



# OahuMPO Technical Advisory Committee

May 13, 2016



- I. Call to order by Chair
- II. Introductions/Roll Call



# III. February 12 and 22, 2016 Meeting Minutes



## IV. Reports

- a. Executive Director



## V. Old Business

a. Consider Action Regarding the Oahu  
Planning Process Review Implementation  
Plan



Oahu MPO

# Oahu Planning Process Review Implementation Plan

- Disposition of IGR comments provided in agenda packets
  - 84 comments
    - Suggested change made = 34
    - No action taken = 22
    - Comment was a question or request for clarification = 11
    - Action deferred = 19
  - Requested Action: Consider formation of a PIG to review the OPPR and make recommendation(s) to the full TAC.



## VI. New Business

### a. Review Final Draft FY 2016 Overall Work Program Revision #2



## FY2016 OWP Revision 2

- Proposes to add Transit Fares Scenario Modeling Study
  - \$130,000 = (\$26,000 Local + \$104,000 Federal)
  - HART will manage project



# FY2016 OWP Revision 2

- Public & IGR Comments Received
  - No comments
    - DDC & OECQ
  - DPP supports this project
    - No action taken
  - DPP suggests that the study consider a flat (fixed), zonal (distance-based), time-based/time differential, and mixed fare options, including the costs and benefits of each option, with specific attention on social equity
    - Comment will be provided to HART



## FY2016 OWP Revision 2

- **Public & IGR Comments Received**
  - DPP suggests that deep-discount group-pass programs be considered as part of the Fare Alternative Development and Modeling
    - Comment will be provided to HART
  - Public comment that the study is premature since the rail project is not near completion and much can change in the interim
    - No action taken. The study is needed to generate forecasts of future transportation conditions



# FY2016 OWP Revision 2

- **Public & IGR Comments Received**
  - Public comment regarding how much staff time is needed to prepare the study; the CAC has been told repeatedly that staff time was in too short supply to work on other studies that need more immediate attention
    - No action taken. The staff time to support the consultant will be provided by HART.



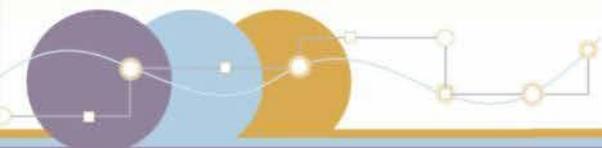
# FY2016 OWP Revision 2

- **Suggested Action:**
  - Recommend approval of Revision #2 to the FY 2016 OWP to the Policy Board



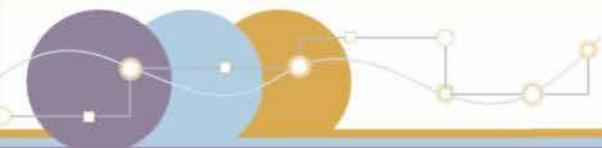
## VI. New Business

### b. Discuss Federal Performance Measures and Performance-Based Planning Requirements



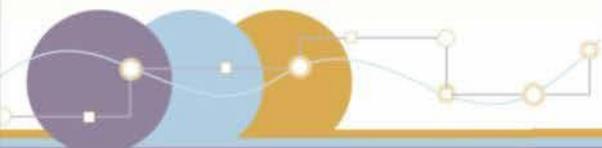
## *Why Are We Doing Performance Management?*

- To transform the Federal-aid Highway Program and to provide a means to the **most efficient investment** of Federal transportation funds
- To refocus on **national transportation goals**
- To increase the **accountability and transparency** of the Federal-aid Highway Program
- To **improve decision-making** through performance-based planning and programming



## FHWA TPM Rulemaking Schedule

| Performance Area                                   | NPRM              | Comments Due                  | Final Rule               |
|--|-------------------|-------------------------------|--------------------------|
| Safety Performance Measures                        | March 11, 2014    | <u>Closed</u> June 30, 2014   | Published March 15, 2016 |
| Highway Safety Improvement Program                 | March 28, 2014    | <u>Closed</u> June 30, 2014   | Published March 15, 2016 |
| Statewide and Metro Planning; Non-Metro Planning   | June 2, 2014      | <u>Closed</u> October 2, 2014 | Anticipated May 2016     |
| Pavement and Bridge Performance Measures           | January 5, 2015   | <u>Closed</u> May 8, 2015     | Anticipated October 2016 |
| Highway Asset Management Plan                      | February 20, 2015 | <u>Closed</u> May 29, 2015    | Anticipated October 2016 |
| Performance of the NHS, Freight, and CMAQ Measures | April 22, 2016    | <u>Open</u> until August 2016 | TBD                      |

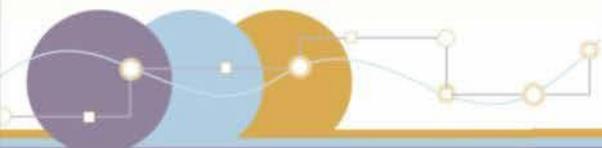


## Final Measures: Safety

| Measure Area   | Proposed Performance Measures   |
|--|---|
| <b>Highway Safety Improvement Program Performance Measures (Subpart B)</b> | <ul style="list-style-type: none"><li>• Number of Fatalities</li><li>• Number of Serious Injuries</li><li>• Rate of Fatalities per 100 million VMT</li><li>• Rate of Serious Injuries per 100 million VMT</li><li>• Number of non-motorized fatalities and non-motorized serious injuries</li></ul> |

Note: These measures apply to all public roads, regardless of ownership/classification.

*More information about these measures can be found in previous presentations and fact sheets on the Office of TPM Website ([www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)).*

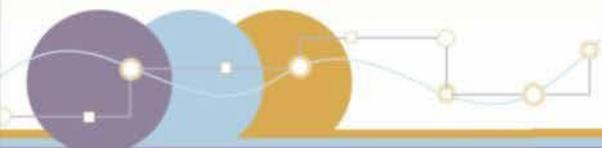


## ***Proposed Measures: Pavement and Bridge Condition***

| <b>Measure Area</b>   | <b>Proposed Performance Measures</b>  |
|---|---|
| <b>Pavement Condition Performance Measures</b><br>(Subpart C)   | <ul style="list-style-type: none"><li>• Percentage of pavements of the Interstate System in Good condition*</li><li>• Percentage of pavements of the non-Interstate NHS in Good condition*</li><li>• Percentage of pavements of the Interstate System in Poor condition*</li><li>• Percentage of pavements of the non-Interstate NHS in Poor condition*</li></ul> |
| <b>NHS Bridge Condition Performance Measures</b><br>(Subpart D) | <ul style="list-style-type: none"><li>• Percentage of NHS Bridges Classified as in “Good” Condition*</li><li>• Percentage of NHS Bridges Classified as in “Poor” Condition*</li></ul>   |

*More information about these measures can be found in previous presentations and fact sheets on the Office of TPM Website ([www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)).*

\*These measures contribute to the National Highway Performance Program (NHPP)

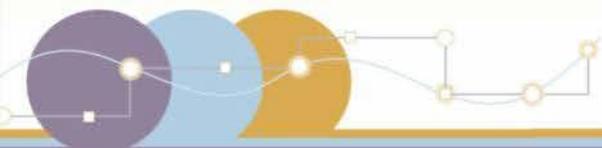


## ***Proposed Measures: Performance of the NHS and Freight Movement on the Interstate***

| <b>Measure Area</b>  | <b>Proposed Performance Measures</b>  |
|--|---|
| <b>Performance of the National Highway System</b><br>(Subpart E) | <ul style="list-style-type: none"><li>• Percent of the Interstate System providing for Reliable Travel Times*</li><li>• Percent of the non-Interstate NHS providing for Reliable Travel Times*</li></ul> <hr/> <ul style="list-style-type: none"><li>• Percent of the Interstate System where Peak Hour Travel Times meet expectations*</li><li>• Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations*</li></ul> |
| <b>Freight Movement on the Interstate System</b><br>(Subpart F)  | <ul style="list-style-type: none"><li>• Percent of the Interstate System Mileage providing for Reliable Truck Travel Times**</li><li>• Percent of the Interstate System Mileage Uncongested**</li></ul>   |

\*These measures contribute to the National Highway Performance Program (NHPP)

\*\*These measures contribute to the National Highway Freight Program (NHFP)



## Measures vs. Targets

Entire Applicable Network

### MEASURE

An expression based on a metric, used to establish targets and to assess progress towards achieving the established target

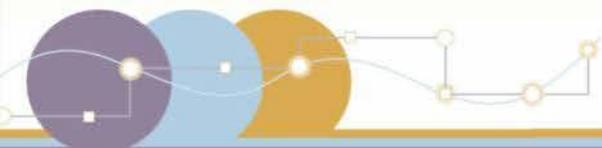
### TARGET

A quantifiable level of performance or condition, as a value for a measure, to be achieved within a time period required by FHWA

Example

83.7% total Interstate miles uncongested

Target: 80.0% Uncongested  
Actual: 83.7% Uncongested  
✓ **Target Achieved**



## *Proposed Establishment of Performance Targets*

### State DOTs

- Establish 2-year and 4-year targets, as applicable
  - Within 1-year of the effective date of the final rule.
- Target adjustment of 4-year target allowed at the mid-point of target period
- Optional additional urbanized/non-urbanized targets

### MPOs

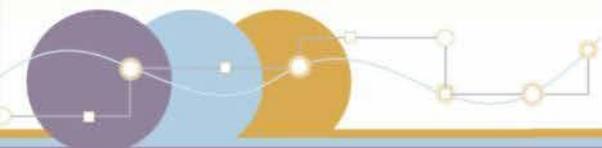
- Establish 2-year and 4-year targets, as applicable, by either committing to support the State DOT target or establishing a quantifiable target.
  - Within 180 days of the State DOT
- If State DOT adjusts target, any MPO adjustments must occur within 180 days



## *Initial State DOT Reporting*

### Initial State Performance Report (due October 1, 2016)

- Performance where data is available
- Effectiveness of asset management investment strategy for NHS
- Progress toward targets
- Activity to reduce freight bottlenecks



## State DOT Reporting on Performance Targets

### Baseline Performance Period Report

- NHS limits
- Adjusted urbanized area boundaries and population data
- Nonattainment and maintenance areas and MPOs' CMAQ Performance Plan\*
- Baseline performance
- 2-year and 4-year targets
- Discussion of congestion at freight bottle necks.
- Relationship to other plans, including freight

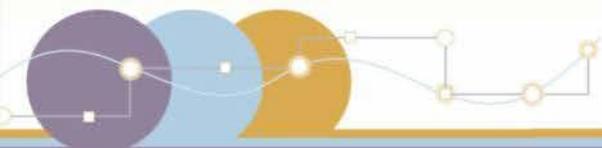
### Mid Performance Period Progress Report

- 2-year performance
- Progress discussion
- Investment strategy effectiveness
- Adjusted 4-year targets (optional)\*
- Extenuating circumstances\*
- Target achievement discussion\*
- MPOs' CMAQ Performance Plans\*

\*Only include when applicable

### Full Performance Period Progress Report

- Same content as Mid Performance Period Progress Report, except:
  - Reporting on 4-year performance
  - No option for adjusted targets



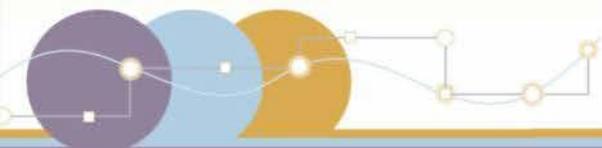
## *MPO Reporting on Performance Targets*

### System Performance Report

- Part of MPO's Metropolitan Transportation Plan (MTP)
- Report baseline performance and progress toward achieving targets

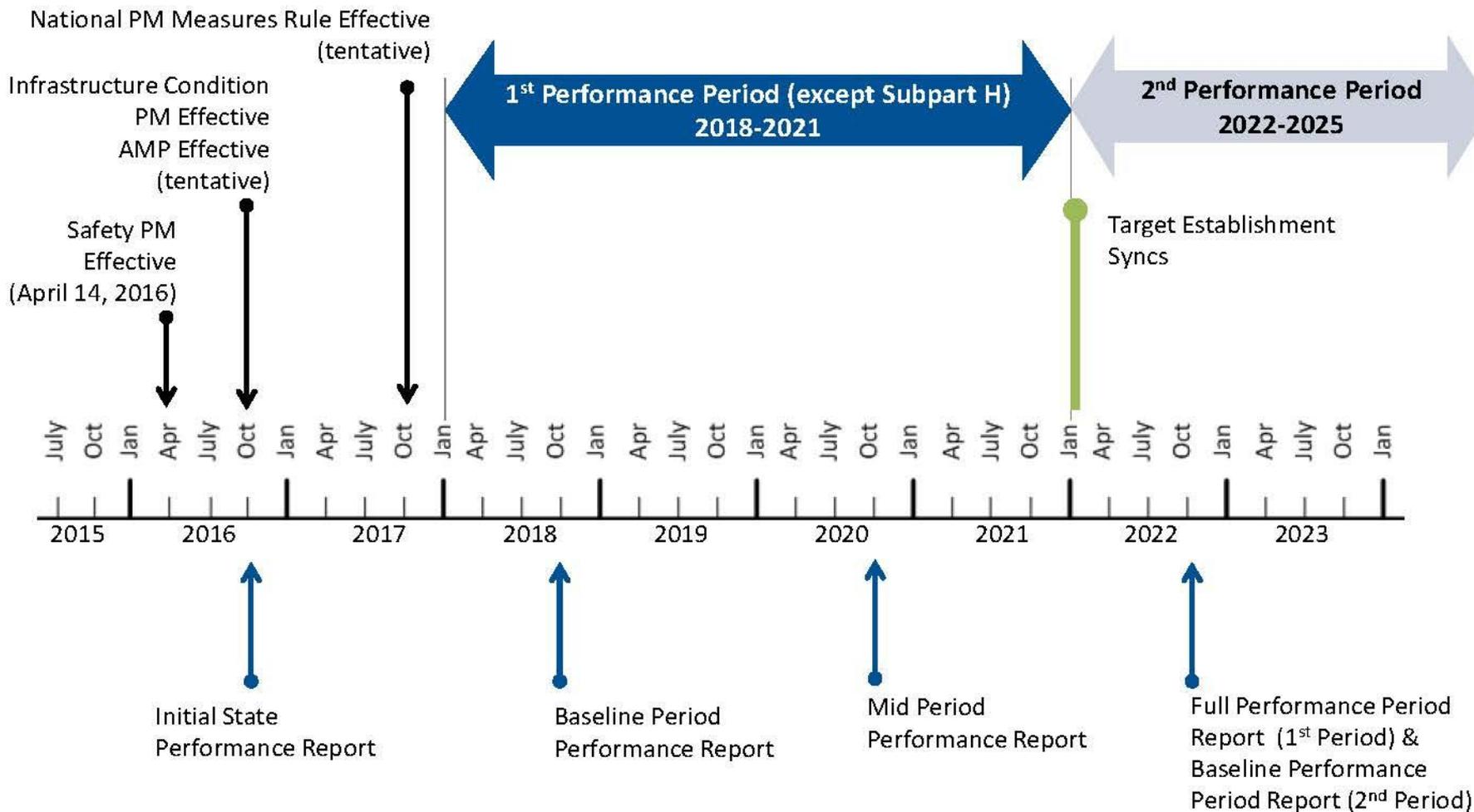
### CMAQ Performance Plan

- Required for MPOs serving a TMA with a population over 1 million with ozone, CO, or PM nonattainment and maintenance areas

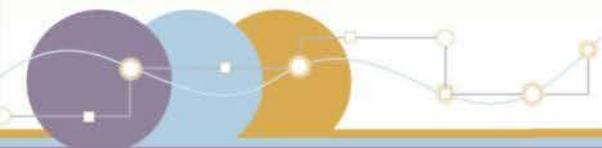


## Effective Dates of Performance Measures

Effective Dates & Reporting Periods

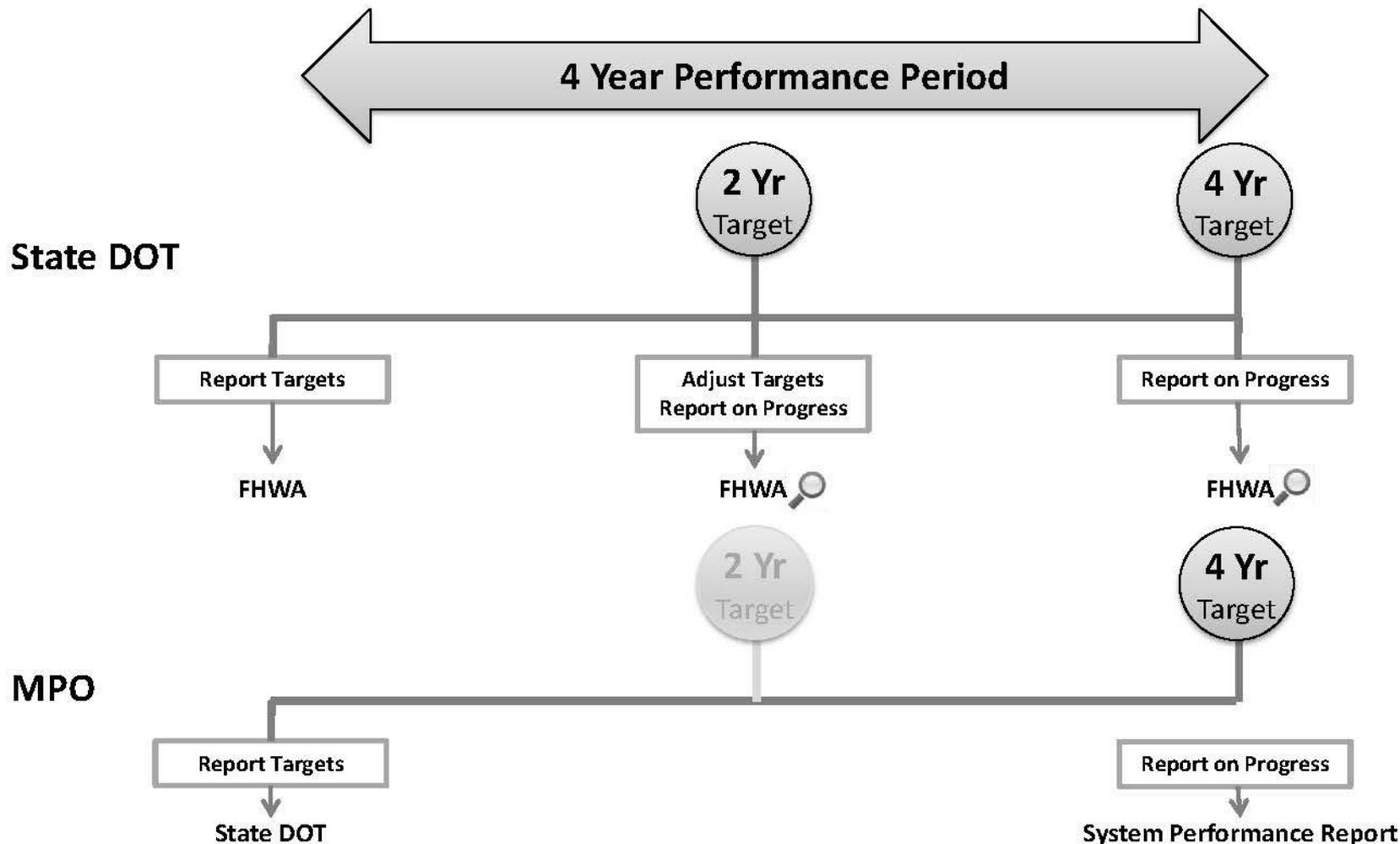


PM Reporting



# Transportation Performance Management

## Overview





## *Rulemaking Resources*

Office of TPM website: <http://www.fhwa.dot.gov/tpm/>

### **In-Depth Webinars on Proposed Measures**

- 4/25: Freight Movement on the Interstate System (Subpart F) – Technical Review
- 4/26: Performance of the NHS (Subpart E)
- 5/3: CMAQ – Traffic Congestion and On-Road Mobile Emissions (Subparts G and H)
- TBD: Freight Movement on the Interstate System (Subpart F) – Industry Overview

**Fact sheets, published NRPMs, webinar registration, and related information at [http://www.fhwa.dot.gov/tpm/rule/pm3\\_nprm.cfm](http://www.fhwa.dot.gov/tpm/rule/pm3_nprm.cfm)**



## VI. New Business

### c. Review Development Schedule for the next Oahu Regional Transportation Plan



# Oahu Regional Transportation Plan 2040

- **Policy Board Action on April 13, 2016**
  - “approval of ORTP 2040 as presented and allow staff to make technical non-substantive changes prior to transmittal to USDOT”
- **Next Steps**
  - Prepare the Final ORTP 2040
  - Transmit to USDOT by 4/29/16 and post on [www.oahumpo.org](http://www.oahumpo.org)
  - **Begin development of the next ORTP immediately to avoid compressed schedule**



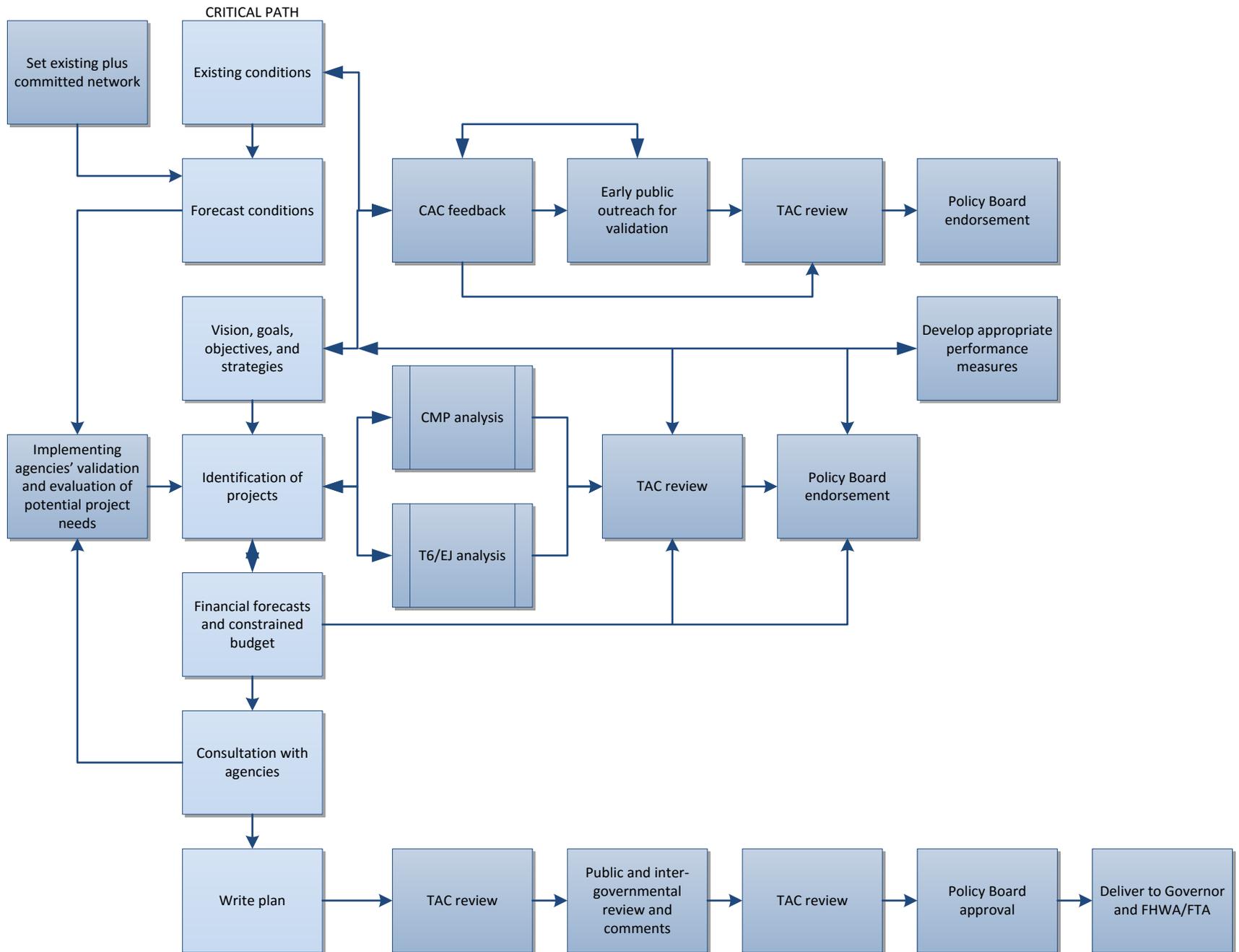
## ORTP Processes and Procedures

- Accepted by the Policy Board on September 21, 2015
  - ORTP is developed along a five-year timeline
  - A product in the process of continual development
  - An outline of the optimal schedule of specific tasks throughout a five-year ORTP development process



# ORTP High-Level Task Schedule

1. **Pre-ORTP Tasks**
  - Develop performance measures, public input strategy, update model network, procure consultant assistance
2. **Existing Conditions & Scenario Planning**
  - Review relevant studies, scenario planning
3. **Issue Identification & Forecasts**
  - Surveys, stakeholder meetings, land use forecasts, model calibration
4. **Vision, Goals, & Alternative Scenarios**
  - Vision Statements, performance analysis, project list
5. **Draft & Final ORTP**
  - Public and intergovernmental agency review





## Year One Pre-ORTP Tasks

- 1.1 Develop performance measures
- 1.2 Establish Environmental Advisory Committee (EAC)
- 1.3 Develop and document public input strategy for ORTP
- 1.4 Establish ORTP Technical Advisory Committee (TAC) & Citizen Advisory Committee (CAC) Subcommittee(s)
- 1.5 Review procedures for key tasks, confirm TAC acceptance, and Policy Board approval
- 1.6 Develop public input plan consistent with the approved Public Participation Plan
- 1.7 Request roadway network and bus route updates from DTS, HART, and HDOT, as appropriate
- 1.8 Develop RFQ, advertise for, and select modeling support consultant
- 1.9 Develop RFP, advertise for, and select telephone survey firm
- 1.10 Hire supplementary analyst staff or procure consultant assistance