



OahuMPO Policy Board Meeting

July 28, 2020



I. Call to order by Chair

II. Introductions/Roll Call



III. Approval of the June 30, 2020 Meeting Minutes



- IV. Reports
 - A. Executive Director
 - B. Technical Advisory Committee
 - C. Citizen Advisory Committee



V. Old Business

A. None



VI. New Business

A. Transportation Improvement Program (TIP) 2019-2022 Revisions #12 & #13



FFYs 2019-2022 TIP Revision #12 and #13



What is the Transportation Improvement Program (TIP)?

- Listing of surface transportation projects
 - **4 years** - short-range “plan”
 - Program, not a plan
 - “What gets built”
 - Construct, complete, implement, operate and maintain
 - TIP funding must be spent toward a project that will be built
- If not built, \$\$ must be paid back!



FFYs 2019-2022 TIP

Revision #12



FFYs 2019-2022 TIP Revision #12

- **Expedited Administrative Modifications**
 - Submitted directly to Policy Board for approval
- **2 project modifications:**
 - **1 State of Hawaii** project – FHWA funded
 - **1 City and County of Honolulu** project – FTA funded



Oahu State (OS) Projects

OS75 Kamehameha Highway (Route 83), Rockfall Protection, Waimea Bay

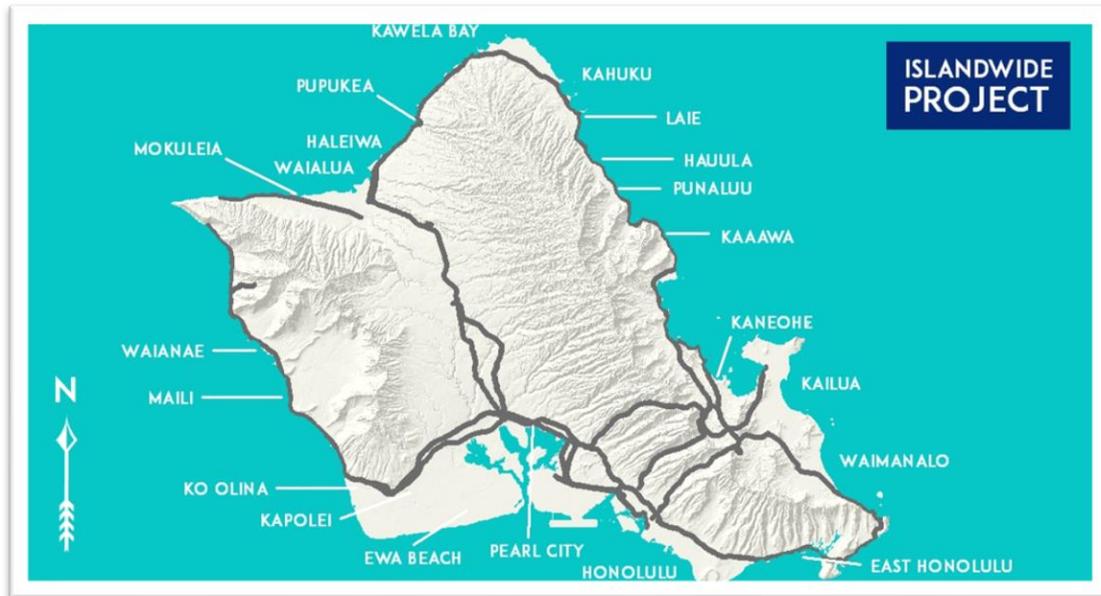
- **Funding Category: NHPP**
- **Revision Details:** Request to delete PE2/CON and ADVCON phase, add PE2 and CON phase since no longer proceeding as Des-Build, but rather as Des-Bid-Build (B.4).
- **Difference in Estimated Total Project Cost:**
\$0





City and County of Honolulu (OC) Projects

OC14 Bus Stop ADA Access and Site Improvements



- **Funding Category:**
FTA §5307/§5340
- **Revision Details:** Request to add Design phase (B.4).
- **Difference in Estimated Total Project Cost:**
\$0



FFYs 2019-2022 TIP

Revision #13



FFYs 2019-2022 TIP Revision #13

- **Amendment (“major changes”)**
 - Re-demonstration of fiscal constraint
 - Requires public & intergovernmental review, TAC consideration, and Policy Board approval
 - Title VI and Environmental Justice analysis
- **7 project amendments:**
 - **6 State of Hawaii** projects – FHWA funded
 - **1 City and County of Honolulu** project – FTA funded



OS87 Ala Moana Boulevard Elevated Pedestrian Walkway

- **Funding Category: BUILD**
- **Revision Details:** Request to add a new pedestrian project (C.1)
- **Estimated Total Project Cost:** \$25,000,000





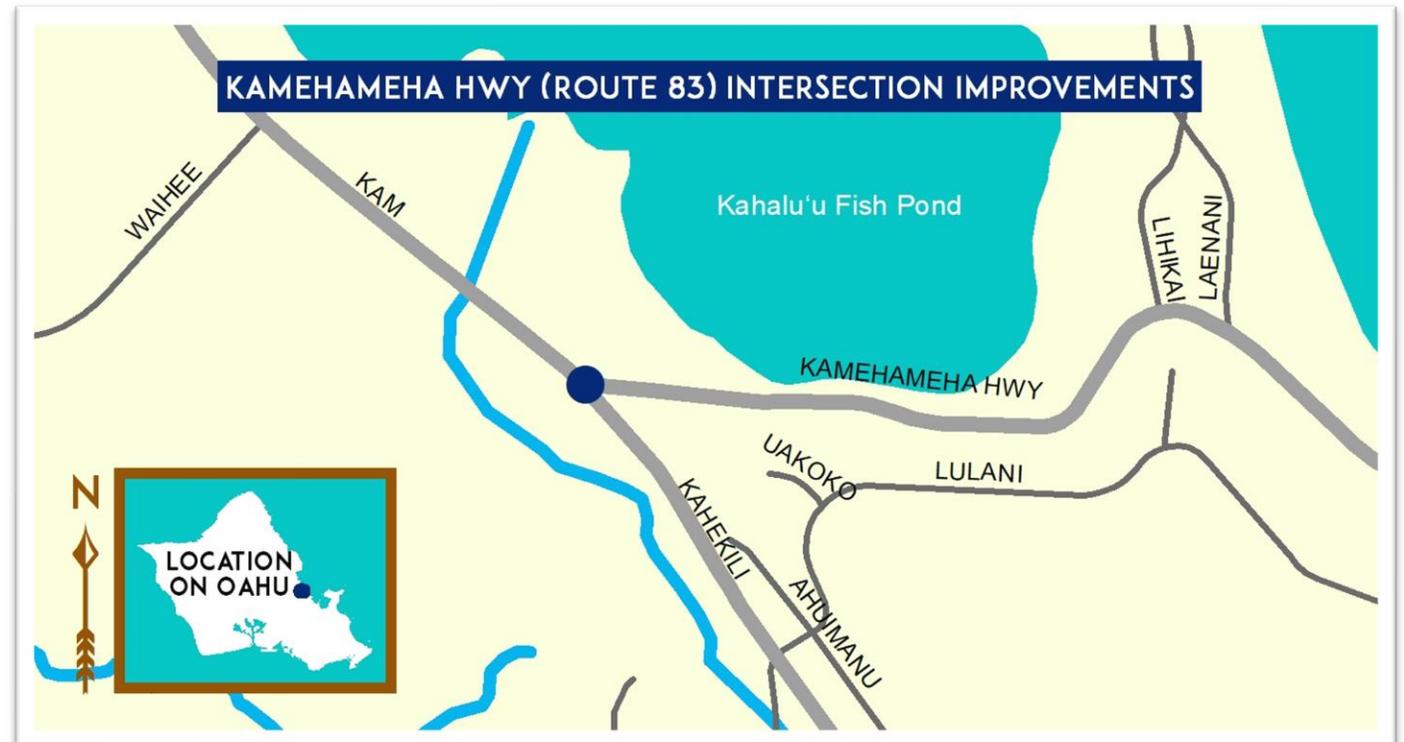
OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78), Phase 3A



- **Funding Category:** NHPP
- **Revision Details:** Request to add project phase 3A to include CON and ADVCON phases (C.5).
- **Difference in Estimated Total Project Cost:**
\$0

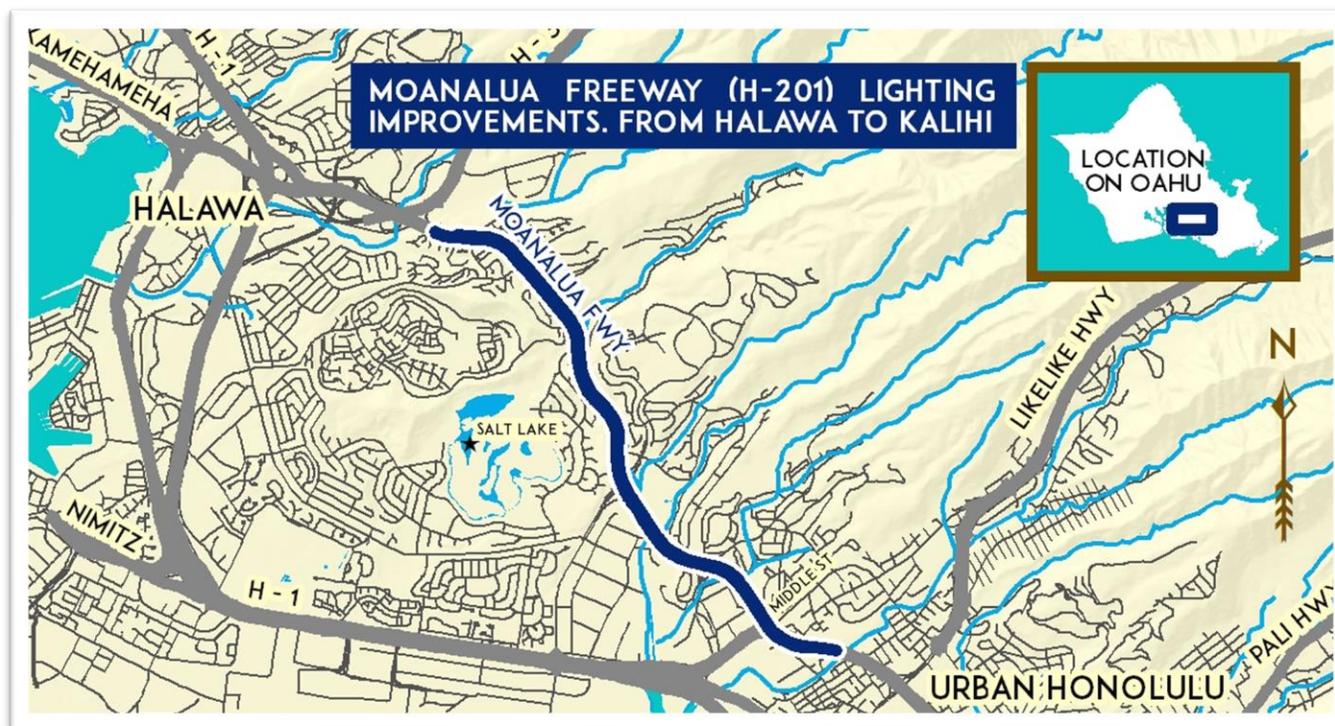
OS84 Kamehameha Highway (Route 83) Intersection Improvements at Kahekili Highway

- **Funding Category:** NHPP
- **Revision Details:** Request to add a new roundabout project (C.1).
- **Estimated Total Project Cost:** \$5,500,000



OS45 Moanalua Freeway (Route H-201), Highway Lighting Improvements

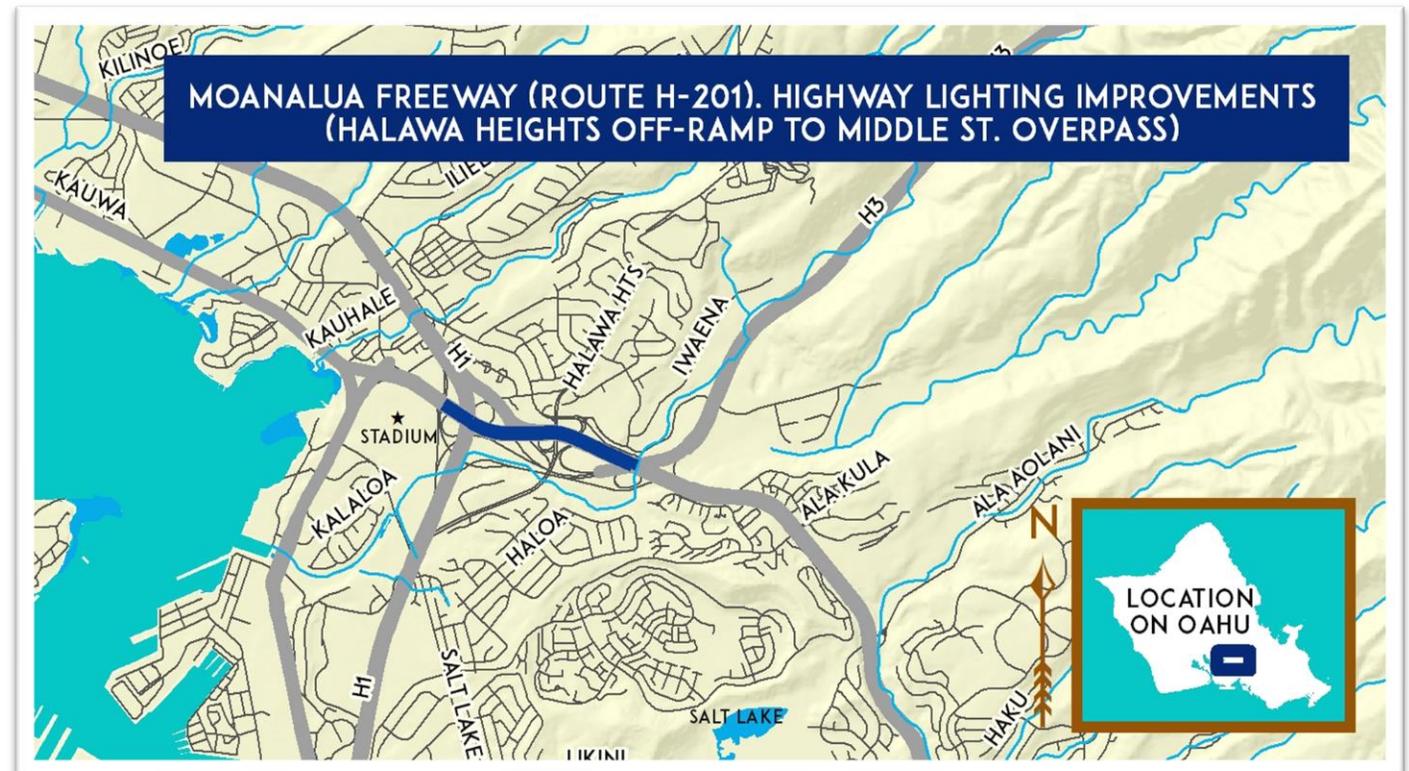
- Halawa Heights Off-Ramp to Middle St. Overpass, Phase 2



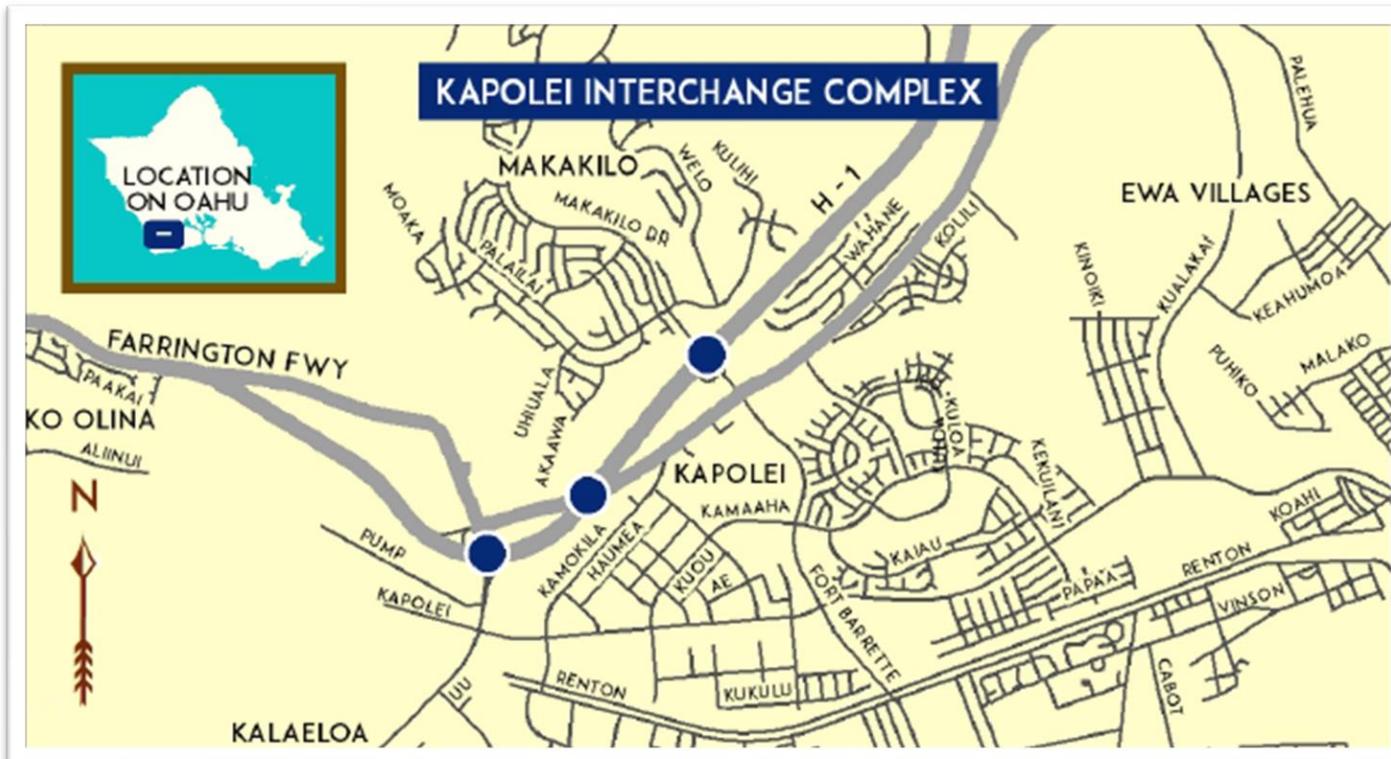
- **Funding Category:** NHPP
- **Revision Details:** Request to add a second project phase to include CON and ADVCON phases (C.5).
- **Difference in Estimated Total Project Cost:**
\$0

OS46 Moanalua Freeway (Route H-201), Highway Lighting Improvements - Halawa to H-3 Freeway Overpass

- **Funding Category:** NHPP
- **Revision Details:** Request to add a new project (C.1).
- **Estimated Total Project Cost:** \$9,100,000



OS17 Interstate Route H-1, Kapolei Interchange Complex, Phase 3



- **Funding Category:** NHPP
- **Revision Details:** Request to add a construction phase (with funds over \$ 3 million - C.5).
- **Difference in Estimated Total Project Cost:**
\$0



City and County of Honolulu (OC) Projects

OC13 Bus and Handi-Van Acquisition Program



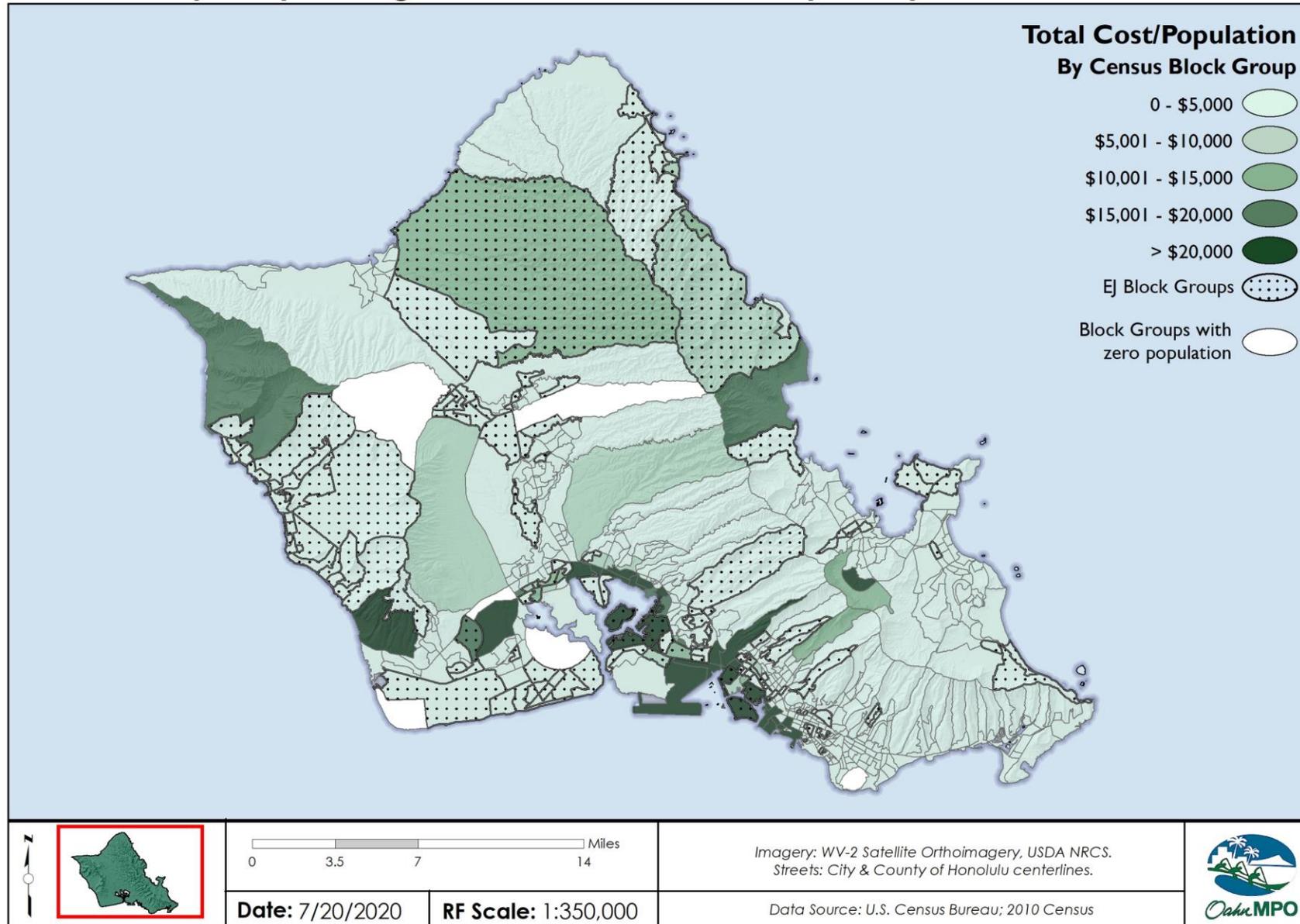
- **Funding Category:** FTA §5339
- **Revision Details:** Request to add 3 new project phases – including DES, CON, EQP (C.5).
- Addition of six 40' buses
- **Difference in Estimated Total Project Cost:**
\$0



Public & Intergovernmental Review

- 1 comment
 - 0 comments from the Public
 - 1 comment from Government Agencies
 - Hawaii Emergency Management Agency
- Comment regarding TIP document formatting - concerns about approachability and clarity

Total Per Capita Spending - TIP 2019 - 2022 - Primary Analysis





Title VI and Environmental Justice Analysis

	T6/EJ Block Groups	Non-T6/EJ Block Groups	% Difference (EJ/Non-EJ)	Total Difference (Non-EJ - EJ)
Average Investment by Block Group	5.3 M	3.7 M		
Total Cost of Projects	719.7 M	1657.7 M		
% Project Investment	30.3%	69.7%		
Total Population	289,321	663,886		
Average Per Capita Investment	\$2,488	\$2,497	0%	-\$9

No significant difference between investments



Requested Action:

Approve the FFYs 2019-2022 Transportation Improvement Program Revision #12 and #13, as presented



VI. New Business

B. Oahu Regional Transportation Plan (ORTP) 2045 Objectives and Project & Program Prioritization Process

THE PATH FORWARD FOR O'AHU

KE ALA I MUA



O'AHU REGIONAL TRANSPORTATION PLAN 2045

O'ahu Regional Transportation Plan (ORTP) 2045 Objectives & Project and Program Prioritization Process

Policy Board
Objectives & Project and Program Prioritization Process
July 28, 2020

PRESENTATION OUTLINE

1. What is the ORTP?
2. ORTP Schedule
3. Goals and Objectives
4. Project and Program Prioritization Process
5. Next Steps



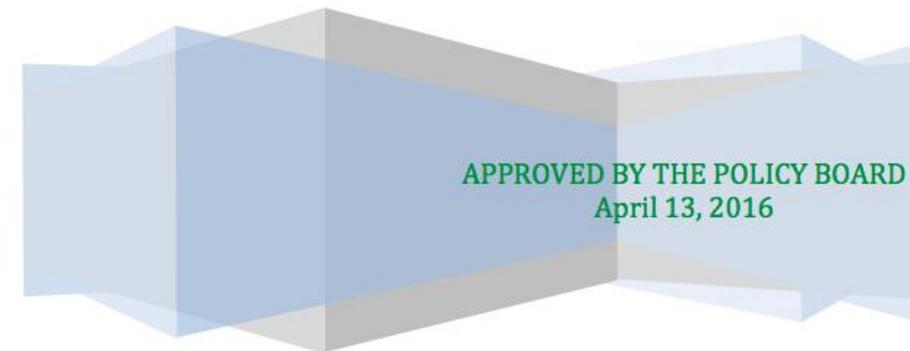
WHAT IS THE O‘AHU REGIONAL TRANSPORTATION PLAN (ORTP)?

- **Outlines transportation goals, objectives, policies, and projects for O‘ahu's future**
 - Looks at planning transportation for the next 20 years;
 - Identifies specific highway, transit, freight, bicycle, and pedestrian projects and programs that are designed to meet ORTP goals; and
 - Projects and programs in the ORTP are eligible for Federal transportation funding;
 - Updated every five years.

Oahu Metropolitan Planning Organization



Oahu Regional Transportation Plan 2040



THE PATH FORWARD FOR O‘AHU
KE ALA I MUA 
O‘AHU REGIONAL TRANSPORTATION PLAN 2045



ORTP 2045 SCHEDULE

	2019				2020				2021
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Existing Conditions									
Vision & Goals									
Call for Projects & Ideas									
Project/Program List									
Draft Final Plan									
Approval									

7 GOALS

1. **Improve the safety of the transportation system**
2. **Support active and public transportation**
3. **Promote an equitable transportation system**
4. **Improve the resiliency of the transportation system**
5. **Preserve and maintain the transportation system**
6. **Support a reliable and efficient transportation system**
7. **Improve air quality and protect environmental and cultural assets**

OBJECTIVES

- Written based on the ORTP vision, goals, and phase one of public engagement
- Further guides how we can meet ORTP goals, and how to invest our transportation dollars
- Objectives were revised based on feedback from experts in each of the goal areas and our technical working group (meeting held in January 2020)

OBJECTIVES

Goal 1: Improve Safety

- Objective 1.1 Reduce the deaths and serious injuries on our roads, bridges, and paths
- Objective 1.2 Reduce the rate of deaths and serious injuries of people walking and biking

Goal 2: Support active and public transportation

- Objective 2.1 Increase commute mode share of people using active transportation
- Objective 2.2 Increase commute mode share of people taking transit
- Objective 2.3 Decrease commute mode share of people driving alone

OBJECTIVES

Goal 3: Promote an equitable transportation system

- Objective 3.1 Increase access to pedestrian, bicycle, and transit options for mobility constrained populations

Goal 4: Improve the resiliency of the transportation system

- Objective 4.1 Provide redundant emergency access to all parts of O‘ahu, especially for people and emergency responders with one road in and out
- Objective 4.2 Reduce the long-term vulnerability of O‘ahu's transportation facilities, particularly flooding and sea level rise caused by climate change and disaster risks, while being conscious of environmental and cultural impacts

OBJECTIVES

Goal 5: Preserve and maintain the transportation system

- Objective 5.1 Maintain and improve the condition of roadways, bridges, transit vehicles and facilities, and pathways

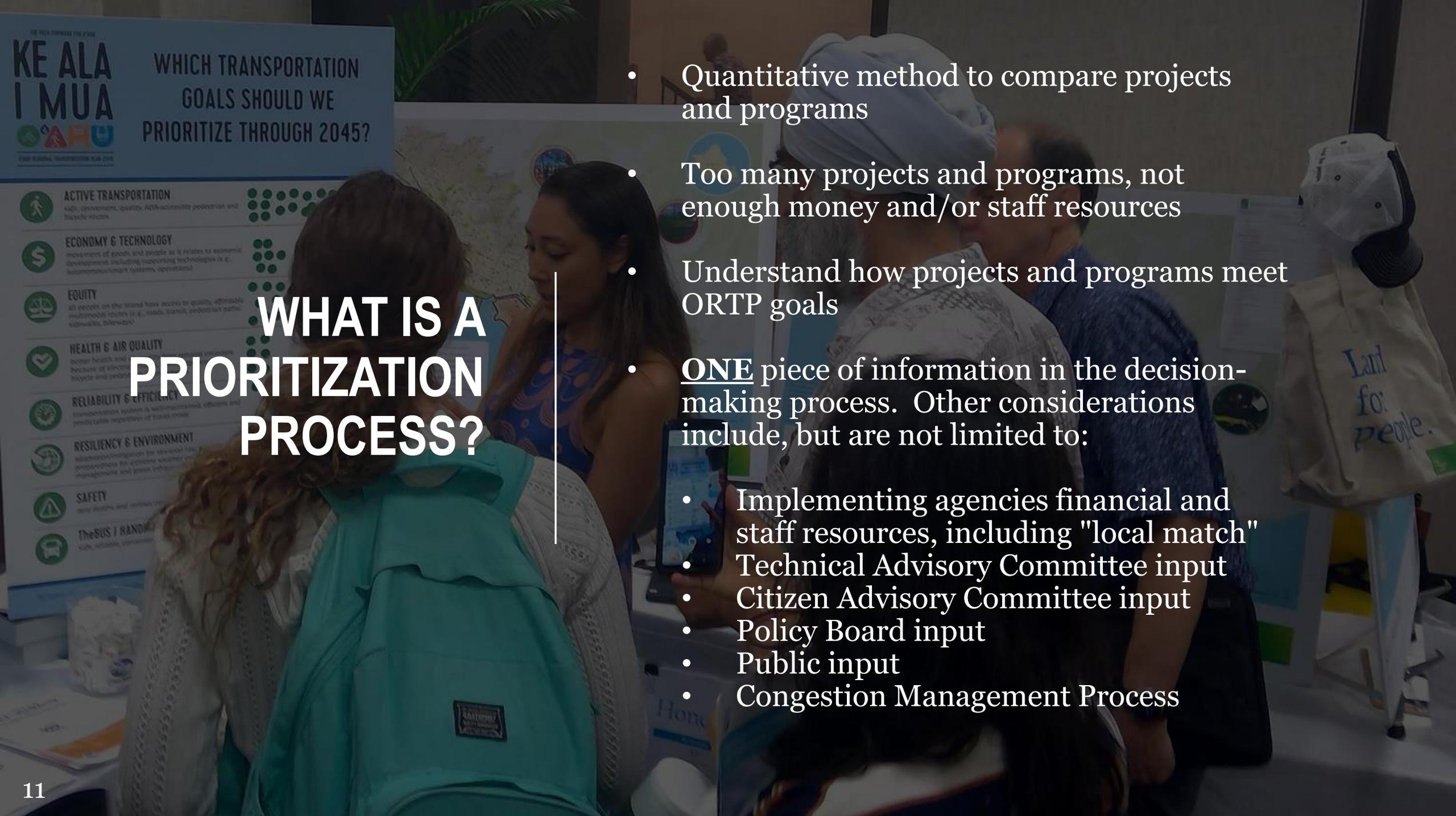
Goal 6: Support a reliable and efficient transportation system

- Objective 6.1 Improve the reliability of Interstate and Non-Interstate highways, freight networks, and transit
- Objective 6.2 Improve the efficiency of Interstate and Non-Interstate highways, freight networks, and transit

OBJECTIVES

Goal 7: Improve air quality and protect environmental and cultural assets

- Objective 7.1 Reduce ground transportation greenhouse gas emissions
- Objective 7.2 Enhance and protect cultural and natural resources



WHAT IS A PRIORITIZATION PROCESS?

- Quantitative method to compare projects and programs
- Too many projects and programs, not enough money and/or staff resources
- Understand how projects and programs meet ORTP goals
- ONE piece of information in the decision-making process. Other considerations include, but are not limited to:
 - Implementing agencies financial and staff resources, including "local match"
 - Technical Advisory Committee input
 - Citizen Advisory Committee input
 - Policy Board input
 - Public input
 - Congestion Management Process

PRIORITIZATION PROCESS FOR ORTP & TIP

- 14 Evaluation Criteria
 - Written based on the ORTP vision, goals, and objectives
 - Guides how we want to invest our transportation dollars
 - Criteria was revised based on feedback from experts in each of the areas, our technical working group, CAC, and TAC



EVALUATION CRITERIA

GOAL	CRITERIA
Goal 1: Improve Safety	Evaluation Criteria 1.1.1: Increase safety by investing in safety improvements in high crash areas and programs that intend on improving safety
Goal 2: Support active and public transportation	Evaluation Criteria 2.1.1: Increase the share of people using active transportation by investing in projects and programs that add miles of pedestrian facilities or improve existing pedestrian facilities
	Evaluation Criteria 2.1.2: Increase the share of people using active transportation by investing in projects and programs that add miles of bicycle facilities or improve existing bicycle facilities
	Evaluation Criteria 2.2.1: Increase the share of people taking transit by investing in projects and programs that support TheBus, Handi-Van, and Rail
	Evaluation Criteria 2.3.1: Decrease the share of people driving alone by investing in projects and programs that encourage people not to drive alone
Goal 3: Promote an equitable transportation system	Evaluation Criteria 3.1.1: Increase pedestrian, bicycle, and transit options for mobility constrained populations by investing in pedestrian, bicycle, and transit projects and programs near those populations
Goal 4: Improve the resiliency of the transportation system	Evaluation Criteria 4.1.1: Increase redundant access by investing in projects and programs that help to provide redundant emergency access
	Evaluation Criteria 4.2.1: Reduce long-term vulnerability of transportation facilities by investing in areas most vulnerable to the impacts of climate change and disasters
Goal 5: Preserve and maintain the transportation system	Evaluation Criteria 5.1.1: Improve condition of roadways, bridges, transit vehicles and facilities, and pathways by investing in projects prioritized by HDOT's Transportation Asset Management Plan and programs that intend on maintaining and improving roadways, bridges, transit vehicles and facilities, and/or pathways
Goal 6: Support a reliable and efficient transportation system	Evaluation Criteria 6.1.1: Improve freight reliability by investing in projects on designated freight routes and programs that intend on improving freight reliability
	Evaluation Criteria 6.1.2: Improve reliability of Interstate and Non-Interstate highways, freight networks, and transit by investing in projects and programs with the intent of reducing and/or managing non-recurring congestion and transit delays
	Evaluation Criteria 6.2.1: Improve efficiency by investing in projects on congested corridors and programs that intend on improving the efficiency of the transportation system
Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets	Evaluation Criteria 7.1.1: Improve air quality by investing in projects and programs that reduce emissions, reduce VMT, do not add capacity, and increase access to non-auto modes
	Evaluation Criteria 7.2.1: Enhance and protect cultural and natural resources by investing in projects located away from environmentally and culturally sensitive areas and programs that intend on enhancing and protecting these resources

PRIORITIZATION PROCESS POINTS

CRITERIA	AVERAGE PUBLIC INVOLVEMENT POINTS	AVERAGE WORKING GROUP POINTS	AVERAGE CAC POINTS	AVERAGE TAC POINTS	HDOT HWY RECOMMENDATION	OAHUMPO STAFF RECOMMENDATION
Evaluation Criteria 1.1.1	18	15	18	17	25	20
Evaluation Criteria 2.1.1	7	7	7	6	4	8
Evaluation Criteria 2.1.2	7	7	4	5	4	6
Evaluation Criteria 2.2.1	12	7	9	9	4	8
Evaluation Criteria 2.3.1	4	6	4	4	1	2
Evaluation Criteria 3.1.1	10	10	7	9	5	5
Evaluation Criteria 4.1.1	4	7.5	6	6	4	4
Evaluation Criteria 4.2.1	4	8	9	6	4	6
Evaluation Criteria 5.1.1	8	11.5	11	15	22	20
Evaluation Criteria 6.1.1	2	4	4	4	7	4
Evaluation Criteria 6.1.2	2	4	5	3	7	4
Evaluation Criteria 6.2.1	4	4	8	4	7	4
Evaluation Criteria 7.1.1	14	5	5	7	3	5
Evaluation Criteria 7.2.1	4	4	3	5	3	4

NEXT STEPS



MAHALO

www.OahuMPO.org/ORTP-2045



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

- VIII. Announcements
Next meeting is scheduled for August 25, 2020 at 1:00 p.m.

- IX. Adjournment