

Overview

- Administration or Protocol
- Future presentations and speakers
- Create and launch a process to solicit and evaluate new project proposals
- Key Findings in report to legislature

Documents to be posted at the SRTS Advisory Committee Website - <https://hidot.hawaii.gov/administration/bac-srts/> - LIVE NOW!

Updated Administration or Protocols

- Minutes support
 - 10/29 –Leah Laramee, Hawaii State Climate Change and Mitigation Commission
 - November mtg – Yamato Sasaki, C&C Honolulu
 - December mtg – Volunteer?

Future Presentations and Speakers

- 11/26 – Hawaii Dept of Education; Review of draft report to legislature
- 12/17 - National Center for Safe Routes to Schools or County of Maui; Outreach to Legislature
- 1/28 - Safe Routes Partnerships; SRTS plan
- 2/25 – County of Maui; TBD
- 3/25 - TBD

Proposal to “Create and launch a process to solicit and evaluate new project proposals”

Jessica Thompson, Hawaii Public Health Institute

Yamato Sasaki, City and County of Honolulu Department of Transportation Services

Key Findings

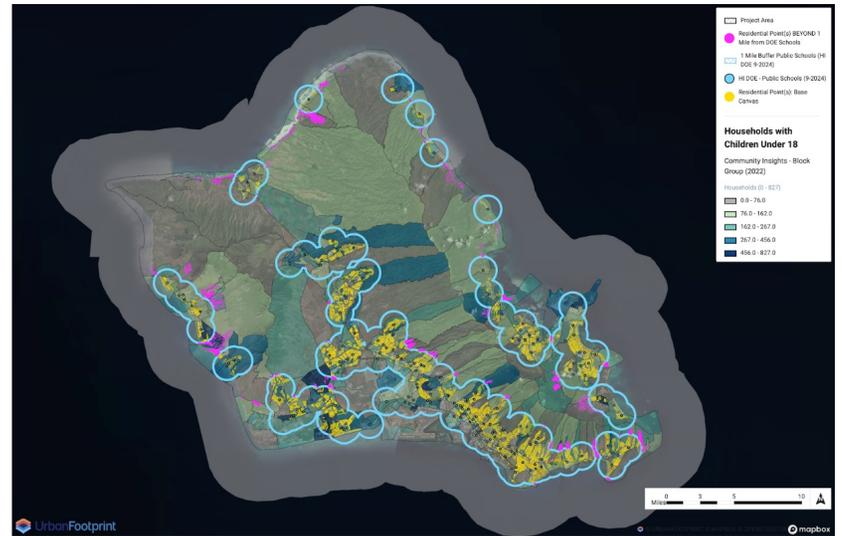
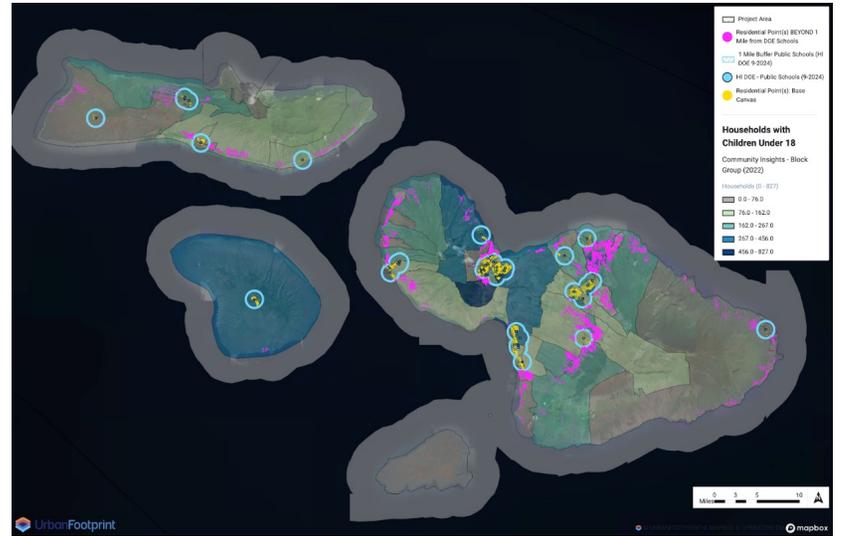
Benefits of SRTS are plentiful and numerous

- Increased walking and biking to school
- Safer students
- Lower transportation costs for families and school districts
- Reduce student absences and tardiness
- Reduced traffic congestion
- Healthier students and communities

Key Findings

SRTS can benefit all members, all communities, and many community goals, but the need is high.

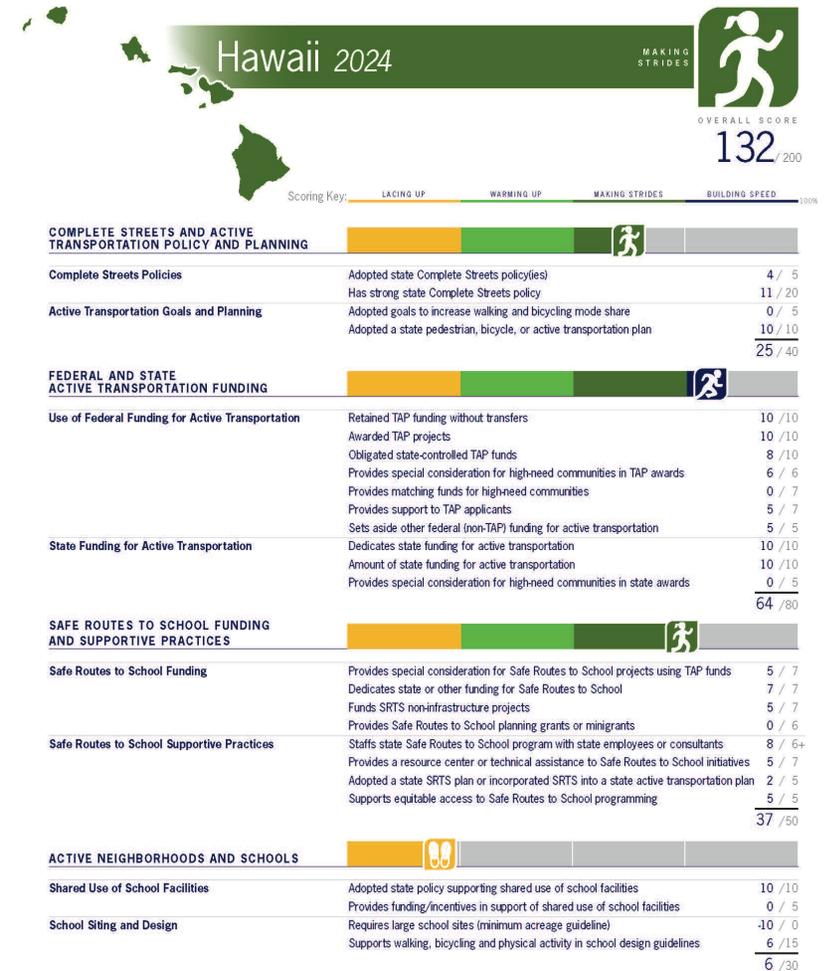
- 70% of all Hawaii residents live within 1 mile of a school; high on Oahu of 94%, low 38% on Hawaii County
- Oahu Ped Plan – estimates over \$940M as SRTS
- Statewide – estimates \$291M may qualify as SRTS
- Relationship in supporting the Navahine settlement, which includes building out the active transportation and transit access network within 5 years.



Key Findings

Benchmarking Hawaii provides additional opportunities for improved SRTS programs, policies, and projects.

- Federal and State Active Transportation Funding (80%)
- Safe Route to School Funding and Supportive Practices (75%)
- Complete Streets and Active Transportation Policy and Planning (63%)
- Active Neighborhoods and Schools (20%)



+ Exceeds 6 points because of 2-point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

Key Findings

Benchmarking Hawaii provides additional opportunities for improved SRTS programs, policies, and projects

- Confirming/exploring the use the 2.5 percent of the state planning and research funds to improve existing Complete Streets policies, tools, and funding strategies.
- Adopt walking and biking mode share goals more formally or through the legislative process; ensure a full assessment of the active transportation network (existing, proposed, and missing)
- Strategize about how to optimize other federal funding sources (TAP, HSIP, CMAQ, STP, etc) in the context of our statewide SRTS approach, in particular as it pertains to low-income/high-need communities and larger support for planning
- Explore removing the minimum site size requirements for schools and integrate SRTS into new school development and design.

Key Findings

Strong state programs also provide a menu of recommendations for the Hawaii State SRTS program

- From the Hawaii Public Health Institute Presentation
- Streamlined and efficient grant application processes (CO)
- Consistent on-going funding commitments (CO, OR)
- Strong program effectiveness framework and communications (CO, MN)
- Centering equity through plan and grants (MN)

Key Findings

Our current SRTS understanding ecosystem is incomplete but is in a building period.

- Inconsistent ecosystem, limited plan, funding lack and uncertainty
- 6's E's of SRTS
 - Engagement
 - Equity
 - Engineering
 - Encouragement
 - Education
 - Evaluation

Key Findings

Principles going forward

- Build a more expansive SRTS program/ecosystem of partners over the next 5 years, including a larger grantee pool
- Maximize federal funding (using SRTS as a local match)
- Center equity and support Navahine+HDOT implementation
- Invest in a robust plan, program support, and evaluation.
- Take a whole trip perspective – including transit access, bus service issues, etc.
- Elevate feedback and learning
- Obligate the \$10M for 2024-2025 (by HDOT) on existing programs and projects

Preliminary Application of Funding Recommendations

Part 3 – Specific priority plans and projects – \$6-9M

- SRTS network planning support (\$600,000)
- County SRTS projects (based on old special fund allocation – HAR 19-109)
 - 50% even across the counties
 - 50% based on student population
- Request Counties for project lists
 - including if federal match is leveraged
 - Non-infrastructure and infrastructure

Oahu	\$ 1,097,407.89	\$ 1,707,078.94
Hawaii County	\$ 766,715.04	\$ 1,192,667.84
Maui	\$ 752,787.46	\$ 1,171,002.71
Kauai	\$ 709,993.45	\$ 1,104,434.25

Any questions, comments, concerns?

- Anticipated draft report within two weeks for Committee review
- Discuss and take necessary action at November meeting.