



OahuMPO Policy Board

Presented by Brian Gibson

January 26, 2016



Oahu MPO

I. Call to order by Chair



II. Roll Call or Introductions



III. Approval of November 6, 2015 Policy Board Meeting Minutes



Oahu MPO

IV. Reports



Oahu MPO

VI. New Business



VI.a. Elect New Policy Board Chair for 2016-2017



Elect New Policy Board Chair for 2016-2017

- **Bylaws state:**
 - “The Chair shall be elected by the majority of the members in a duly constituted meeting on a rotating basis between members of the City Council and members of the State Legislature.”
 - “The Chair’s term of office shall be two years or until a successor is appointed.”
- **The Chair establishes meeting agendas, facilitates the meetings, and serves as Chair of the Executive Committee**
- **The Chair is authorized to execute all documents approved by the Policy Board**



VI.b. Elect New Policy Board Vice-Chair for 2016-2017



Oahu MPO

Elect New Policy Board Vice-Chair for 2016-2017

- **Bylaws state:**

- “In years when the rotating Chair is a City Council member, the Vice-Chair shall be a member from the State Legislature. In years when the rotating Chair is a member of the State Legislature, the Vice-Chair shall be a member from the City Council.”
- “The Vice-Chair shall be elected by the majority of the members in a duly constituted meeting to serve in the Chair’s absence or in the case of the Chair vacating office. The Vice-Chair’s term of office shall be two (2) years, concurrent with the term of the Chair.”

- **The Vice-Chair also serves on the Executive Committee**



VI.c. Elect Two Members of the Executive Committee



Oahu MPO

VI.c. Elect Two Members of the Executive Committee

- **Policy Board Bylaws state:**
 - “The Executive Committee is a standing sub-committee of the Policy Board.”
 - “The Executive Committee is not a decision-making body, but rather, a deliberative assembly.”
 - “The Executive Committee shall consist of:
 - The Policy Board Chair
 - The Policy Board Vice-Chair
 - Two additional members of the Policy Board as elected by the Policy Board



Oahu MPO

VI.c. Elect Two Members of the Executive Committee

- **Executive Committee Bylaws state:**
 - “Executive Committee members shall serve until replaced through election.”



VI.d. Consider Transportation Alternatives Projects



Transportation Alternatives Program

September 24, 2015	Oahu MPO issues call for projects
October 26, 2015 (30 days)	Deadline for sponsor agencies to submit application(s)
October 30, 2015	OahuMPO staff review application(s) for eligibility
Oct 30-Nov 16, 2015	Evaluation Committee individual review
November 16, 2015	Evaluation Committee meets
January 2016	Prioritized list presented to Policy Board
January 2016 (30 days)	Public and Intergovernmental Review starts
February 2016	Policy Board Approves TAP Project(s)
March 2016	STIP approved, Letters of Award issued to project sponsor(s)
May 31, 2016	Sponsor(s) submit Request for Project Authorization to HDOT
May-Sept, 2016	Funds are obligated
Less than 180 days after funds are obligated	Sponsors issue Notice to Proceed
Before May 2017	Sponsor(s) must submit copies of executed contract and notice to proceed to OahuMPO



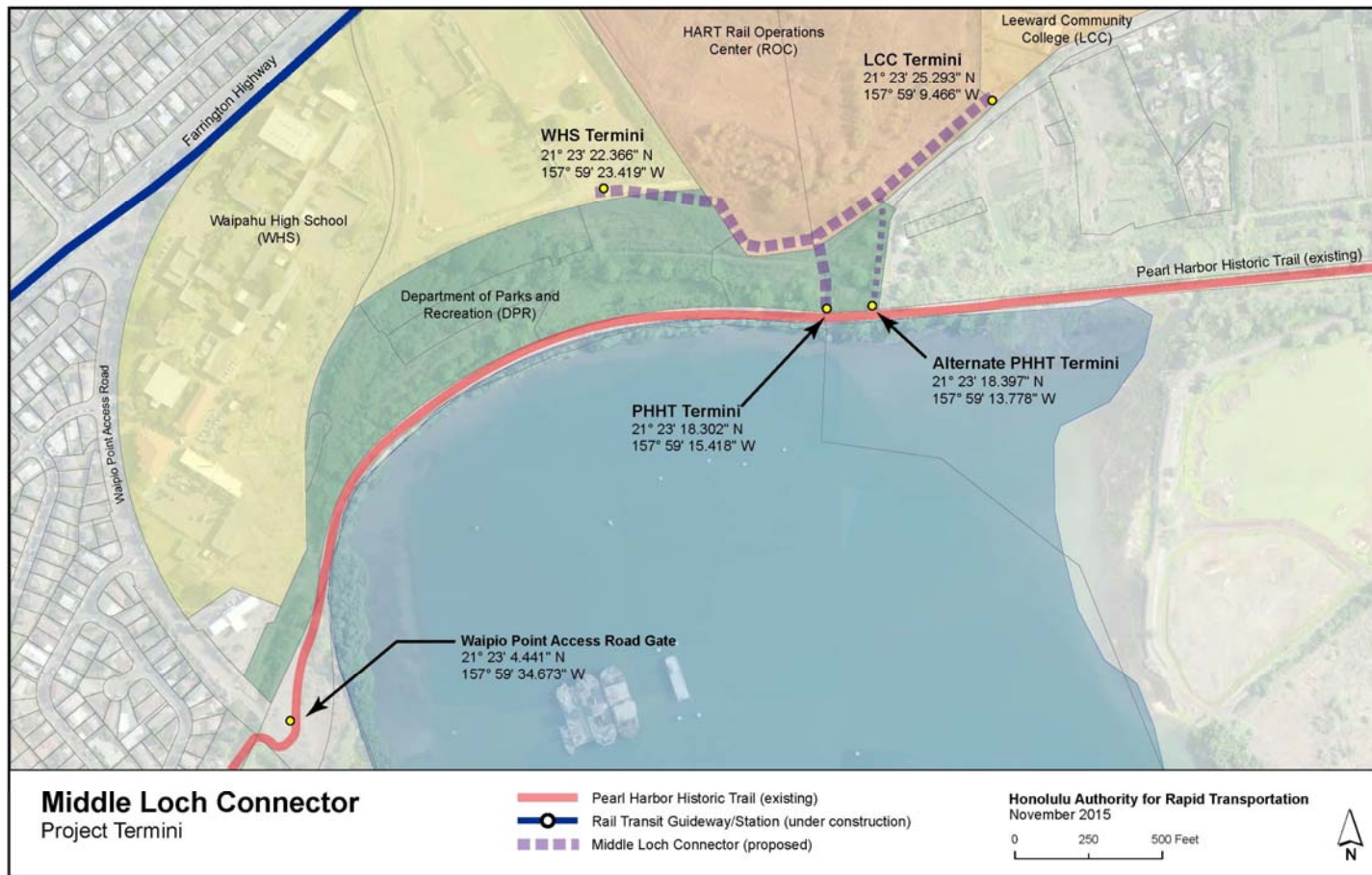
TAP Evaluation Committee

TAPEC met on November 16th, 2015 after a period of individual review of projects.

- Consisted of OahuMPO staff, representatives from its partner agencies, and members from its Technical and Citizen Advisory Committees.
 - 2 Members of OahuMPO
 - 2 Members of HDOT
 - 1 Member of PB (Department of Health)
 - 1 Member of TAC (Office of Planning)
 - 1 Member of CAC (Hawaii Bicycling League)



HART Middle Loch Connector





HART Middle Loch Connector

Multi-use path that would connect the Pearl Harbor Historic Trail to Leeward Community College, LCC Rail Station, and Waipahu High School.

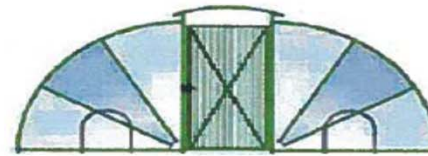
- \$500,000 (\$400,000 TAP, \$100,000 Local Match)
- 1,800-foot long (0.3 mile).
- Would also serve as an emergency second access to LCC, Waiawa residential community, and HART Rail Operations Center.



DTS Secure Bike Storage Shelters



Example of a shelter that meets the Requirements of this contract:
VELODOME SHELTER – EUROPA
COMPOUND - SINGLE



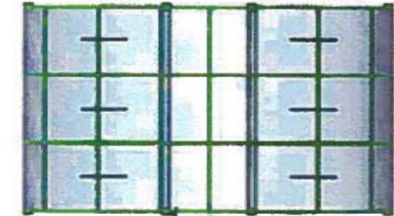
Front



Side



Corner



Top



Existing Bicycle Shelter





DTS Secure Bike Storage Shelters

Prefabricated bicycle shelters and secure bicycle storage lockers.

- \$500,000 (\$400,000 TAP, \$100,000 Local Match)
- Will be located at or near transit centers.
- Accessible to users after registering on-line.
- Construction of combination of nine (9) shelters and lockers.
- Shelters similar to shelter at Kalihi Transit Center that cost about \$60,000
- Each locker is about \$5,000



TAP Evaluation Committee

*Based on the criteria established in the
OahuMPO Transportation Alternatives
Program Guide for Sponsors and Applicants:*

- Priority 1 – HART Middle Loch Connector
- Priority 2 – DTS Secure Bike Storage Units



VI.e. Fixing America's Surface Transportation (FAST) Act Summary



Hawaii Apportionments

Total Formula Apportionment

State	FY 2015 Actual	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020
Hawaii	\$163,244,192	\$171,562,378	\$175,105,158	\$178,889,407	\$182,927,036	\$187,308,045
		+5.1%	+2.1%	+2.1%	+2.3%	+2.4%

National Highway Performance Program

State	FY 2015 Actual	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020
Hawaii	\$96,314,552	\$96,031,897	\$98,163,265	\$100,029,755	\$102,092,354	\$104,217,869
		-0.3%	+2.2%	+1.9%	+2%	+2.1%

***These authorizations are subject to annual appropriations and may not materialize**



TIFIA

Act	Year	Authorized Funding	% Change
MAP-21 Apportionments	2013	\$750,000,000	
	2014	\$1,000,000,000	+33%
	2015	\$1,000,000,000	+0%
FAST Act	2016	\$275,000,000	-72.5%
	2017	\$275,000,000	+0%
	2018	\$285,000,000	+3.6%
	2019	\$300,000,000	+5.2%
	2020	\$300,000,000	+0%



Nationally Significant Freight and Highway Projects (NEW) (Competitive Grants)

Act	Year	Authorized Funding	% Change
MAP-21 Apportionments	2013	\$0	+0%
	2014	\$0	+0%
	2015	\$0	+0%
FAST Act	2016	\$800,000,000	
	2017	\$850,000,000	+6.25%
	2018	\$900,000,000	+6.9%
	2019	\$950,000,000	+5.6%
	2020	\$1,000,000,000	+5.3%



Nationally Significant Freight and Highway Projects (NEW)

- **Goals are to:**

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in the global economic competitiveness of the United States;
- reduce highway congestion and bottle necks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.



Oahu MPO

Nationally Significant Freight and Highway Projects (NEW)

- **Big projects – Grant minimum at least \$25,000,000**
 - A highway or bridge project on the NHS
 - a project to add capacity to the Interstate System to improve mobility; or
 - a project in a national scenic area; or
 - a freight project that is a freight intermodal or freight rail project; or
 - within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and is necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; and
 - has eligible project costs that are reasonably anticipated to exceed about \$50 million (for Hawaii)
 - The lesser of \$100,000,000 or 30% of previous years apportionment
 - Limitations and exclusions apply



Oahu NHS





Nationally Significant Freight and Highway Projects (NEW)

- **Small Projects – Grant minimum \$5,000,000**
 - Reserved for 10% of total authorization
 - development phase activities, including planning (*MPOs are eligible recipients*), feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
 - construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.



Nationally Significant Freight and Highway Projects (NEW)

- In general Federal share may not exceed 60% of project costs.
 - But, other federal sources may be used to satisfy some of the non-federal share
 - Total federal assistance capped at 80% of total project costs



Surface Transportation Block Program

- Currently, often referred to as “STP”
- Intended to be flexible funding to address State and local needs
 - Highways, bridges, tunnels, transit capital, ITS infrastructure;
- *“decisions about how funds should be obligated are best determined by the States and municipalities to respond to unique local circumstances and implement the most efficient solutions”*



Surface Transportation Block Program

State	FY 2015 Actual (STP)	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020
Hawaii	\$44,301,670	\$44,309,737	\$45,436,352	\$46,417,113	\$47,314,114	\$48,435,729
		<0.1%	+2.5%	+2.2%	+1.9%	+2.4%

Surface Transportation Block Grant Set-Aside (for transportation alternatives)

State	FY 2015 Actual (STP)	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020
Hawaii	\$2,630,570	\$2,747,081	\$2,747,081	\$2,813,683	\$2,813,683	\$2,813,683

STBG Recreational Trails Set-Aside

Hawaii	960,464	\$960,464	\$960,464	\$960,464	\$960,464	\$960,464
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Surface Transportation Block Program

- **Eligible projects**
 - Highways, bridges, tunnels, transit capital, ITS infrastructure;
 - **Operational improvements** and capital and operating costs for traffic monitoring, management, and control facilities and programs;
 - Certain **environmental measures**;
 - **Highway and transit safety** infrastructure;
 - Fringe and corridor **parking facilities and carpool** projects;
 - **Recreational trails** projects, pedestrian and bicycle modifications to comply with **ADA accessibility** requirements, and the safe routes to school;



Surface Transportation Block Program

- **Eligible projects**
 - Development and implementation of a **State asset management plan** for the National Highway System and a performance-based management program for other public roads;
 - **Bridge and tunnel protection** (e.g., painting, scour countermeasures, seismic retrofits, impact protection, security, and protection against extreme events) on public roads, and inspection and evaluation of bridges and tunnels and other highway assets



Surface Transportation Block Program

- **Eligible projects**

- Surface transportation **planning** programs, highway and transit **research and development** and technology transfer programs, and workforce development, **training**, and **education**;
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a **port terminal**;
- Projects and strategies designed to support **congestion pricing**, including electronic toll collection and **travel demand management** strategies and programs.



Surface Transportation Block Program

- **Funds are suballocated based on population:**
 - To areas with more than 200,000 population;
 - To areas with more than 5,000, but less than 200,000;
 - State must consult with any MPOs before obligation
 - To other (rural) areas less than 5,000 population
- **Suballocation amounts:**
 - FY2016, 51 percent; (Oahu est. = \$15,818,575)
 - FY2017, 52 percent; (Oahu est. = \$16,538,832)
 - FY2018, 53 percent; (Oahu est. = \$17,220,748)
 - FY2019, 54 percent; and (Oahu est. = \$17,884,734)
 - FY2020, 55 percent (Oahu est. = \$18,647,755)



Surface Transportation Block Program

- Reserves funding for transportation alternatives
 - Funds are allocated 50% to the State and 50% to sub-areas based on population.
 - A state or MPO is required to develop a competitive selection process for project funding.
 - States and MPOs must submit an annual report to USDOT describing the number of application received and the number and types of projects to be carried out.



Bridge Project Bundling

- States may bundle 2 or more similar eligible bridge projects and award a single contract for engineering and design or construction
- A bundled project may be listed as one project in the S/TIP



Highway Safety Improvement Program

- **Some additional project eligibility:**
 - Installation of vehicle-to-infrastructure communication equipment
 - Pedestrian hybrid beacons
 - Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.





Highway Safety Improvement Program

State	2015 Actual	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
Hawaii	\$9,484,017	\$9,412,905	\$9,622,121	\$9,802,230	\$9,978,452	\$10,180,798
		-1%	+2.2%	+1.9%	+1.8%	+2%



National Highway Freight Program (NEW)

- To provide the foundation for the United States to compete in the global economy
- FHWA Administrator shall establish a National Highway Freight Network
 - The 41,518 mile Primary Freight Network (PFN) established under MAP-21 + critical rural freight corridors + critical urban freight corridors + portions of the Interstate system not included in the PFN
 - Redesignated every 5 years



National Highway Freight Program (NEW)

- To implement operational improvements on the highways of the United States that—
 - strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States;
 - reduce congestion and bottlenecks on the National Highway Freight Network;
 - reduce the cost of freight transportation;
 - improve the year-round reliability of freight transportation; and
 - increase productivity, particularly for domestic industries and businesses that create high-value jobs;
- To improve the safety, security, efficiency, and resiliency of freight transportation;
- To improve the state of good repair of the National Highway Freight Network;
- To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network;
- To improve the efficiency and productivity of the National Highway Freight Network;
- To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity; and
- To reduce the environmental impacts of freight movement



National Highway Freight Program (NEW)

State	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020	Avg.
Hawaii	\$4,915,116	\$4,701,415	\$5,128,817	\$5,769,918	\$6,411,020	\$5,385,257

- In urbanized areas of >500,000 people, the MPO may designate critical freight corridors in consultation with the State.
- In urbanized areas <500,000 people, the State may designate critical freight corridors in consultation with the MPO.
- For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor
- Use of funds
 - Varies based on the % of state miles that are designated as primary highway freight system
 - State must complete a freight plan within 2 years or lose the ability to obligate these funds



National Highway Freight Program (NEW)

- Each year, no more than 10% of funds can be used for rail or intermodal connections
- **ELIGIBLE PROJECTS:**
 - Planning, feasibility analysis, environmental review, preliminary engineering and design work.
 - Construction, reconstruction, rehabilitation, acquisition of real property, construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
 - Intelligent transportation systems and other technology to improve the flow of freight.
 - Efforts to reduce the environmental impacts of freight movement.
 - Environmental and community mitigation for freight movement.
 - Geometric improvements to interchanges and ramps.
 - Truck-only lanes, including climbing and runaway truck lanes.
 - Adding or widening of shoulders.
 - Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
 - Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
 - Traffic signal optimization, including synchronized and adaptive signals.
 - Work zone management and information systems.
 - Highway ramp metering.
 - Electronic cargo and border security technologies that improve truck freight movement.
 - Additional road capacity to address highway freight bottlenecks.
 - Physical separation of passenger vehicles from commercial motor freight.
 - Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
 - A highway or bridge project to improve the flow of freight on the National Highway Freight Network.
 - Conducting analyses and data collection related to the national highway freight program.



Metropolitan Planning

- Transit reps may also be reps of local municipality (e.g., City Council members)
- Additional planning considerations/ consultations:
 - Tourism
 - Natural disaster risk reduction
 - Stormwater run-off reduction or impact mitigation
 - Commuter vanpool providers
- Congestion management plans
 - Optional; old CMP is replaced by performance-driven process



Metropolitan Planning

State	2015 Actual*	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
Hawaii	\$1,695,029	\$1,741,625	\$1,776,893	\$1,814,225	\$1,853,178	\$1,896,314
		+2.7%	+2%	+2.1%	+2.1%	+2.3%

*FHWA allocation only

Agency	2015 Actual*	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
OahuMPO	\$1,436,942	\$1,512,427	\$1,543,054	\$1,575,473	\$1,609,300	\$1,646,759
MauiMPO	\$217,759	\$229,198	\$233,839	\$238,752	\$243,878	\$249,555



Statewide and Non-Metro Planning

- Additional planning considerations/
consultations:
 - Tourism
 - Natural disaster risk reduction
 - Stormwater run-off reduction or impact mitigation
 - Commuter vanpool providers



Acceleration of Project Delivery

- Provides further exemptions for post-1945 common bridges and culverts
- A lead agency may eliminate from consideration an alternative in an EIS if certain conditions under MPO or State planning have been met
 - And allows more flexibility to adopt analyses performed in the planning phase



Design Standards

- A design for new or reconstruction or resurfacing, restoration, or rehabilitation of a highway on the NHS (except Interstate) ~~may take into account~~ shall consider
 - The constructed and natural environment of the area
 - The environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity; and
 - Access for other modes of transportation



Design Standards

- Allows local jurisdictions to use design standards different from the State under certain conditions



Vehicle communications

- Vehicle-to-infrastructure communications equipment is now an allowable cost in most programs



Tolling & HOV Facilities

- Any public authority that allows public buses to use HOV lanes must provide equal access (same terms and conditions) for all public transportation vehicles and over-the-road buses (e.g. Robert's coach buses)



Public Transportation

FTA Funds

State	2015 Actual	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
Hawaii	\$41,053,996	\$42,177,804	\$43,033,630	\$43,960,581	\$45,307,477	\$46,277,457
		+2.7%	+2.0%	+2.1%	+3.1%	+2.1%

5303 Funds (Metropolitan Planning)

State	2015 Actual	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
Hawaii	\$424,043	\$430,403	\$439,184	\$448,406	\$457,913	\$467,620
		+1.5%	+2.0%	+2.1%	+2.1%	+2.1%

5307 + 5340 Funds (Urbanized Area Formula)

State	2015 Actual	Est. 2016	Est. 2017	Est. 2018	Est. 2019	Est. 2020
Hawaii	\$30,291,553	\$30,909,473	\$31,554,286	\$32,256,849	\$33,373,062	\$34,107,610
		+2.0%	+2.1%	+2.2%	+3.5%	+2.2%



Metropolitan Planning

- Changes similar to FHWA
 - E.g., public transportation representative on the Policy Board, intercity buses, CMP, etc.



Urbanized Area Formula Grants

- Facilities and equipment must be maintained in accordance with the asset management plan



Fixed Guideway Capital Investment Grant

- **BRT**
 - Strikes requirement that corridor based BRT operate short headway bidirectional service for a substantial part of weekend days
- **Small Starts**
 - Amends definition to increase the federal assistance up to \$100 million and increase the total net capital costs to \$300 million
 - Amends definition of interrelated projects to include small starts projects



Fixed Guideway Capital Investment Grant

- Strikes applicant's requirement to develop information enabling the Secretary to make a finding of policies and land use patterns that promote public transportation
- Amends programs of interrelated projects to include new fixed guideway capital project or core capacity improvement during the engineering phase



Fixed Guideway Capital Investment Grant

- Amends federal share of a full funding grant agreement for a new fixed guideway capital project to 60%
 - Defines where the remaining costs may come from
 - Cash from non-government sources
 - Revenue from sale of advertising or concessions
 - From an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital



Fixed Guideway Capital Investment Grant

- Decreases the number of years fund may be available from 5 to 4 years
- Provides grants for joint public transportation and intercity passenger rail projects
- Adds a new expedited project delivery for capital investment grants pilot program with a 25% limitation on federal share



Oahu MPO

Enhanced Mobility of Seniors and Individuals with Disabilities

- For the definition of “recipient”, adds “A State or local government entity that operates a public transportation service”
- Adds a new best practices section for USDOT to share amongst public transportation agencies
- Add a pilot program for innovative coordinated access and mobility to assist in financing innovative projects for the transportation disadvantaged



Public Transportation Innovation

- The Secretary shall provide assistance for projects and activities to advance innovative public transportation R&D
- The Secretary shall select at least one facility to engage in research associated with low or no emission vehicles



FTA General Provisions

- Grants or loans may not be used to pay incremental cost of art of non-functional landscaping
- Buy America waiver provision to include rolling stock prototypes; increases percentage of costs of components and subcomponents produced in America compared to costs of all components and subcomponents when procuring rolling stock to receive a Buy America waiver



Grants for Buses and Bus Facilities

- Increases amount of grant fund to \$90.5 million
 - Each state will receive \$1.75 million
- Sets up a pilot program in one urbanized area to allow for pooling of formula funds to permit larger scale procurements
- Competitive grant program reinstated



Positive Train Control Grants

- Authorizes \$199 million for installation of PTC
 - Awarded competitively
 - 80% Federal share
 - Only recipients of transit funds are eligible



Final Note

- There are many, many, many other changes – some of which don't impact Oahu, but others that do. This is just a broad summary.



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



Oahu MPO

VIII. Announcements



Oahu MPO

IX. Adjournment