



OAHU METROPOLITAN
PLANNING
ORGANIZATION

Policy Board Meeting

March 28, 2024



I. Introductions/Roll Call



II. Approval of February 27, 2024 Meeting Minutes



III. Reports



IV. Old Business



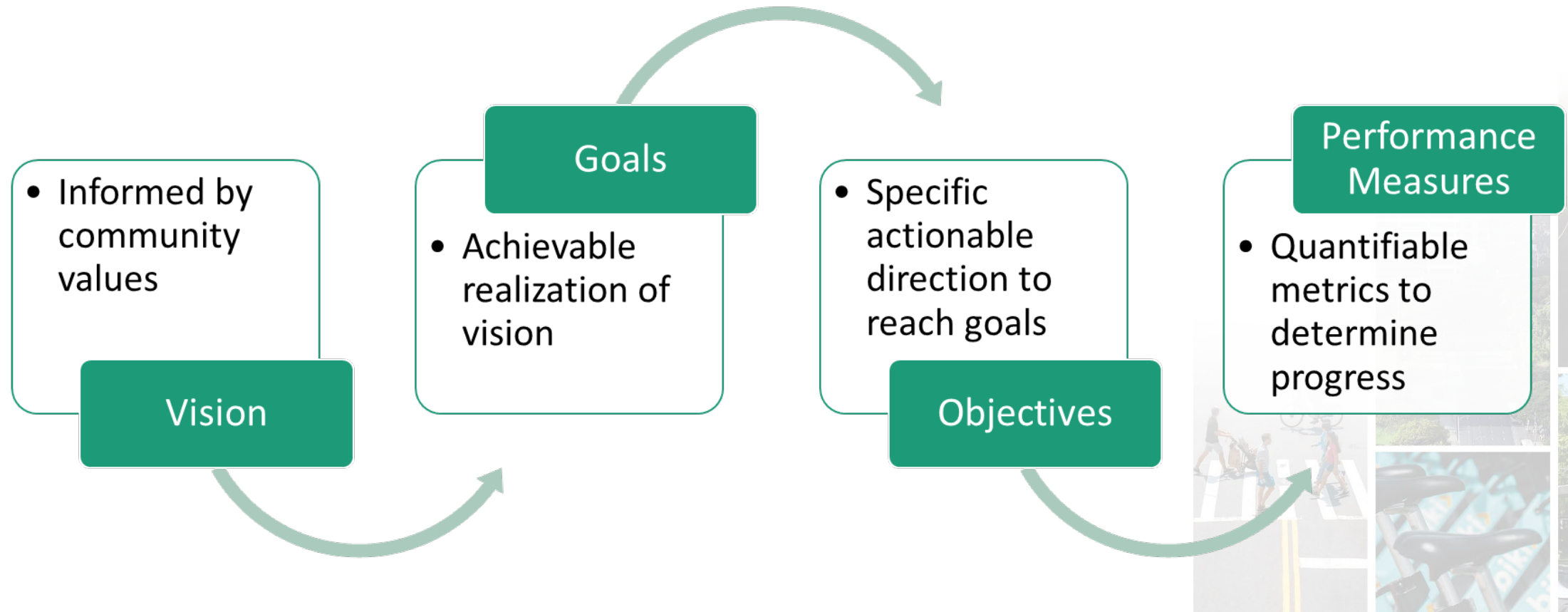
V. New Business

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.

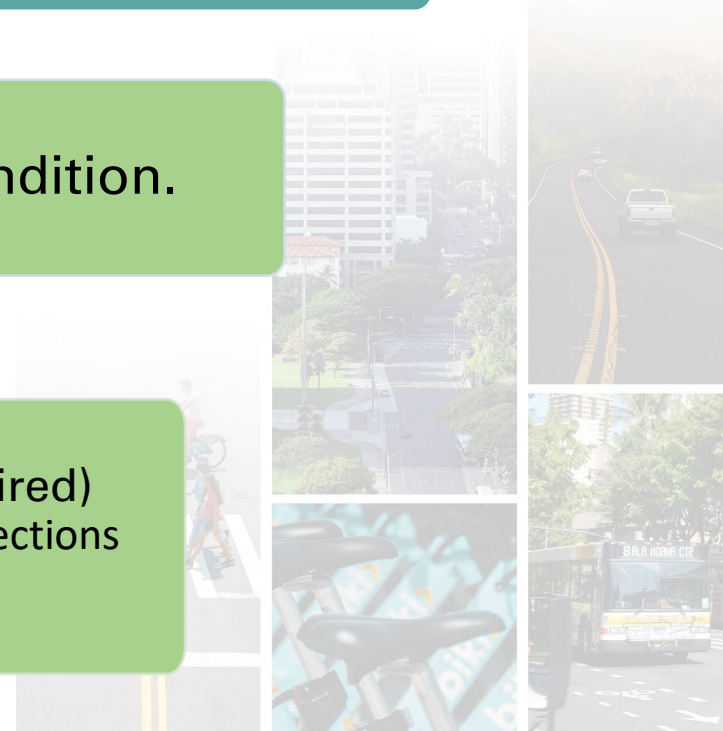
performance
measures

(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

3 Objectives

- Objective 1.1: Prioritize safety in the planning, design, and selection of projects
- Objective 1.2: Reduce dangerous driving behaviors
- Objective 1.3: Implement safety plans for transit

16 Performance Measures

- Metrics include fatality and serious injury rates, crashes involving various dangerous driving behaviors, as well as safety on transit



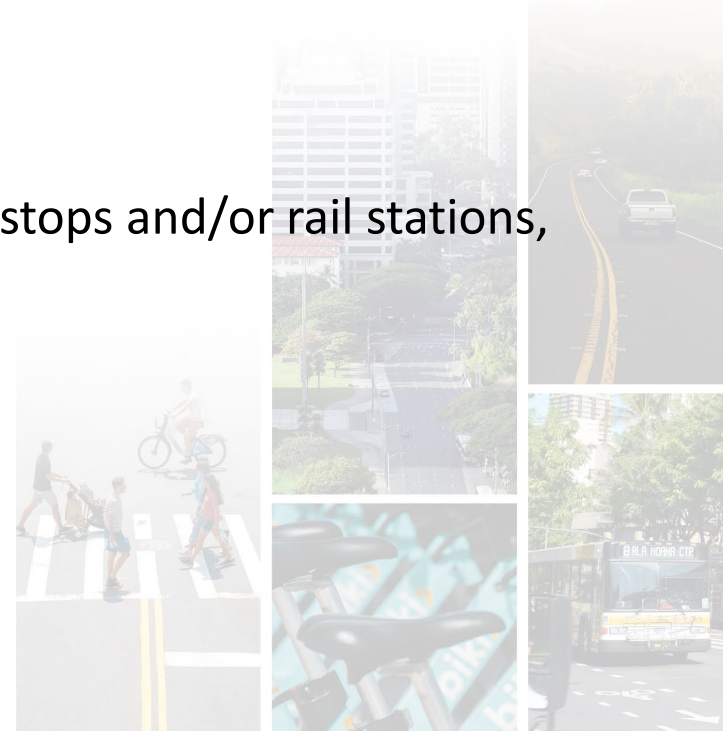
Goal 2: Enhance the transportation network to increase active and public transportation

3 Objectives

- Objective 2.1: Increase the number of people who walk and bike
- Objective 2.2: Increase the number of people who utilize transit
- Objective 2.3: Reduce the percentage of people driving alone

9 Performance Measures

- Metrics include commuting patterns, people who live/work near bus stops and/or rail stations, transit ridership, and bike and pedestrian counts



Goal 3: Provide an equitable and affordable transportation system

2 Objectives

- Objective 3.1: Invest in Title VI and Environmental Justice Areas
- Objective 3.2: Improve transit access to assist in reducing household transportation costs

3 Performance Measures

- Metrics focus on active and public transit investment in Title VI and Environmental Justice Areas as well as the share of housing and transportation costs as part of household income



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

2 Objectives

- Objective 4.1: Reduce the vulnerability of Oahu's surface transportation facilities caused by sea level rise
- Objective 4.2: Provide redundant emergency access, especially in singular access communities

2 Performance Measures

- Metrics include roadways exposed to sea level rise and emergency ingress/egress



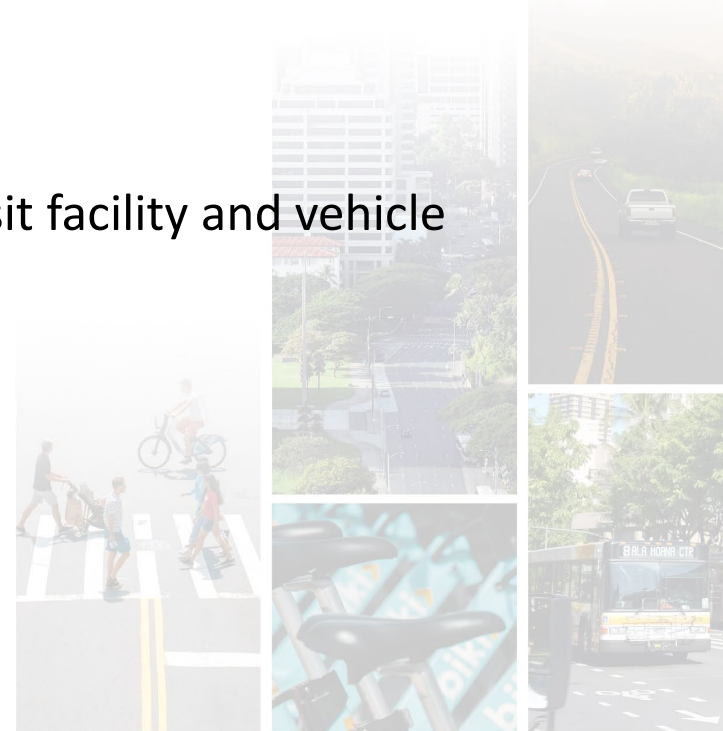
Goal 5: Invest in maintenance to preserve transportation facilities

2 Objectives

- Objective 5.1: Ensure roadways and bridges are in good condition
- Objective 5.2: Ensure transit vehicles and facilities are in good condition

10 Performance Measures

- Metrics are federally required measures of bridge, roadway, and transit facility and vehicle conditions



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

3 Objectives

- Objective 6.1: Improve Coordination between land use and transportation
- Objective 6.2: Improve transit reliability
- Objective 6.3: Improve the reliability and efficiency of highway freight networks

7 Performance Measures

- Metrics include federally required measures of interstate, non-interstate, and transit reliability as well as people living and working near transit-oriented development zones



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

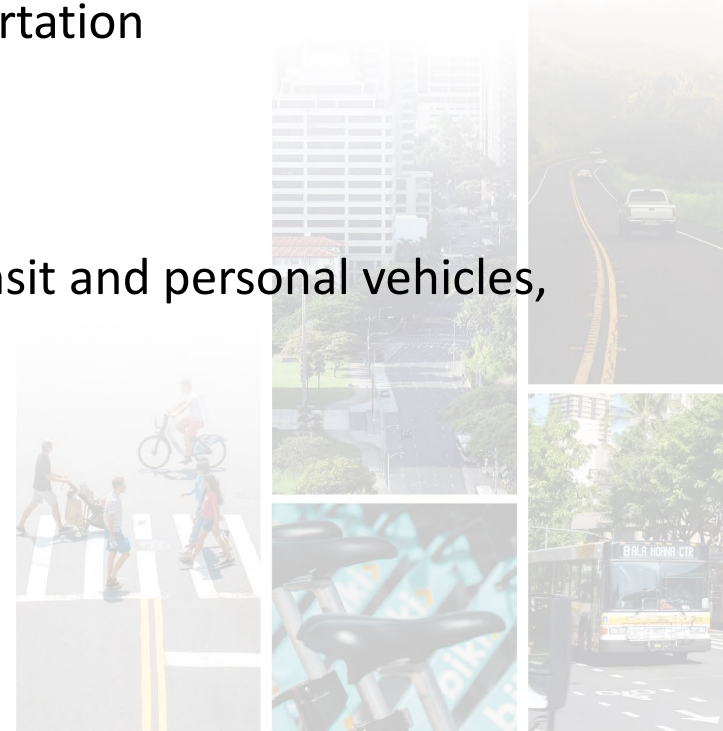


2 Objectives

- Objective 7.1: Reduce greenhouse gas emissions from surface transportation
- Objective 7.2: Increase mileage of sidewalks and bike facilities

5 Performance Measures

- Metrics include miles of bikeways and walkways, electrification of transit and personal vehicles, and tail pipe emissions



Performance Measures Summary

- 1 Vision
- 7 Goals
- 17 Objectives
- 52 Performance Measures
 - 26 Federally Required
 - 16 Focused on Safety
 - 9 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: Approve the Oahu Regional
Transportation Plan (ORTP) 2050 Objectives and
Performance Measures.***





V. New Business
B. Carbon Reduction Program Update

Proposed Carbon Reduction Program Suballocated Funds Project Prioritization and Selection Process

1. Approximately \$2 million/year in federal 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 discussed and agreed to prioritize the following project categories:
 - A. Bike and Pedestrian, Transit, and 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
Transportation Alternatives Program (MPO) e.g., Ala Wai Bridge; Aloha Stadium and Pearl Highlands Rail Station Multimodal Access Improvements	DTS	18.5
Transportation Alternatives Program (State) e.g., Pearl Highlands, Lagoon Drive, Downtown, Civic Center Rail Station, and UH West Oahu Access Improvements	HDOT	18.5
Pearlridge Bus Transfer Center and Plaza	DTS	18.5
Kakaako Special District Roadway Improvements	DTS	18.5
Intermodal Connectivity Improvements e.g., Pearl Highlands, Lagoon Drive, Downtown, Civic Center; Rail Bus Integration Projects/COA	DTS	18.5
Honolulu Rail Transit Project 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. Ideally would identify one or two programs that include multiple eligible projects, to provide flexibility

Recommendation:

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

Requested Action: 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
C. Transportation Safety Workshop

Transportation Safety Workshop

Purpose:

- Explore innovative transportation safety solutions first-hand and bring valuable insights back to Hawaii.
- The workshop will include visits to New York and cities in Northern Europe that have successfully improved transportation safety and equity, reducing the number of crashes between 30% and 70% in some regions.

Locations: New York City, Copenhagen, Malmo, and Oslo

Dates: June 1-10, 2024

Transportation Safety Workshop

Background:

- The workshop is being organized by the Hawaii State Department of Health (HDOH) and the Hawaii State Department of Transportation (HDOT), which will cover administrative and operational costs.
- Participants are responsible for their own travel expenses including airfare, lodging, meals, and local transportation.
- The OahuMPO Policy Board Chair, Vice-Chair, and Executive Director have all been invited to join the workshop.

Transportation Safety Workshop

Travel Cost Support:

- To help support the travel costs for the Chair and Vice-Chair to attend the Transportation Safety Mobile Workshop, we propose to allocate \$10,000 of State funds donated to the OahuMPO in 2018 by the Hawaii State Department of Health.
- The purpose of the donated money is to “Provide Complete Streets training and capacity building for OahuMPO staff and its Policy Board Members involved in implementing Complete Streets policy and projects.”
- The State funds may be used to support travel for Policy Board members, and the Federal Highway Administration (FHWA) has confirmed that federal Workforce Development Funds (STBG Urban) may be used to pay the travel expenses for the Executive Director.

Requested Action: Approve the use of donated State Department of Health funds for travel related expenses for the Chair and Vice-Chair, and the use of FHWA STBG Urban Workforce Development funds for travel related expenses for the Executive Director, to attend the Transportation Safety Mobile Workshop



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



VII. Announcements



VIII. Adjournment