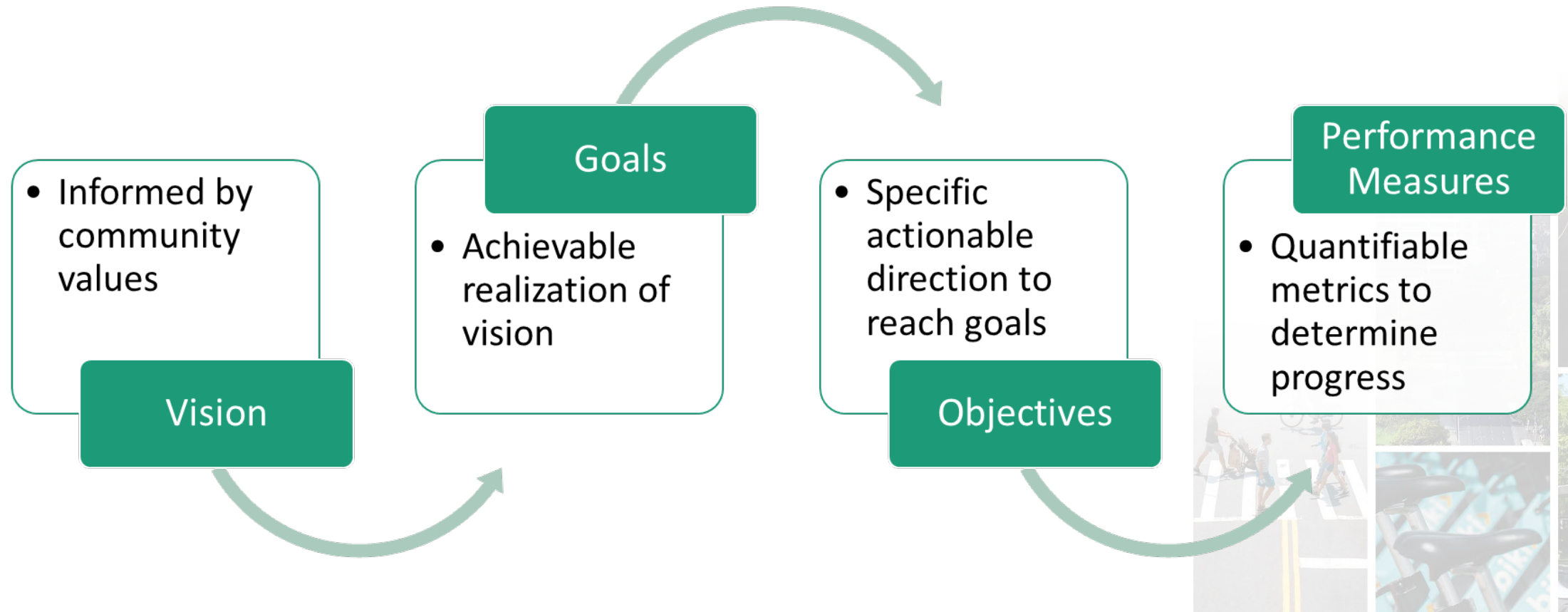
#### **IV. Old Business**

##### **A. Oahu Regional Transportation Plan 2050 Objectives and Performance Measures Update**

# ORTP 2050 Objectives and Performance Measures



# Vision to Measuring Performance





# 2050 Vision (Endorsed by Policy Board)

*In 2050, O'ahu's transportation system serves the health, economic, social, and cultural well-being of all people who live and visit the island with safe, reliable, and affordable multi-modal travel choices. The network is equitably maintained and operated, resilient to the effects of climate change, and upholds our community's commitments to culture and the environment.*

# 2050 Plan Goals (Endorsed by Policy Board)

**Goal 1:** Reduce serious injuries and traffic deaths to zero.

**Goal 2:** Enhance the transportation network to increase active and public transportation.

**Goal 3:** Provide an equitable and affordable transportation system.

**Goal 4:** Adapt O'ahu's transportation network to be resilient to the effects of climate change

**Goal 5:** Invest in maintenance to preserve transportation facilities.

**Goal 6:** Integrate land use and transportation planning to provide a reliable and efficient multimodal transportation system.

**Goal 7:** Achieve state and county commitments to the environment, health, and culture in the development, maintenance, and operation of the transportation system.

# Setting Objectives

- Is there a **direct connection** to the goal?
- Does it **support** the goal?
- Are **metrics** available to measure progress over time?



# Refresher: Plan Objectives



Provide specific actionable direction to support the plan goals



Measurable, so that we can gauge progress toward goals

# Tracking Performance Measures

**Quantifiable** metrics that help determine the region's progress toward meeting its goals and objectives

## What makes good performance measures?

- Available, Accessible, Reliable (regularly monitored), Measurable, Comparable

**Some are federally required (indicated with F), others developed to meet the plan's objectives**



# An example of an Effective Objective

goal

Invest in maintenance to preserve  
transportation facilities

objective

Ensure transit vehicles and facilities are in good condition.

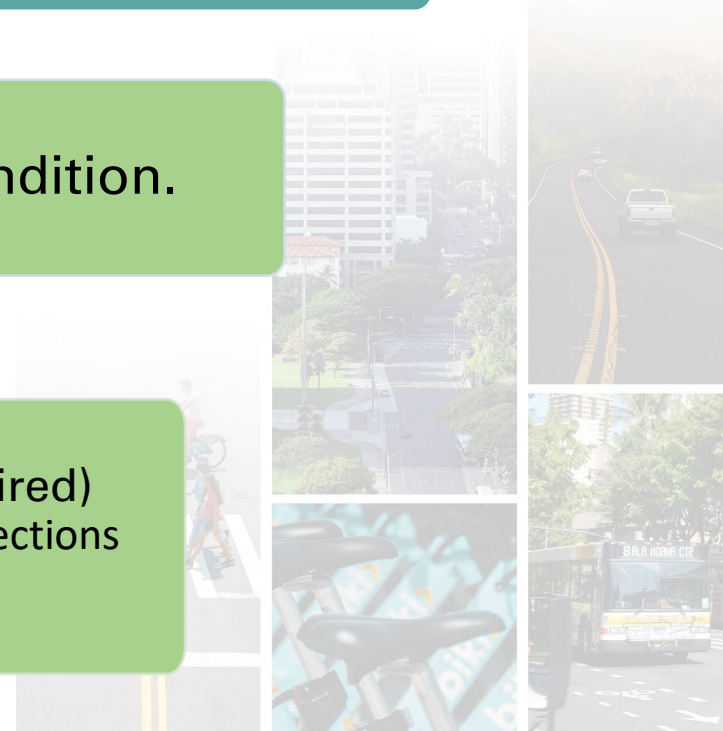
performance  
measures

(Federally Required)

- Percent of transit revenue vehicles that have met or exceeded their useful life benchmark (ULB) (F)

(Non-Federally Required)

- Percent of (transit) inspections completed on time



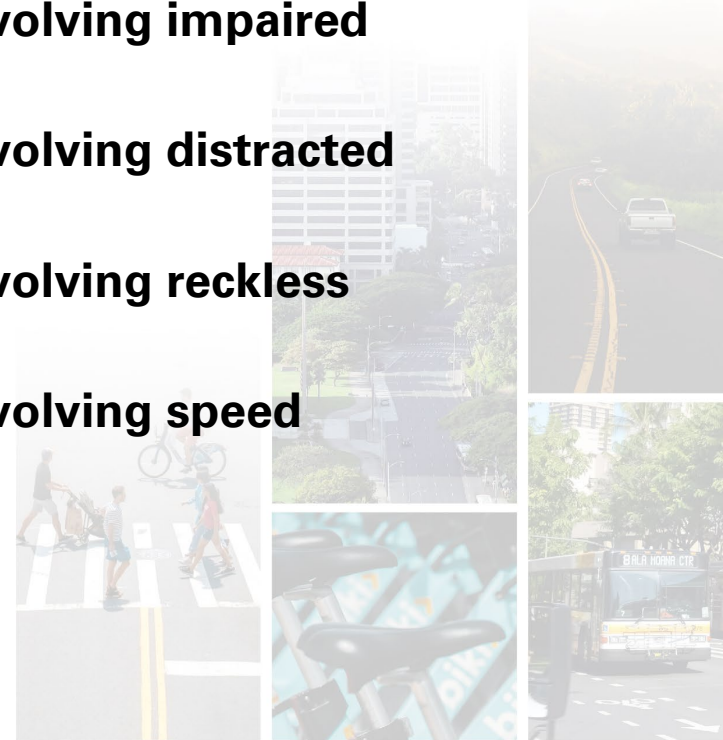
# Goal 1: Reduce serious injuries and traffic deaths to zero

## Objective 1.1: Prioritize safety in the planning, design, and selection of projects

- **Number of fatalities (F)**
- **Number of serious injuries (F)**
- **Rate of fatalities (F)**
- **Rate of serious injuries (F)**
- **Number of non-motorized fatalities (F)**
- **Number of non-motorized serious injuries (F)**

## Objective 1.2: Reduce dangerous driving behaviors

- **Percent of crashes involving impaired driving**
- **Percent of crashes involving distracted driving**
- **Percent of crashes involving reckless driving**
- **Percent of crashes involving speed**





# Goal 1: Reduce serious injuries and traffic deaths to zero

## Objective 1.3: Implement safety plans for transit

- **Number of fatalities by transit mode (F)**
- **Rate of fatalities by transit mode per 100,000 Vehicle Revenue Miles (F)**
- **Number of injuries by transit mode (F)**
- **Rate of injuries by transit mode per 100,000 Vehicle Revenue Miles (F)**
- **Number of safety events by transit mode (F)**
- **Rate of safety events by transit mode per 100,000 Vehicle Revenue Miles (F)**



# Goal 2: Enhance the transportation network to increase active and public transportation

Objective 2.1: Increase the number of people who walk and bike

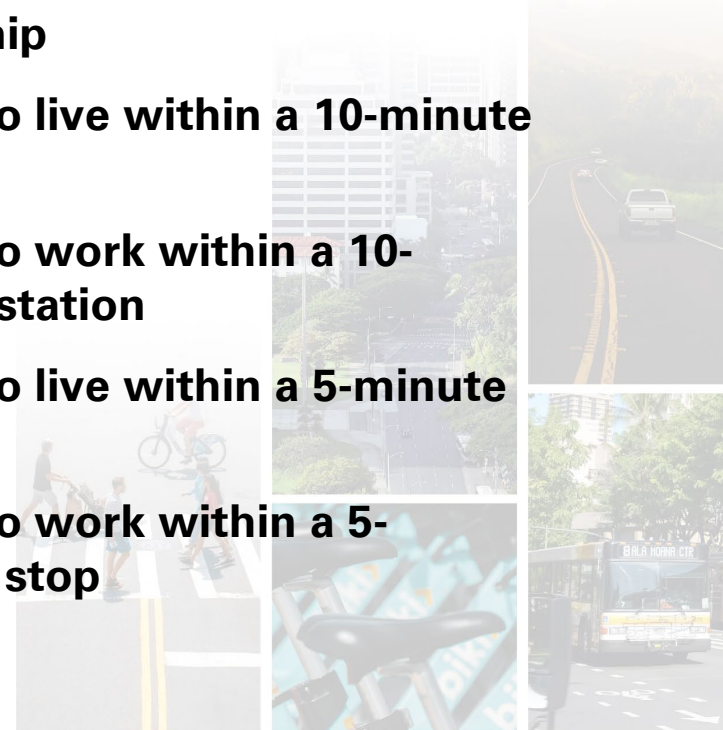
- **Percent of people who walk or bike to work**

Objective 2.3: Reduce the percentage of people driving alone

- **Percent of people driving to alone to work**

Objective 2.2: Increase the number of people who utilize transit

- **Annual transit ridership**
- **Percent of people who live within a 10-minute walk to a rail station**
- **Percent of people who work within a 10-minute walk to a rail station**
- **Percent of people who live within a 5-minute walk to a bus stop**
- **Percent of people who work within a 5-minute walk to a bus stop**





# Goal 3: Provide an equitable and affordable transportation system

## Objective 3.1: Invest in Title VI and Environmental Justice Areas

- **Per capita project expenditures spent on transit or active transportation in Title VI/Environmental Justice Areas**

## Objective 3.2: Improve transit access to assist in reducing household transportation costs

- **Share of housing and transportation costs as a percentage of income, at county level**
- **Percent of households living in areas lacking housing and transportation affordability**



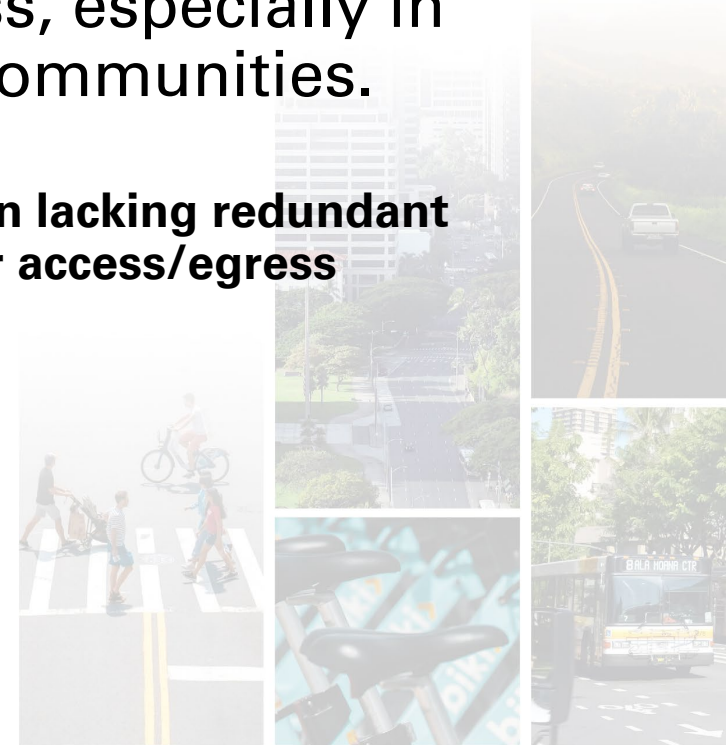
# Goal 4: Adapt Oahu's transportation network to be resilient to the effects of climate change

Objective 4.1: Reduce the vulnerability of Oahu's surface transportation facilities caused by sea level rise

- **Miles of Sea Level Rise Potential Flooded highways under 3.2-foot scenario**

Objective 4.2: Provide redundant emergency access, especially in singular access communities.

- **Percent of population lacking redundant emergency vehicular access/egress**



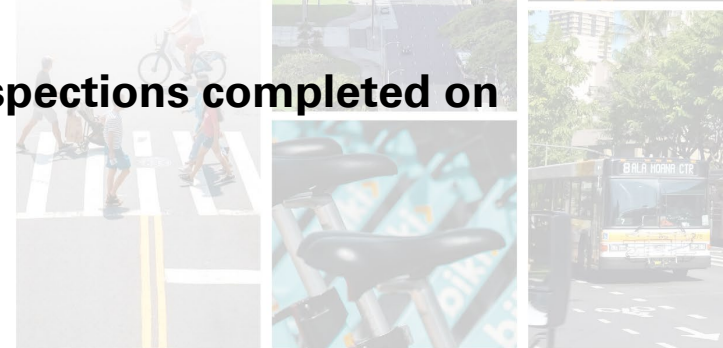
# Goal 5: Invest in maintenance to preserve transportation facilities

Objective 5.1: Ensure roadways and bridges are in good condition.

- **Percent of Interstate pavement lane miles in good condition (F)**
- **Percent of Interstate pavement lane miles in poor condition (F)**
- **Percent of non-Interstate NHS pavement lane miles in good condition (F)**
- **Percent of non-Interstate NHS pavement lane miles in poor condition (F)**
- **Percent of NHS bridges in good condition (F)**
- **Percent of NHS bridges in poor condition (F)**

Objective 5.2: Ensure transit vehicles and facilities are in good condition.

- **Percent of transit revenue vehicles that have met or exceeded their useful life benchmark (ULB) (F)**
- **Percent of transit non-revenue, support-service, and maintenance vehicles that have met or exceeded their useful life benchmark (ULB) (F)**
- **Percent of transit facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale (F)**
- **Percent of (transit) inspections completed on time**



# Goal 6: Integrate land use and transportation planning to provide a reliable and efficient multimodal transportation system

## Objective 6.1: Improve coordination between land use and transportation

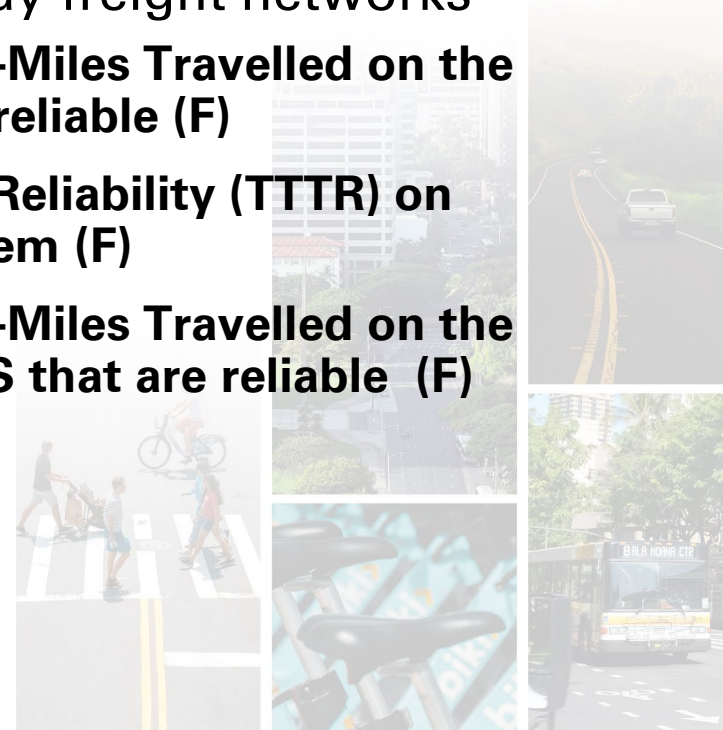
- **Percent of population living in transit-oriented development zones**
- **Percent of population working in transit-oriented development zones**

## Objective 6.2: Improve transit reliability

- **Percent of transit trips (completed) on time**
- **Mean distance between major mechanical failures (vehicle-revenue miles / failures) (F)**

## Objective 6.3: Improve the reliability and efficiency of highway freight networks

- **Percent of Persons-Miles Travelled on the Interstate that are reliable (F)**
- **Truck Travel Time Reliability (TTTR) on the Interstate System (F)**
- **Percent of Persons-Miles Travelled on the Non-Interstate NHS that are reliable (F)**



# Goal 7: Achieve state and county commitments to the environment, health, and culture in the development, maintenance, and operation of the transportation system



## Objective 7.1: Reduce greenhouse gas emissions from surface transportation

- **Percent of City bus fleet that is electric**
- **Percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022 (F)**
- **Percent of registered vehicles that are electric**

## Objective 7.2: Support active living by increasing mileage of sidewalks and bike facilities

- **Miles of bikeways**
- **Miles of walkways**
- **Percent of teens that walk, bike, or wheelchair to school**





# Summary

- 1 Vision
- 7 Goals
- 17 Objectives
- 51 Performance Measures
  - 26 Federally Required
  - 16 Focused on Safety
  - 7 Focused on Increasing Active and Public Transportation
  - 7 Focused on Transportation and Land Use Integration
- OahuMPO will update and make available the performance measures on an annual basis.



# Questions?



***Requested Action: Recommend the Policy Board approve the Oahu Regional Transportation Plan (ORTP) 2050 Objectives and Performance Measures.***







**IV. Old Business**  
**B. Carbon Reduction Program Update**

# Proposed Carbon Reduction Program Suballocated Funds Project Prioritization and Selection Process

## Recap of last TAC meeting:

1. Approximately \$2 million/year in Carbon Reduction Program (CRP) formula funding available for FFYs 2024, 2025, and 2026, for the Oahu Urbanized Area
2. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
3. TAC members agreed to prioritize the following project categories:
  - A. Bike, Pedestrian
  - B. Transit
  - C. Congestion Management Technologies
4. OahuMPO staff identified eligible projects and programs from the Transportation Improvement Program (TIP) with a focus on:
  - A. Active and Public Transportation
  - B. Reducing Greenhouse Gas Emissions (GHG)



# TIP FFYs 2025-2028 – CRP Eligible Projects/Programs

- Identified 32 projects and programs
  - Scores ranged between 5.5 points to 18.5 points
- Projects with the highest scores are listed below

Projects	Agency	CRP Score
<b>Transportation Alternatives Program (MPO)</b> e.g., Ala Wai Bridge; Aloha Stadium and Pearl Highlands Rail Station Multimodal Access Improvements	DTS	18.5
<b>Transportation Alternatives Program (State)</b> e.g., Pearl Highlands, Lagoon Drive, Downtown, Civic Center Rail Station, and UH West Oahu Access Improvements	HDOT	18.5
<b>Pearlridge Bus Transfer Center and Plaza</b>	DTS	18.5
<b>Kakaako Special District Roadway Improvements</b>	DTS	18.5
<b>Intermodal Connectivity Improvements</b> e.g., Pearl Highlands, Lagoon Drive, Downtown, Civic Center; Rail Bus Integration Projects/COA	DTS	18.5
<b>Honolulu Rail Transit Project</b> e.g., Chinatown Bike Facility; Middle Loch Connector; Secure Bicycle Storage	HART	18.5

# Proposed CRP Suballocated Funds

## Project Prioritization and Selection Process

### Considerations:

1. Total amount of money is relatively small (~\$6 million total over next years)
2. Funds must be assigned to projects that are ready to be obligated
3. Would be ideal to identify one or two programs that include multiple eligible projects, to provide flexibility and ensure the funds are obligated

### Recommendation:

Allocate the full amount (~\$6 million over 3 years) to the Transportation Improvement Program (MPO or State) and allow flexibility regarding the specific project to which the funds will be allocated.

# Proposed CRP Suballocated Funds Project Prioritization and Selection Process

## Next Steps:

1. TAC to affirm the process and proposed program for funding, and recommend approval to the Policy Board
2. Policy Board will be asked to approve the proposed process and suballocation of funding
3. OahuMPO staff will prepare letters to HDOT and project recipients summarizing the selection process and specifying how the CRP suballocated funds are to be awarded

***Requested Action: Recommend the Policy Board approve the Project Prioritization and Selection Process and list of selected projects for the Carbon Reduction Program Suballocation of Funds for the Oahu Urbanized Area***



**V. New Business**

**A. Statewide Safety Performance Targets**



# Performance Targets 3HSP & HSIP 2024-2026

Hawaii Department of  
Transportation

*Oahu Metropolitan Planning Organization  
Meeting  
March 7th, 2024*



# Performance Targets

**CFR 1300.11** data-driven, quantifiable and measurable highway safety performance targets, as laid out in paragraphs (b)(3)(ii) and (iii) of this section, **that demonstrate constant or improved performance** over the three-year period covered by the triennial HSP and based on highway safety program areas identified by the State during the planning process conducted under paragraph (b)(1) of this section.

# Performance Targets

**CFR 1300.11 (A)** At least one performance measure and performance target that is data-driven shall be provided for each program area identified by the State during the planning process conducted under [paragraph \(b\)\(1\)](#) of this section that enables the State to track progress toward meeting the quantifiable annual target

# Performance Targets

**CFR 1300.11 (C)** State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the **HSIP** annual report, as coordinated through the **State SHSP**

# Performance Targets

**CFR 490.207 (a)** There are five performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP). They are:

1. Number of fatalities;
2. Rate of fatalities;
3. Number of serious injuries;
4. Rate of serious injuries; and,
5. Number of non-motorized fatalities and non-motorized serious injuries.

# Performance Targets

**CFR 490.207 (b)** Each performance measure is based on a 5-year rolling average.

Number of fatalities, serious injuries, and non-motorized fatalities and serious injuries are rounded to the tenth decimal place.

Rates of fatalities and serious injuries are calculated per 100 million vehicle miles traveled (VMT) and rounded to the thousandth decimal place.

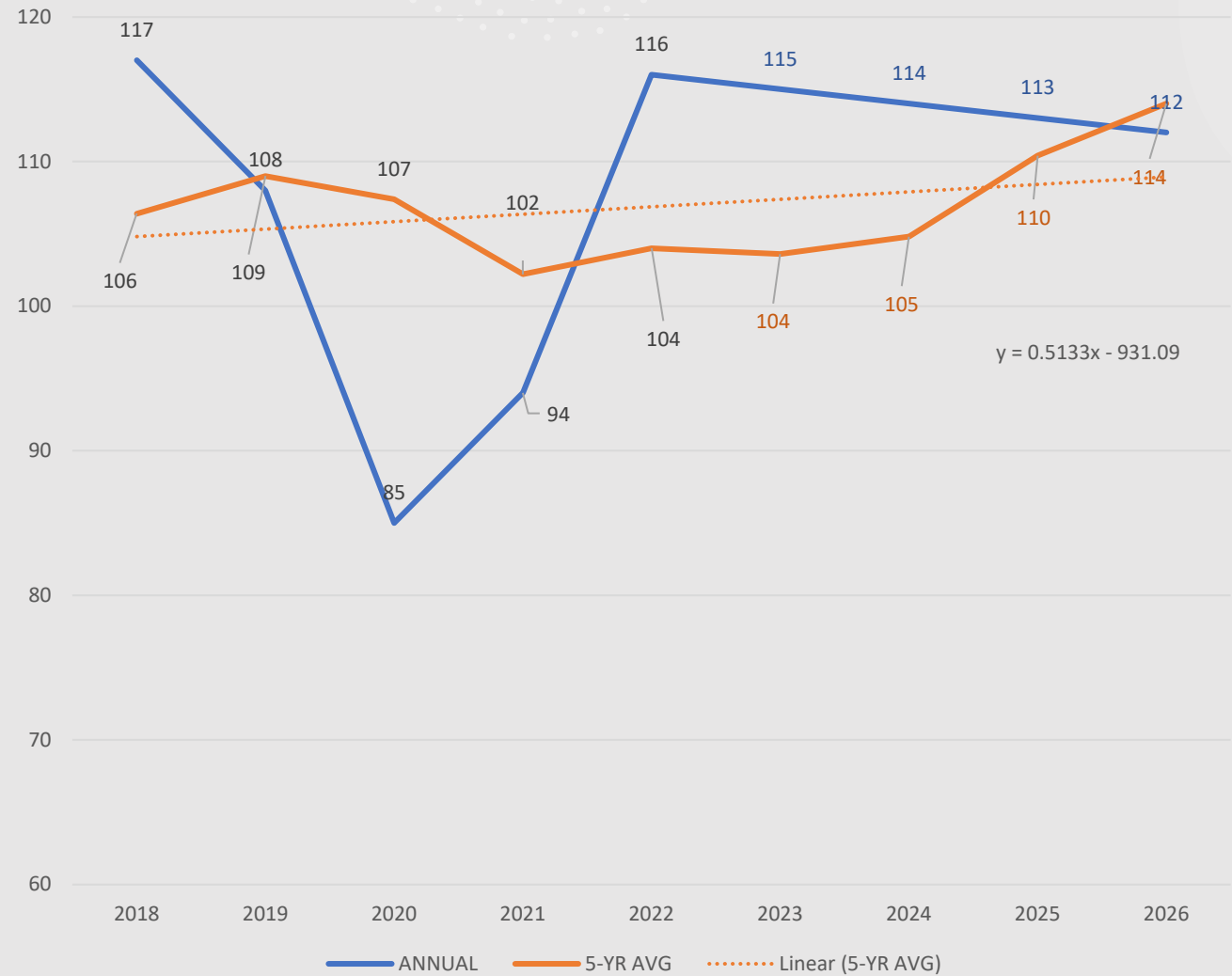
# Performance Targets

**CFR 490.209** State DOTs shall establish targets annually for each performance measure

- (1) State DOT targets shall be identical to the targets established by the State Highway Safety Office
- (4) State DOT targets shall be reported in the HSIP annual report

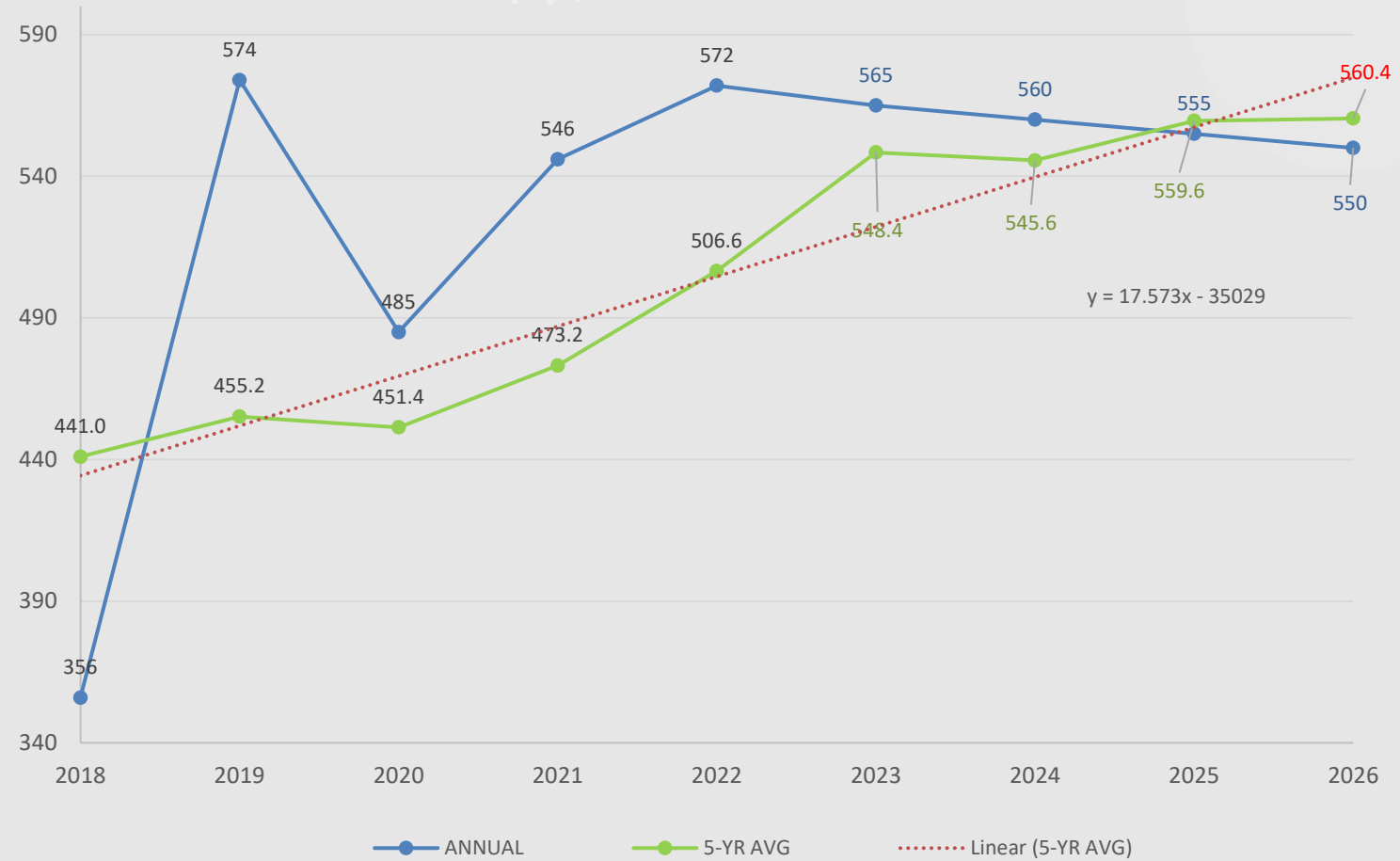
# C-1 Total Fatalities 3HSP and HSIP

C-1 Total Fatalities  
FFY 2024-2026 Targets  
(5 Year Average)



# C-2 Total Serious Injuries 3HSP and HSIP

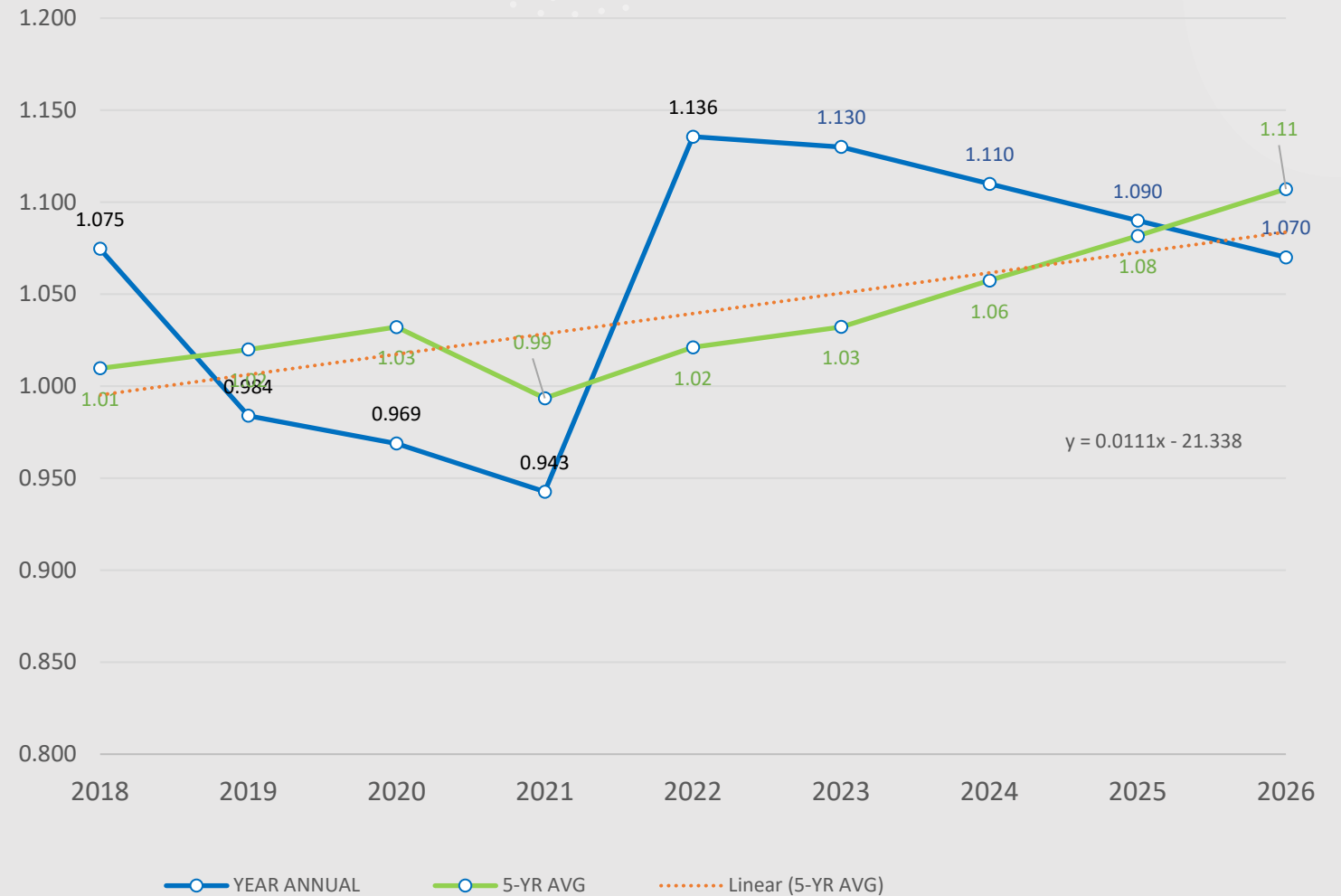
C-2 Serious Injuries  
FFY 2024-2026 State Safety Targets  
(5-year average)





# C-3 Total Fatality Rate 3HSP and HSIP

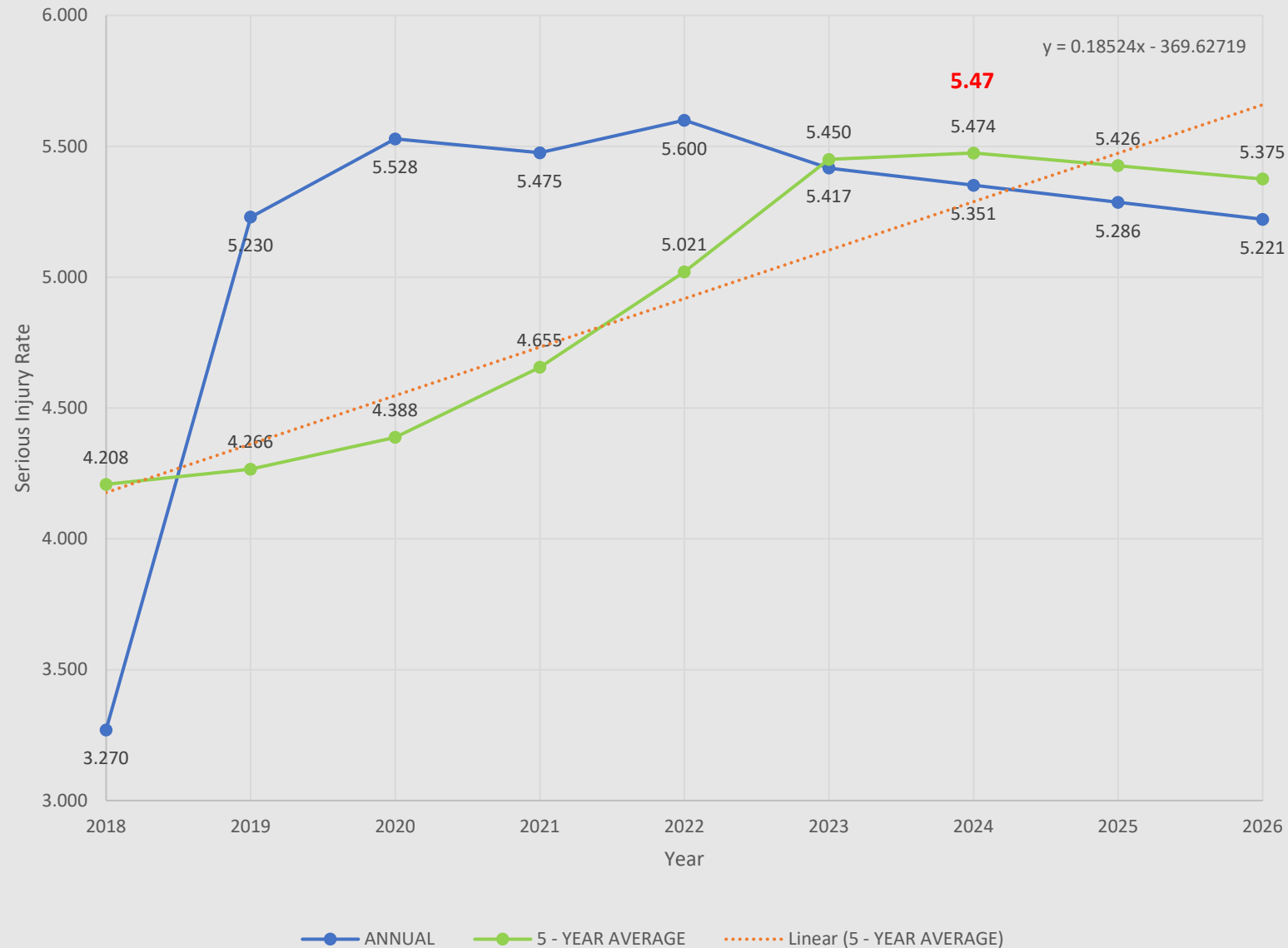
C-3 Fatality Rate  
FFY 2024-2026 State Safety Targets  
(5-year average)



# Total Serious Injury Rate HSIP

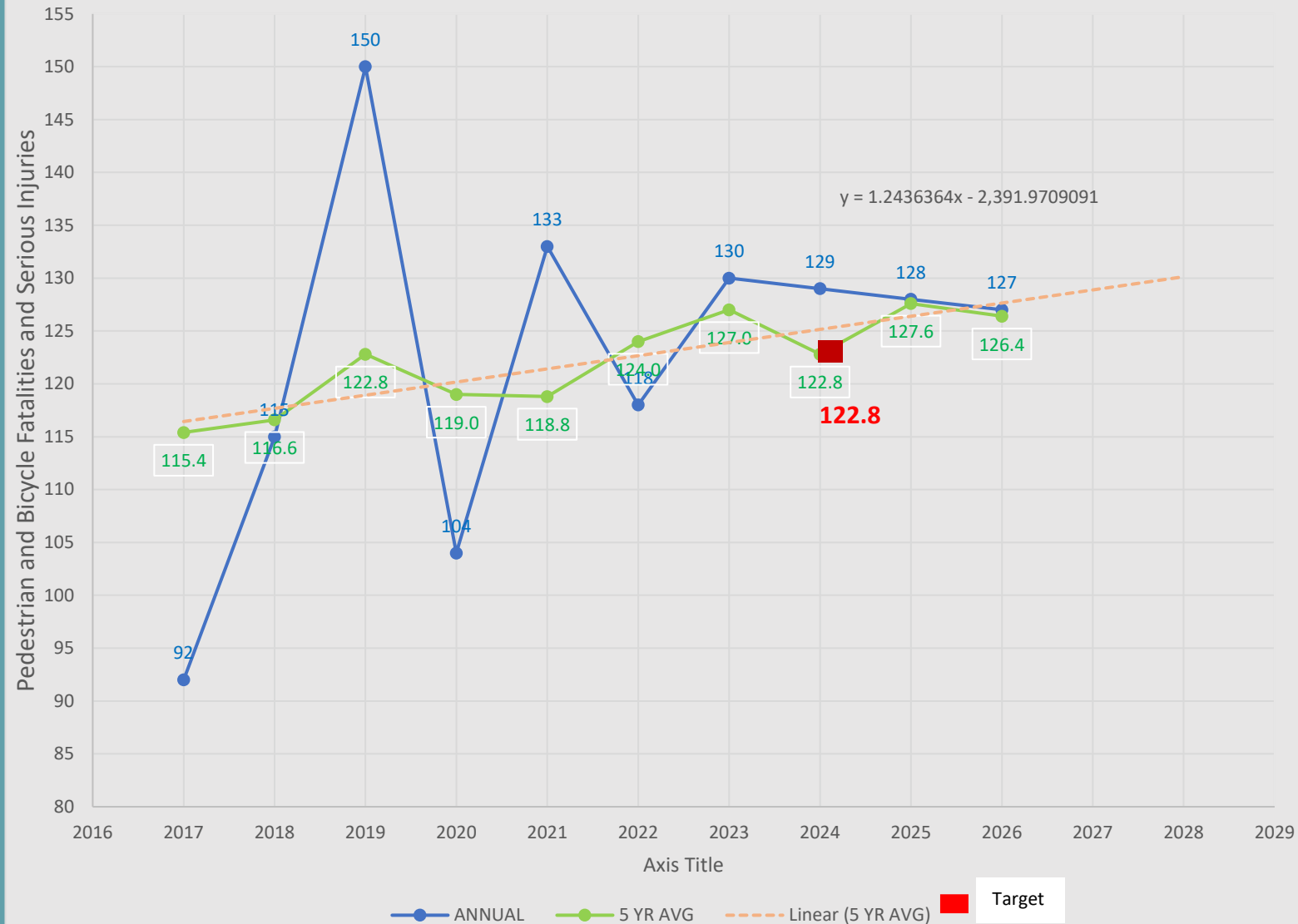
Target

Hawaii Serious Injury Rate  
FFY2024 - FFY 2026 State Safety Target  
(5-year average)



# Total Pedestrian and Bicycle Fatalities and Serious Injuries HSIP

## Hawaii Pedestrian and Bicycle Fatalities and Serious Injuries FFY 2023 State Safety Target (5-year average)





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



## **VII. Announcements**



## **VIII. Adjournment**