



OahuMPO Policy Board Meeting

September 29, 2020



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



III. Approval of the July 28, 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. Elect a New Policy Board Chair



VI. New Business

B. Land Use Data Update for ORTP 2045

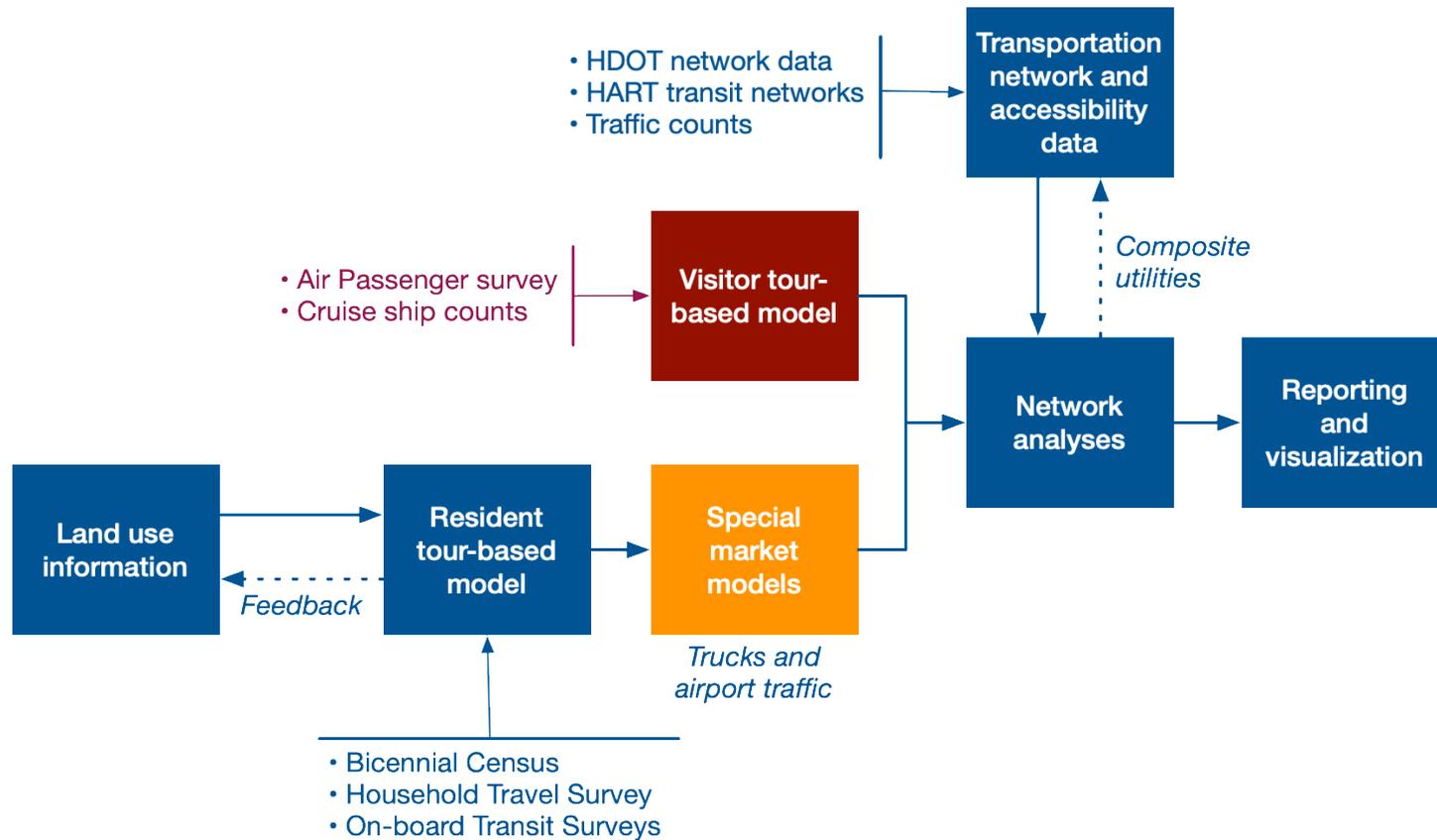
OahuMPO Travel Forecasting

Land use workarounds

Rick.Donnely@wsp.com & Kyle@caliper.com | 07-Aug-2020



OahuMPO regional travel model



Uses

Traditional uses

Transit demand and revenue

Major highway investments

Oahu Regional Transportation Plan

Current uses

All traditional uses, plus:

Project prioritization

Community connectivity

Links to economic and trade models

Commercial vehicle travel and impacts

Links to emissions models

Energy impacts

Travel demand management

Safety impacts

Modal redundancy studies

Network resilience measures

Economic impact analyses

Congestion duration

Pricing studies

Managed lane studies

Cost-benefit analyses

Financial and social welfare measures

Equity analyses

Active transport analyses

Health impacts

Fuel price impact analyses

Bottleneck analyses

Emerging uses

All traditional and current uses, plus:

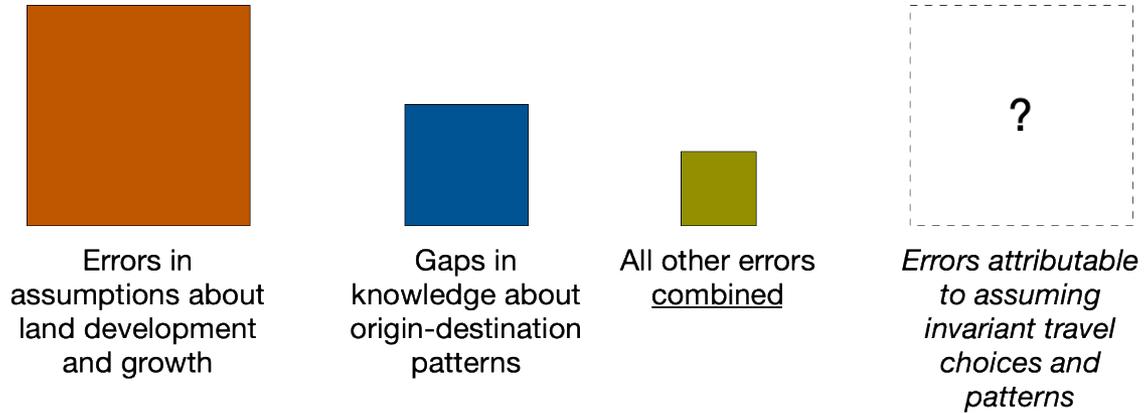
Autonomous vehicle impacts

Mobility as a service impacts

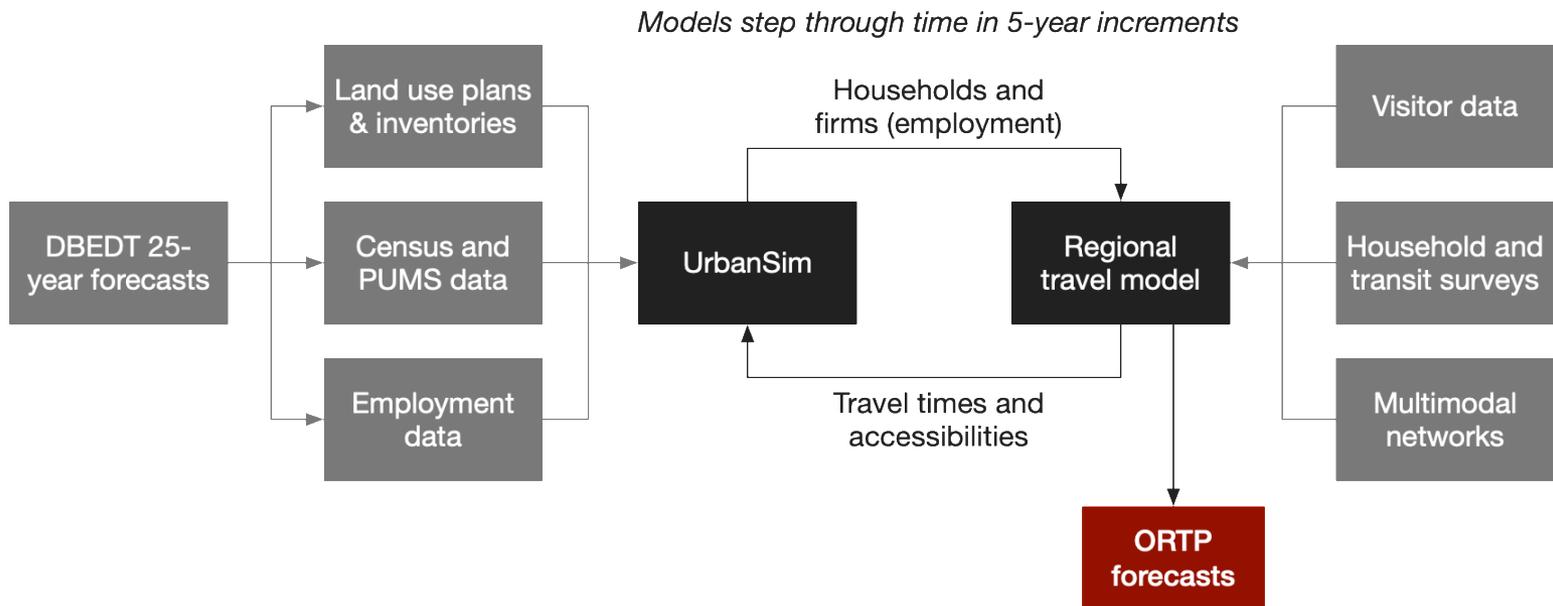
Increased telecommuting and remote work

Long-term impacts of COVID-19

Sources of forecasting errors

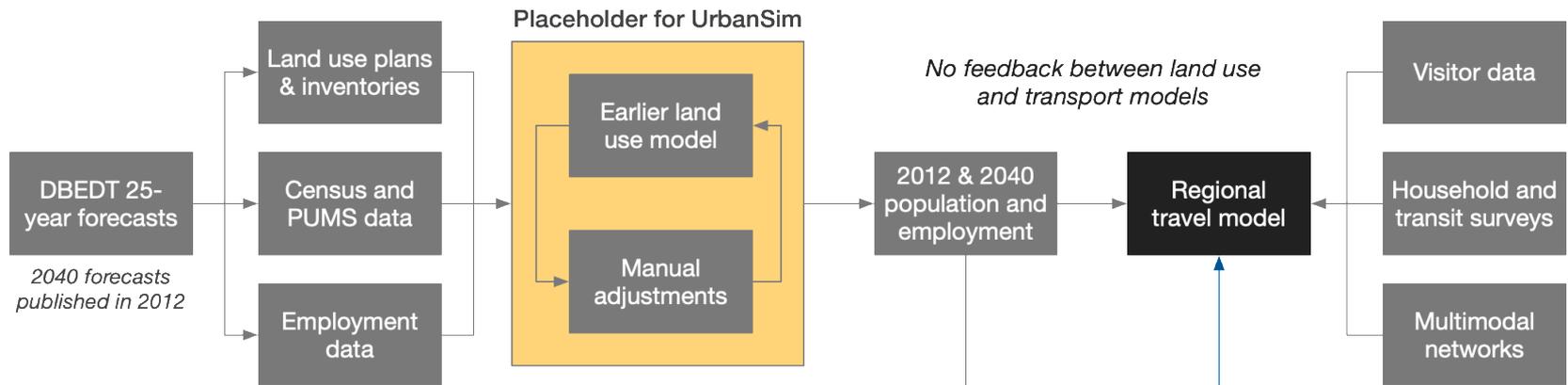


Planned model integration



Current approach

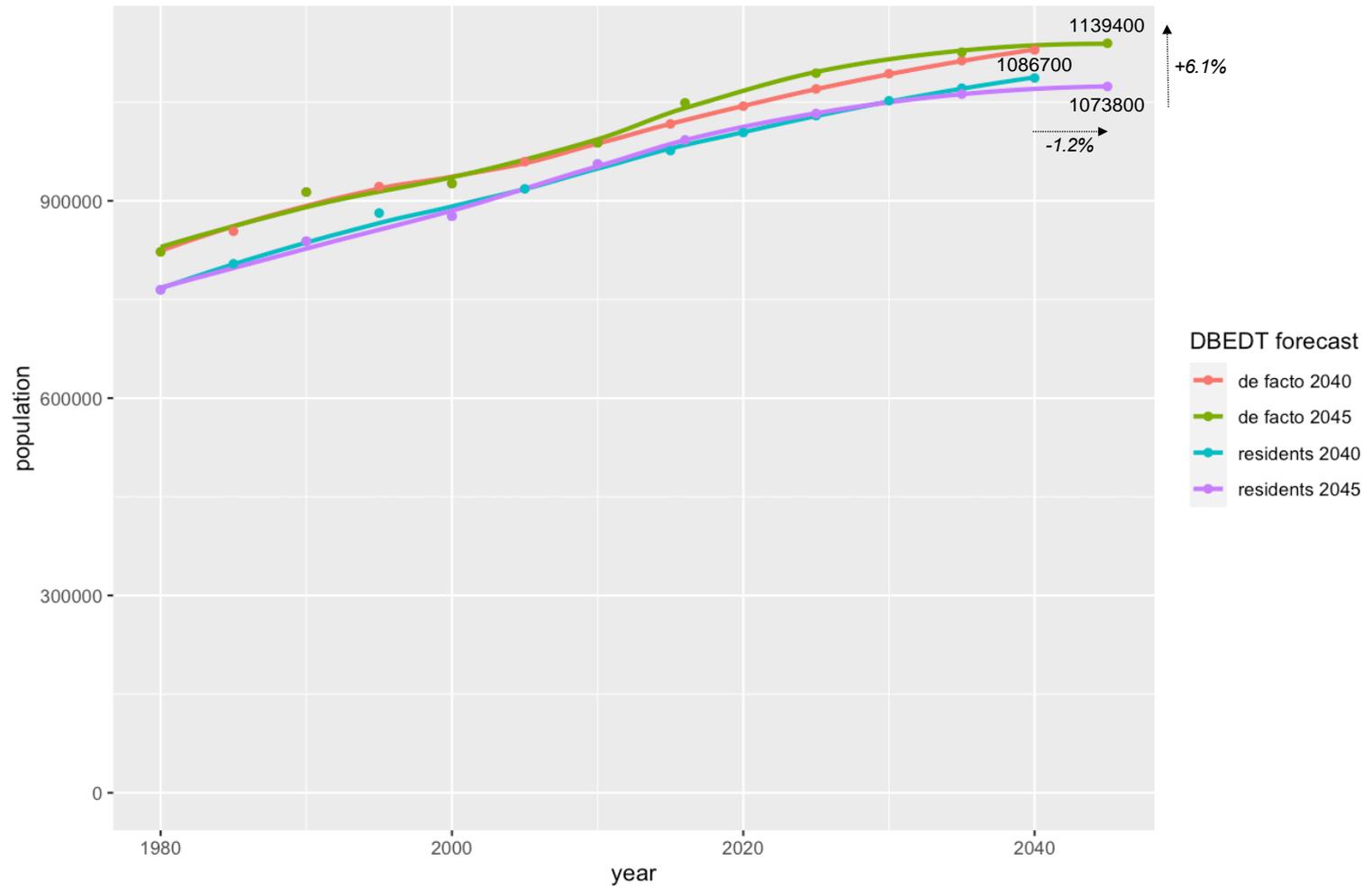
(a) DPP creates 2012 and 2040 socioeconomic forecasts required by regional travel model



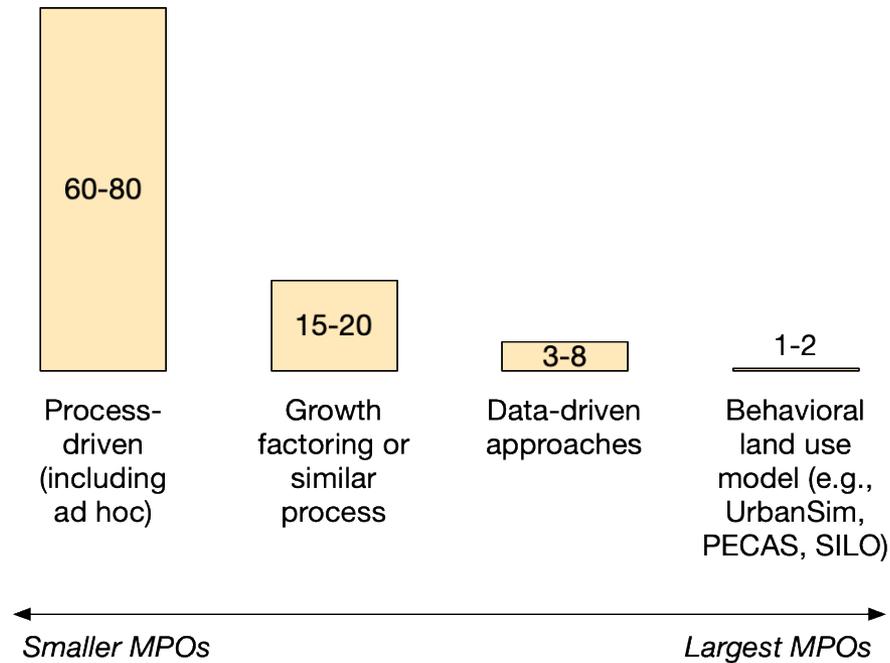
(b) Travel modeling team adjusts 2040 forecasts based on newer information



Why this is possible



Different methods



Obtaining socio-economic forecasts for Oahu

- **Land use model** input data not yet available
- **Growth factoring** will be used as a workaround to create the 2045 socio-economic inputs to the 2045 ORTP



If the data are not available for the next 2050 ORTP, OahuMPO will encounter difficulties updating the travel forecasting model and creating reliable forecasts



VI. New Business

C. Overall Work Program (OWP) Work Element Presentation:

PM Peak Tow Away Zone Time
Modifications on Urban Arterials Study

PM Tow-Away Zone Modification Study

*Prepared by Austin, Tsutsumi and Associates in Cooperation
with the Oahu Metropolitan Planning Organization and the
United States Department of Transportation*

Project Team



Matt Nakamoto, P.E.
Principal In Charge



Eric Imada, P.E.
Project Manager



Kelcee Fujimoto
Project Engineer

Project Objective

Improve traffic operations while balancing the current and future needs of the two Study Areas during the afternoon peak hour by extending PM Tow-Away Zone hours, as appropriate. This study focuses on vehicular operational conditions.

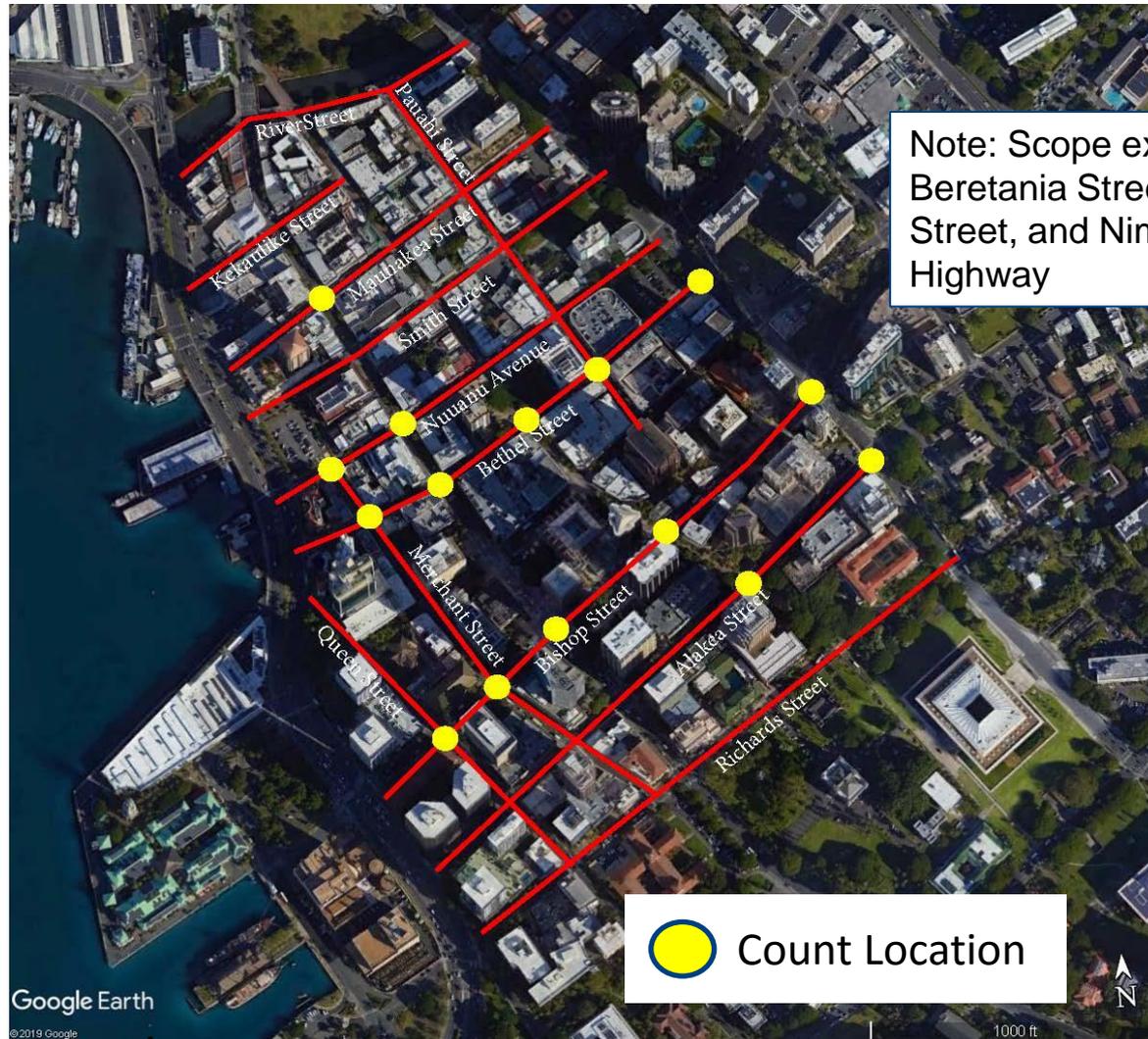
Project Scope

“PM Tow-Away Zone” is defined as Tow-Away Zones between the hours of **3:30 PM to 5:30 PM**.

Project studies the extension of these hours at locations where they currently exist.



Downtown/Chinatown Study Area



Note: Scope excludes Beretania Street, King Street, and Nimitz Highway

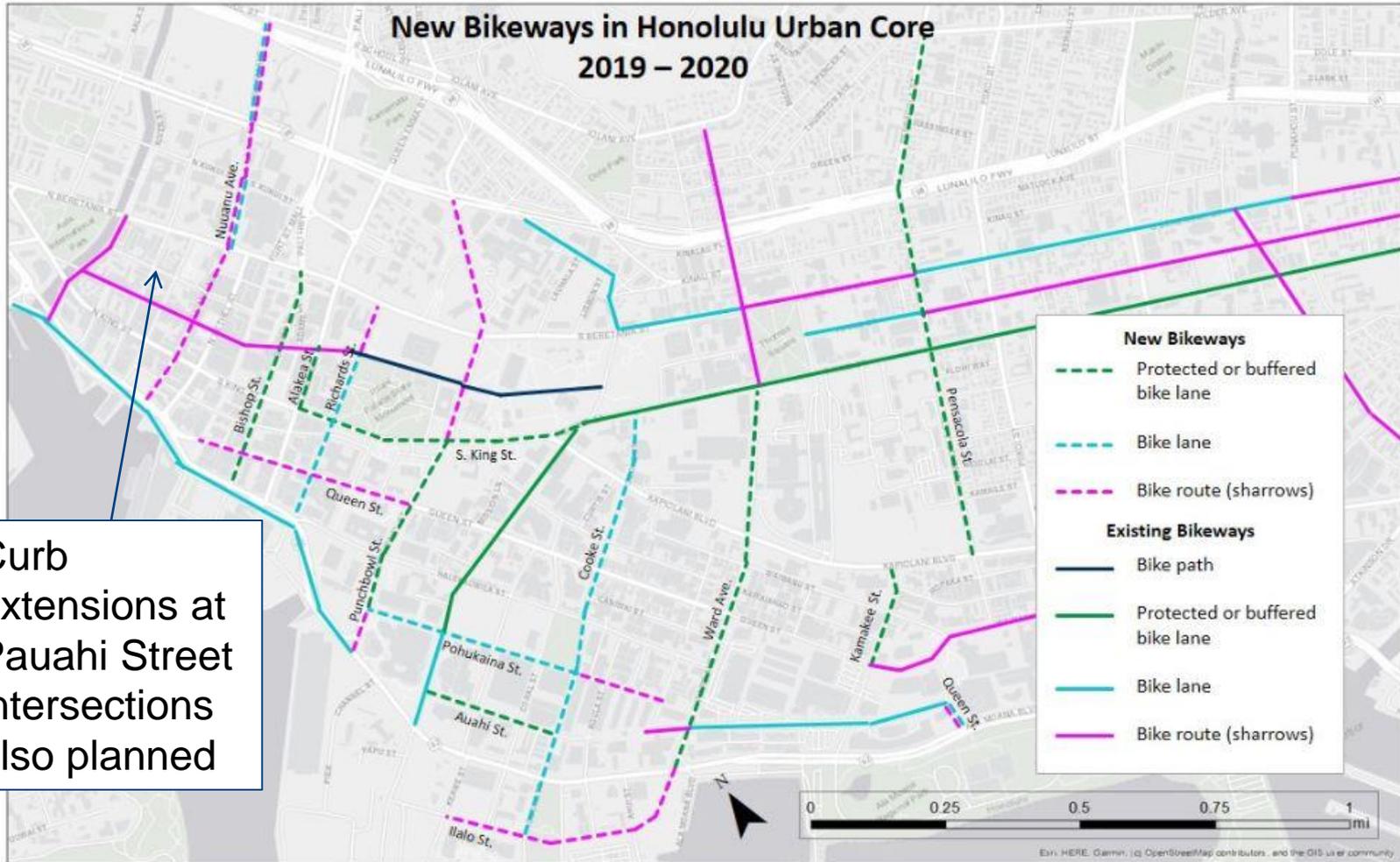
Count Location

Google Earth
© 2019 Google

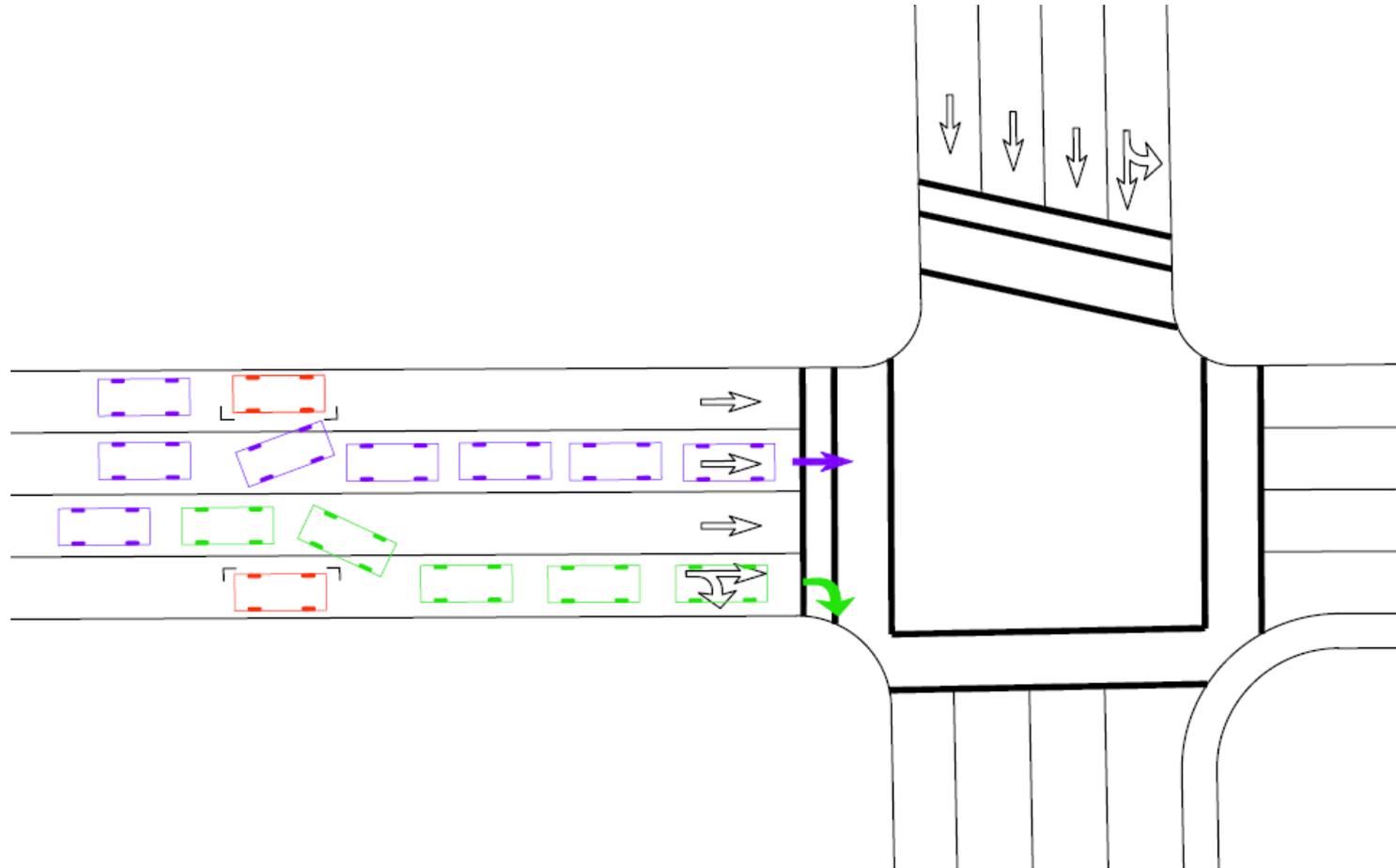
Urban Core Study Area



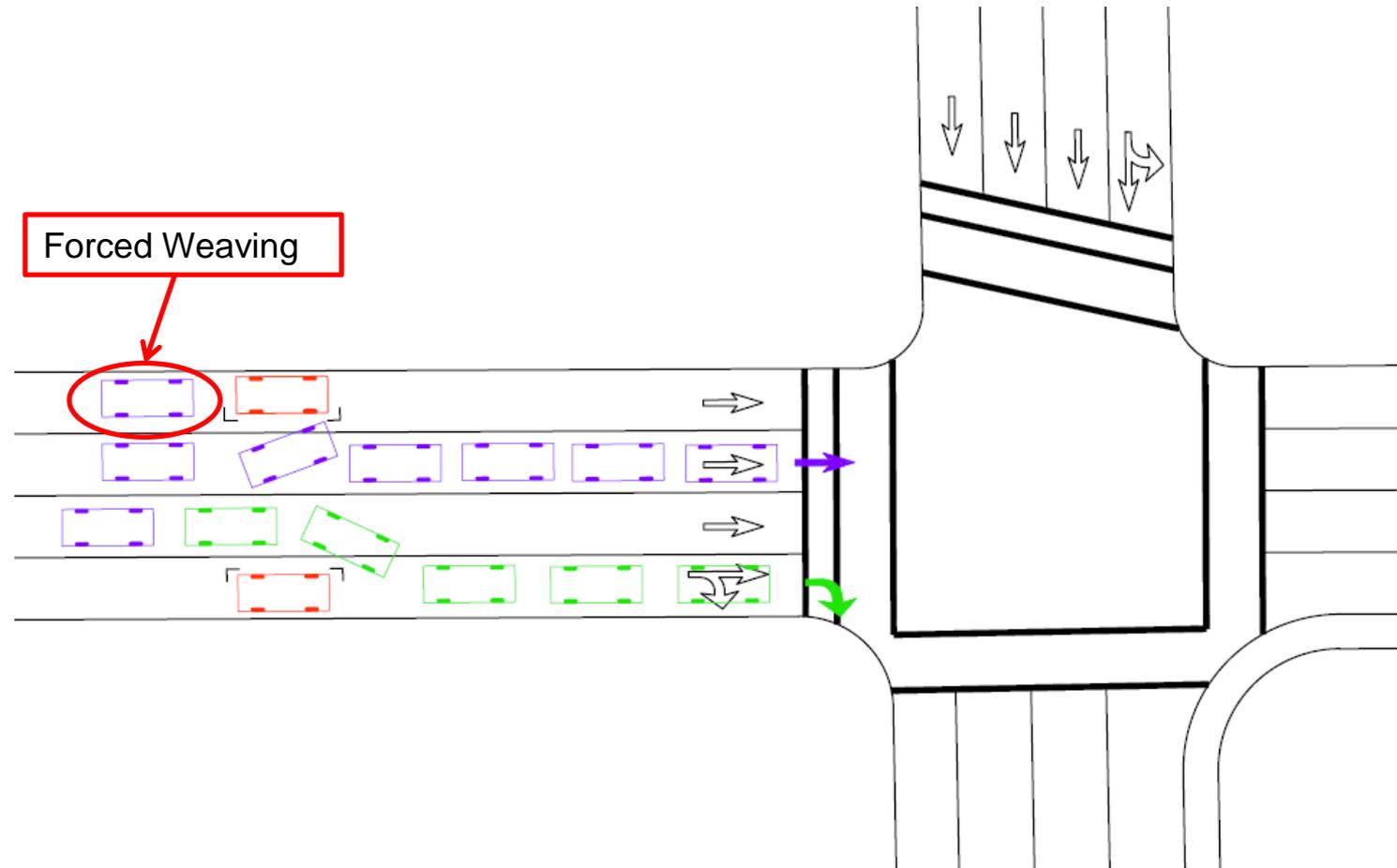
Complete Streets Improvements



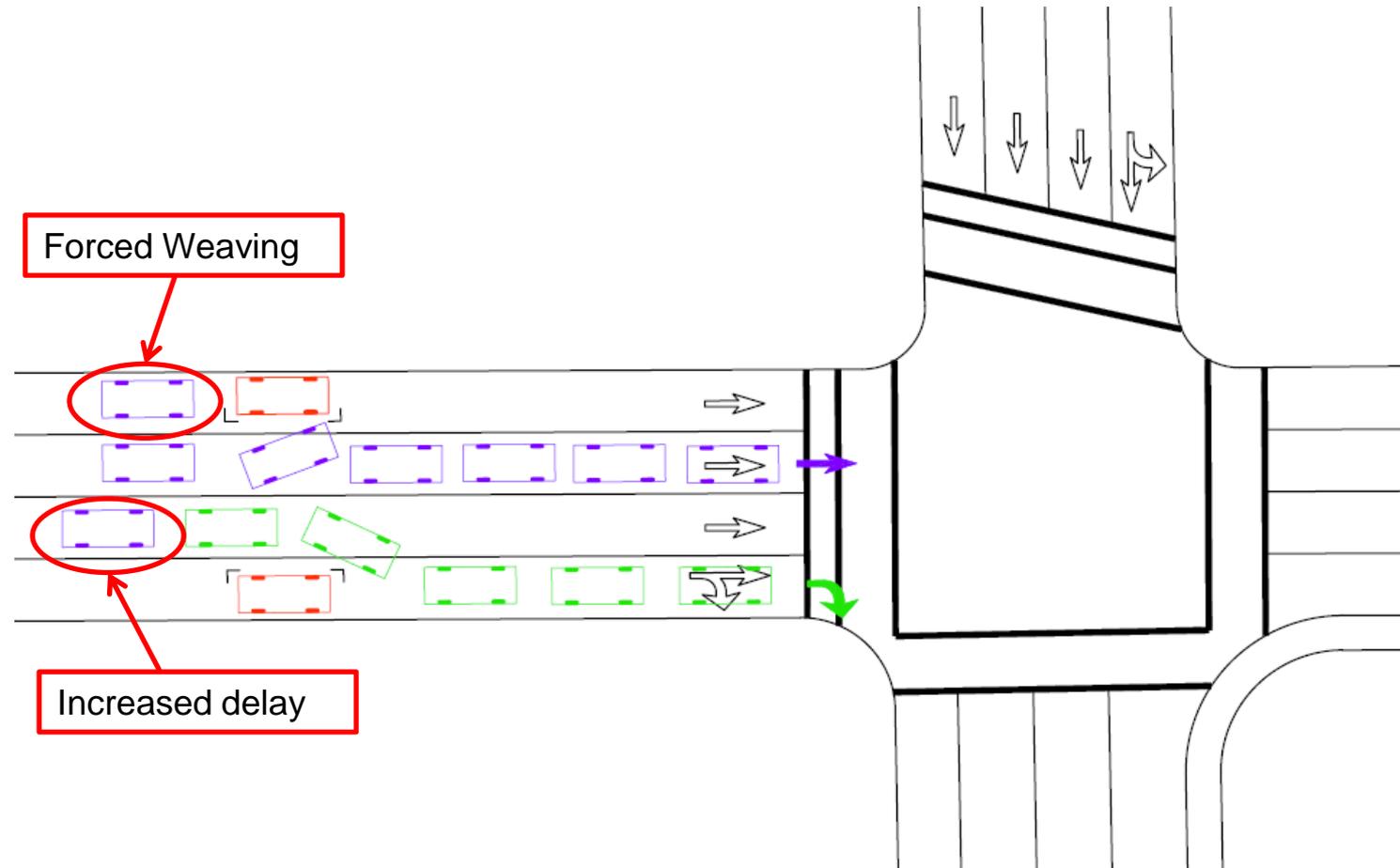
Potential Impacts of Curbside Parking during PM Peak



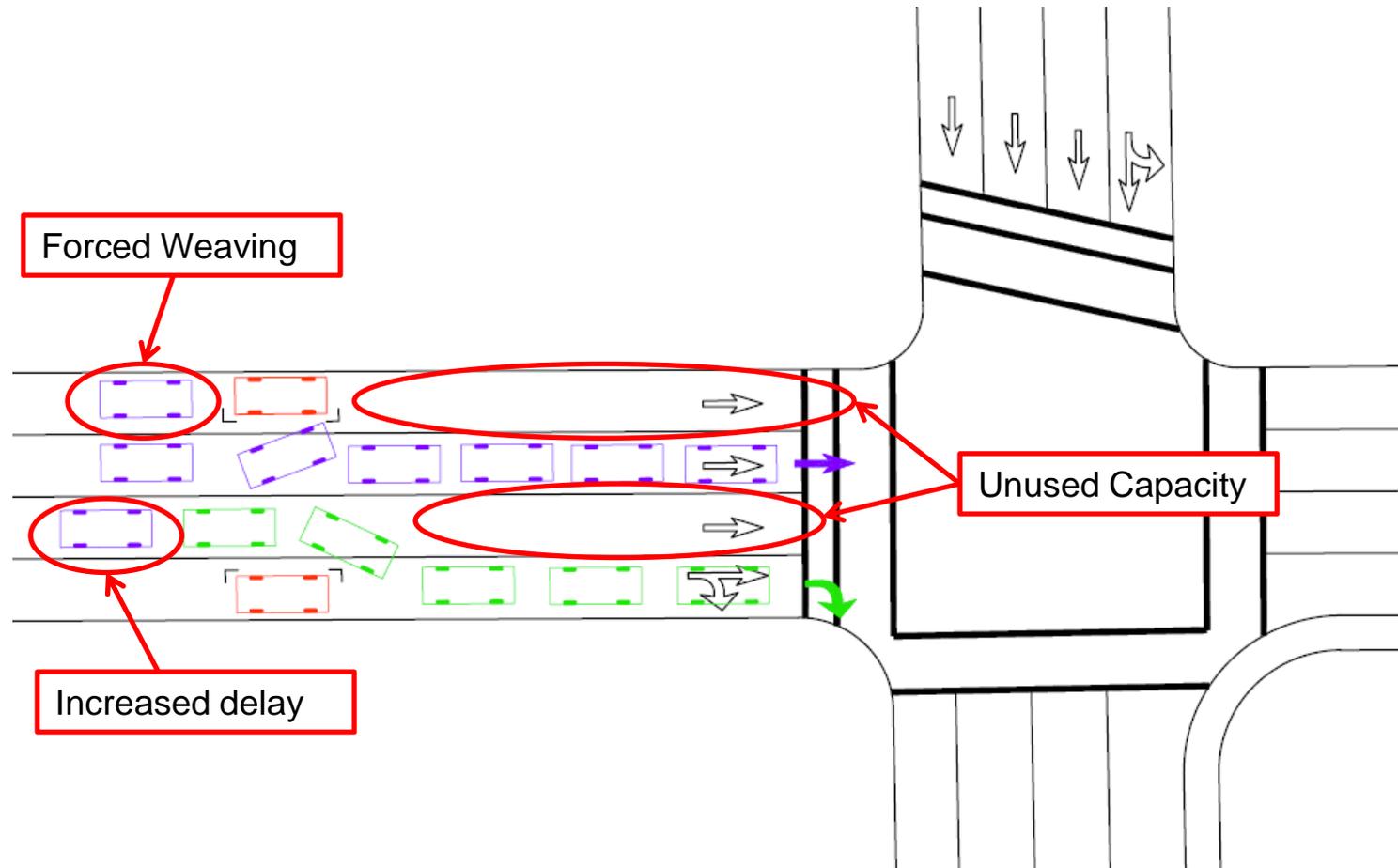
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Potential Impacts of Curbside Parking during PM Peak



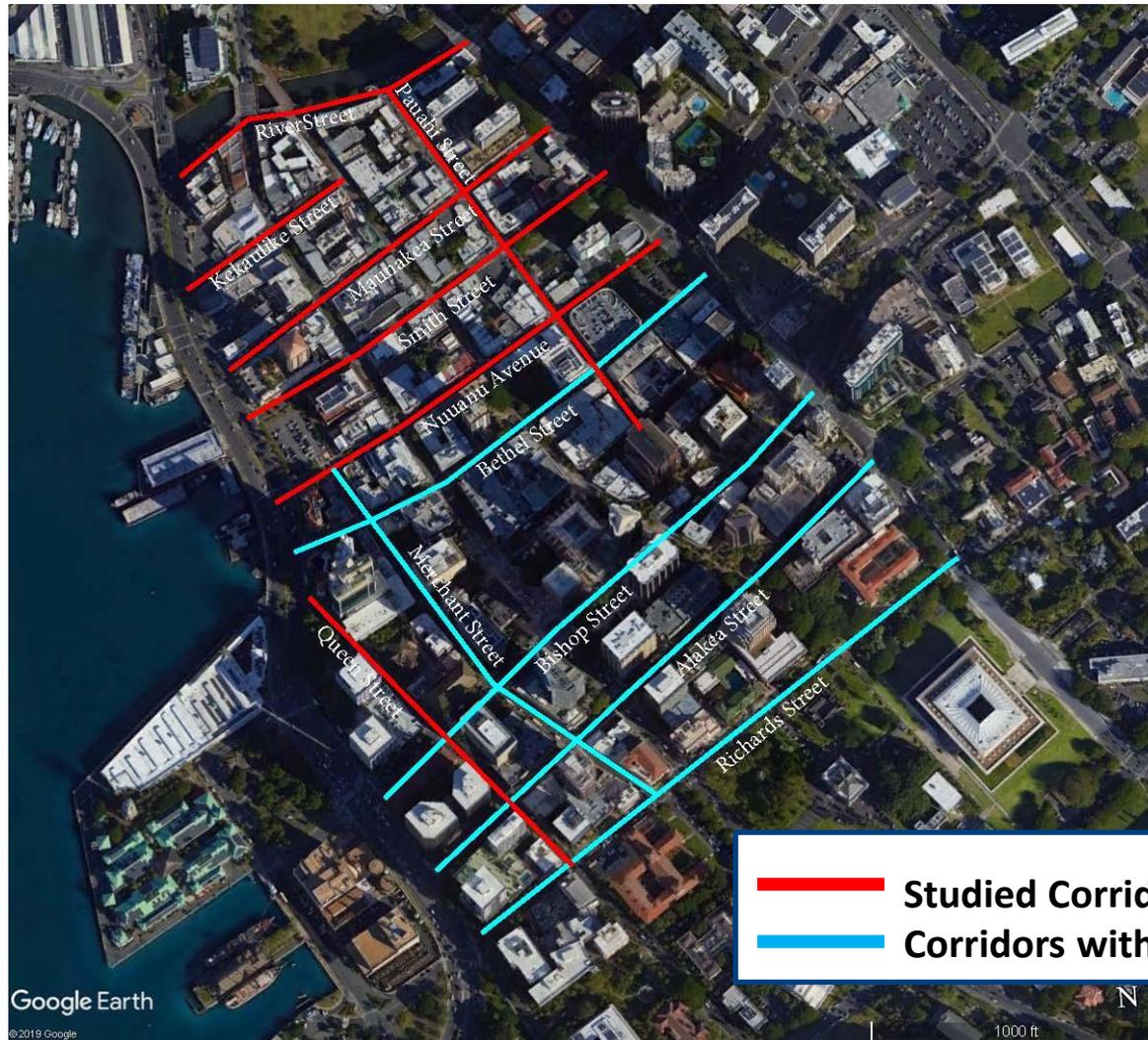
Potential Impacts of Curbside Parking during PM Peak



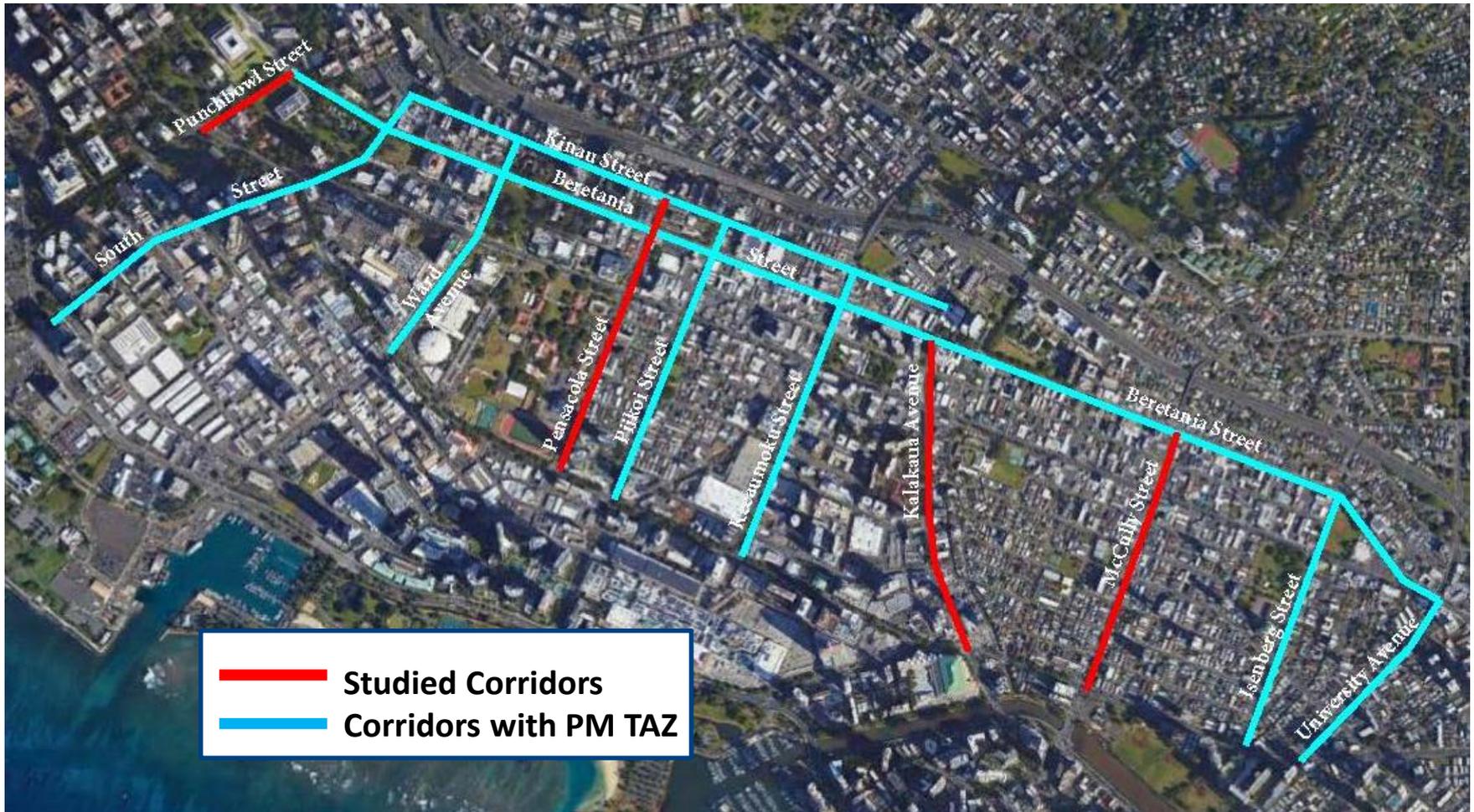
Methodology

1. **Compile Parking Inventory Map to determine locations of PM TAZ**

Downtown/Chinatown Corridors with PM TAZ



Urban Core Corridors with PM TAZ



Methodology

1. **Compile Parking Inventory Map to determine locations of PM TAZ**
2. **Collect Data**

Methodology

1. Compile Parking Inventory Map to determine locations of PM TAZ

2. Collect Data

– Turning movement counts

- 35 locations, 3 work days (Wednesday-Friday)

– Travel Time Runs (TTR)

- 20-min intervals from 3:00 PM – 6:40 PM

– Field Observations

- Queuing, congestion/problem areas, TAZ compliance, parking utilization, etc.

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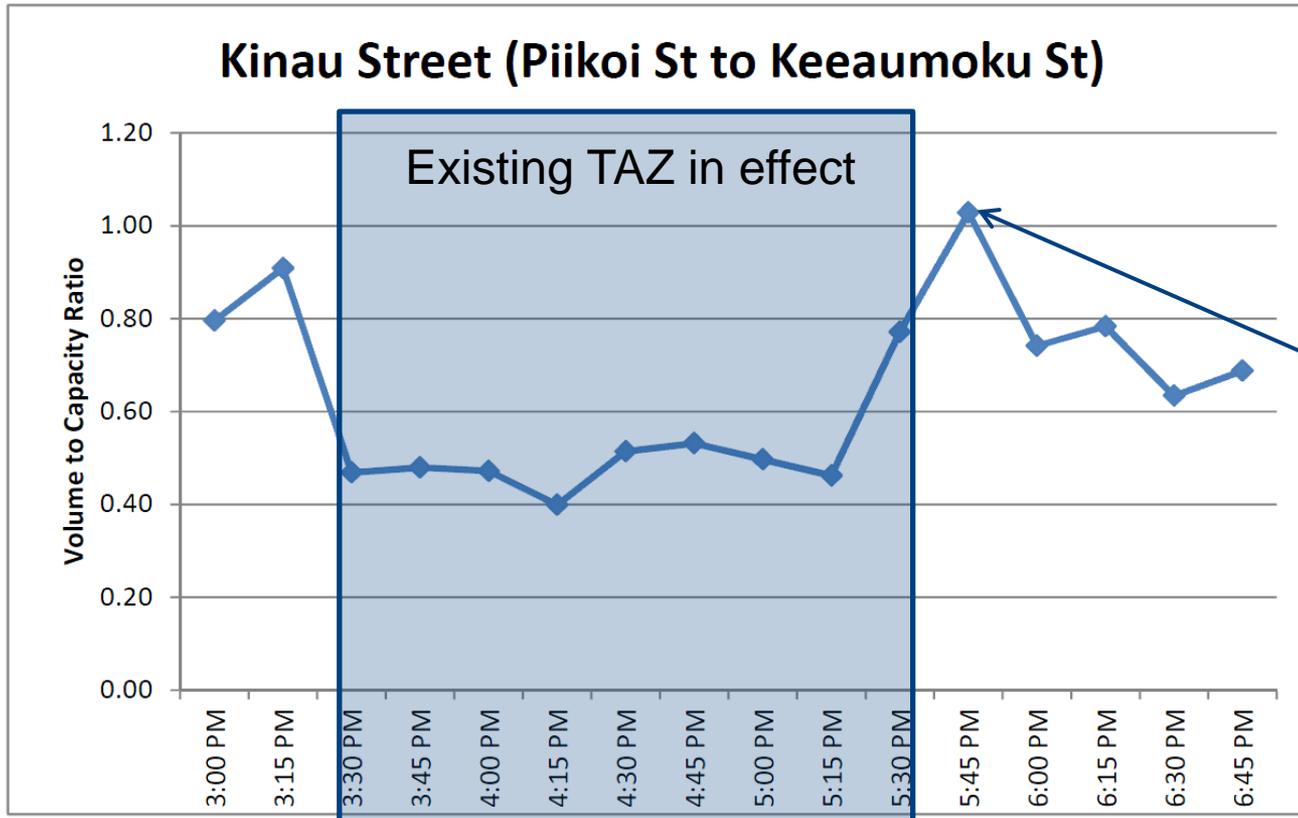
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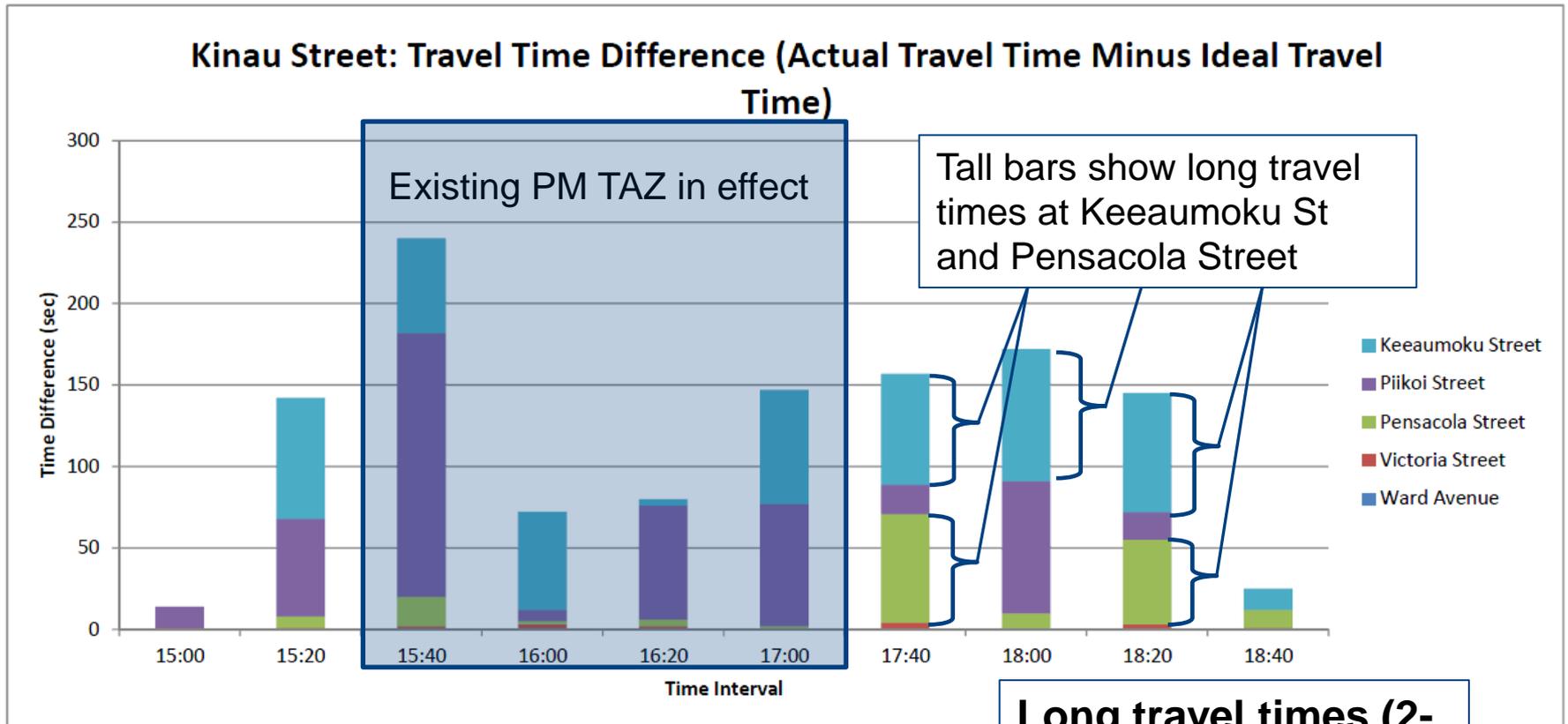
3. Analyze & synthesize data

Volume Data Analysis



Peak after TAZ suggests that capacity provided by TAZ restrictions is still needed after 5:30 PM

Travel Time Data Analysis



“Ideal Travel Time” = Lowest Travel Time Experienced

“Time Difference” = Difference from Ideal Travel Time

Methodology

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3. Analyze & synthesize data

4. Make Recommendations

General Findings

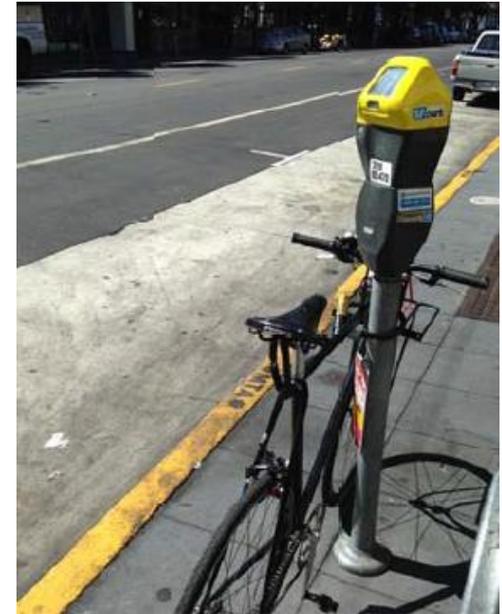
- TAZ violations frequent and common throughout both study areas
 - May be due to inadequate or hard-to-read signs
 - TAZ & “No Parking” areas not enforced



Faded TAZ Sign on east curb of Keeaumoku Street

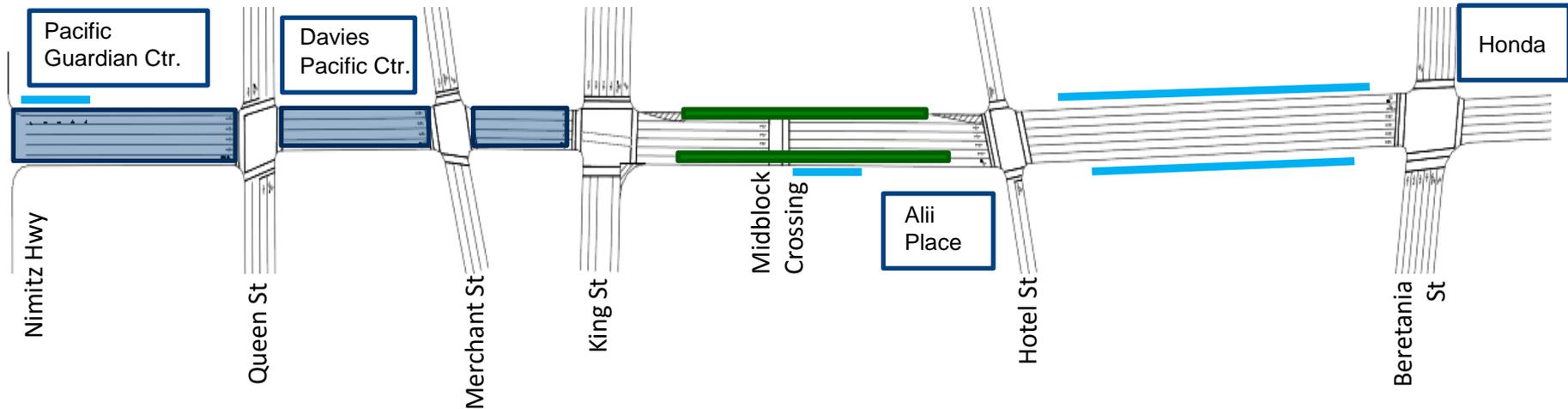
General Recommendations

- **Enforce TAZ**: Can lead to increased revenue to City, alleviate traffic congestion
- **Maintain signage**: Ensure that signs are visible and easy to read.
- **Paint curbs**: Visually indicates TAZ (no need to check signs while driving past)
- **Colored Parking Meters**: Visually indicates loading zone, hourly parking, etc.
- **Parking Maps**: Online parking maps for drivers to plan trips and know where to park.



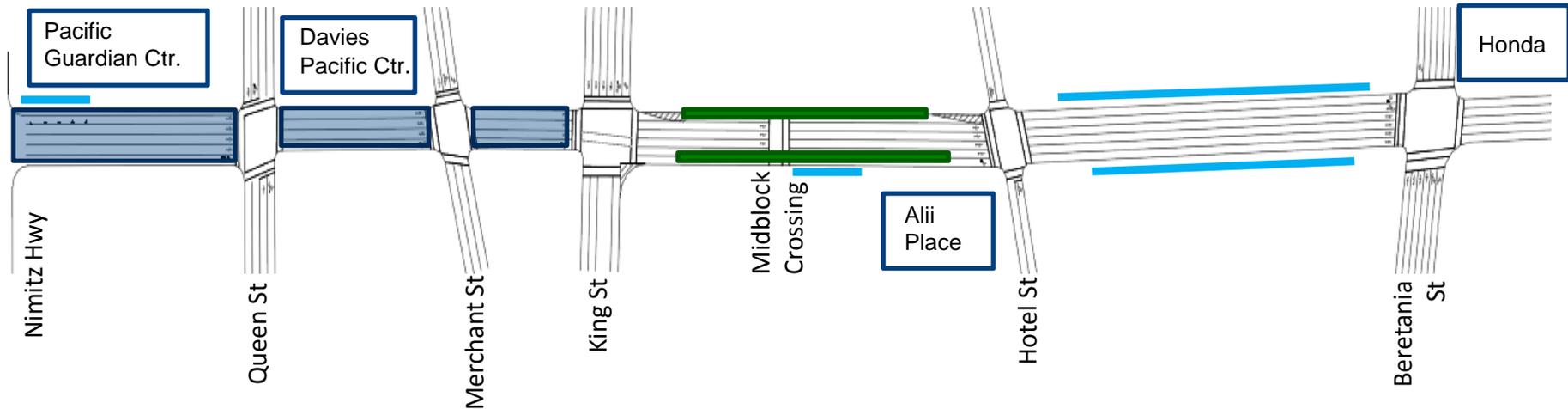
Alakea Street Findings & Recommendations

- Spillback due to long cycles at King Street, takes 2-3 cycles to clear. Persists until approx. 5:40 PM
- Stops in no-parking areas for passenger pick-up



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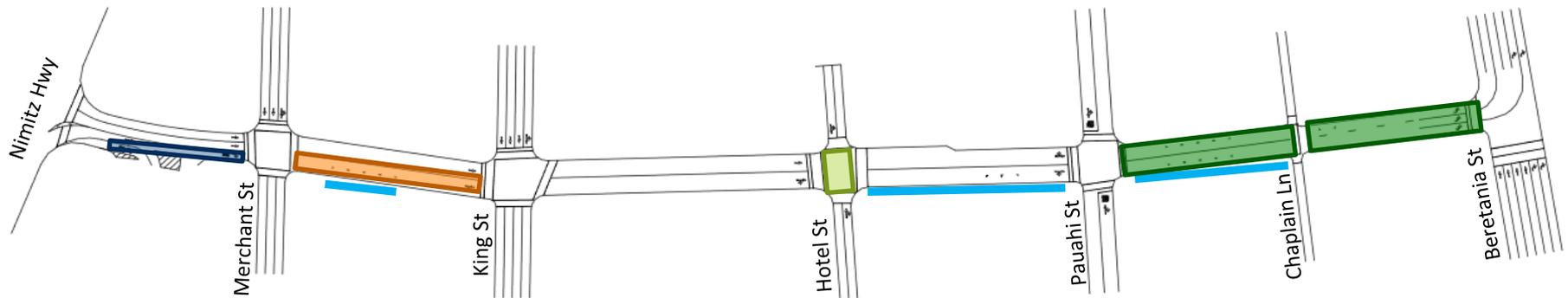
RECOMMENDATIONS

- Alakea Street Corridor TAZ Extension to 6:00 PM
NEW HOURS: 3:30 PM – 5:30 PM 6:00PM (30-min Ext.)

— PM TAZ
No. of Affected Stalls: 39 stalls
for additional 30 minutes

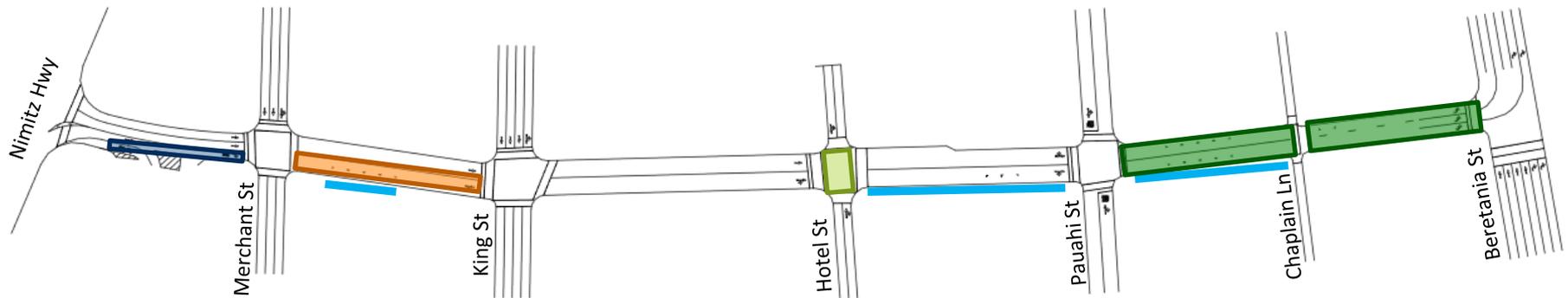
Bethel Street Findings & Recommendations

- Weaving in/out of RT-only lane causes congestion
- Spillback due to RT extends through marked stalls. Persists until approx. 5:45 PM
- Long cycle lengths interrupt progression
- Spillback due to long cycles at Bethel St/Beretania St



Bethel Street Findings & Recommendations

- Weaving in/out of RT-only lane causes congestion
- Spillback due to RT extends through marked stalls. Persists until approx. 5:45 PM
- Long cycle lengths interrupt progression
- Spillback due to long cycles at Bethel St/Beretania St



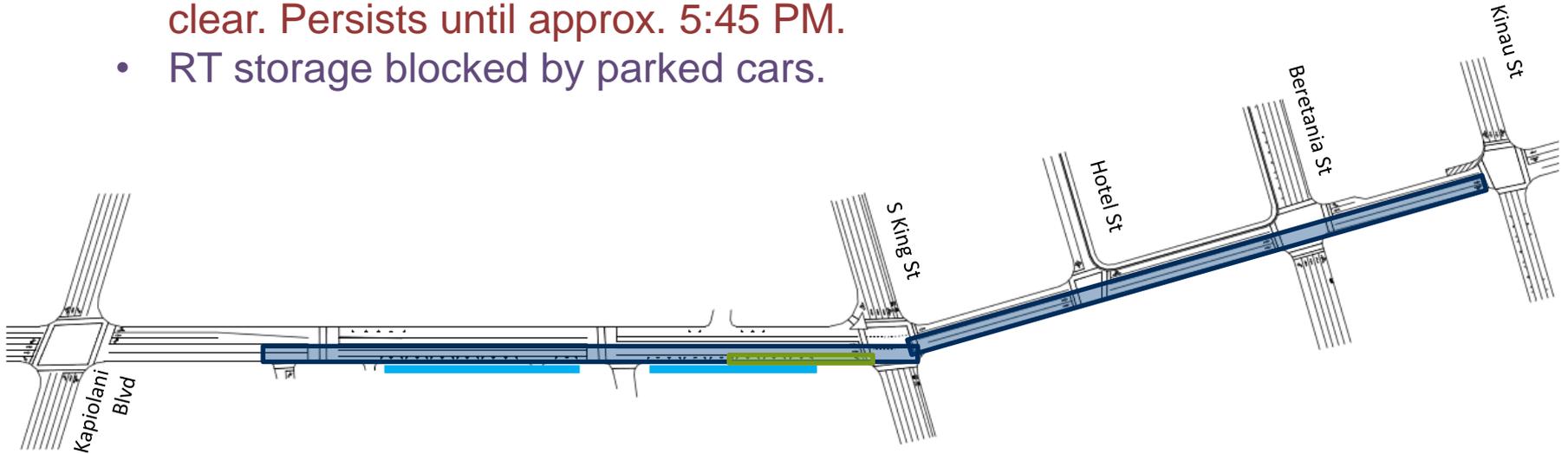
RECOMMENDATIONS

- Bethel Street Corridor TAZ Extension to 6:00 PM
NEW HOURS: 3:30 PM – 5:30 PM 6:00PM (30-min Ext.)

— PM TAZ
No. of Affected Stalls: 10 stalls
for 30 minutes

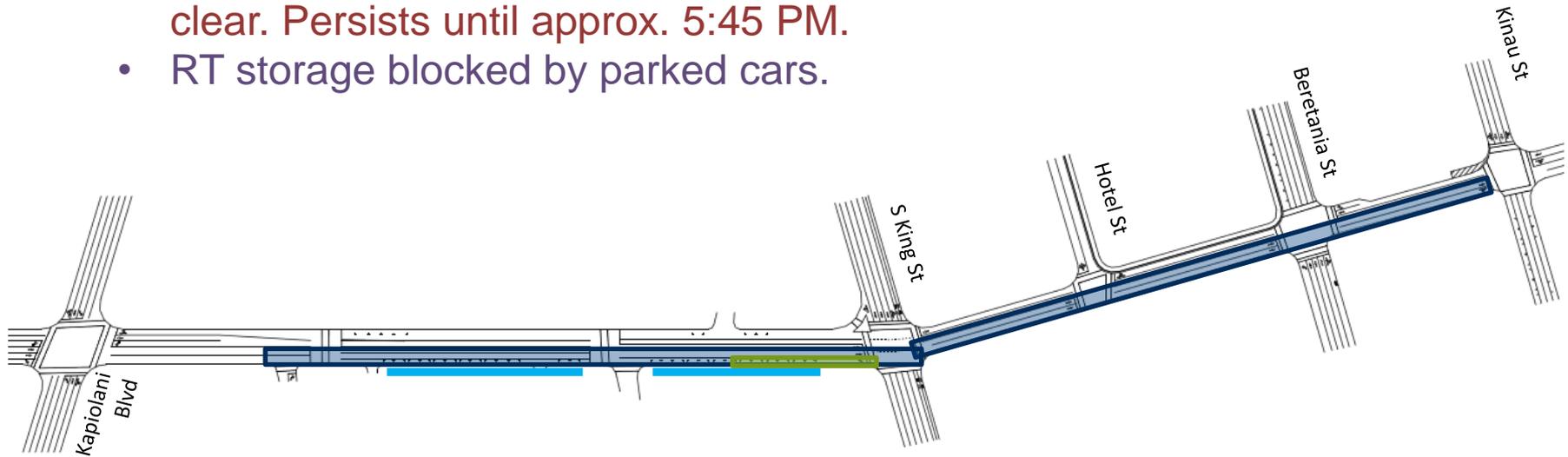
Ward Avenue Findings & Recommendations

- Queueing along Maukabound Ward Ave takes 5-7 cycles to clear. Persists until approx. 5:45 PM.
- RT storage blocked by parked cars.



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RECOMMENDATIONS

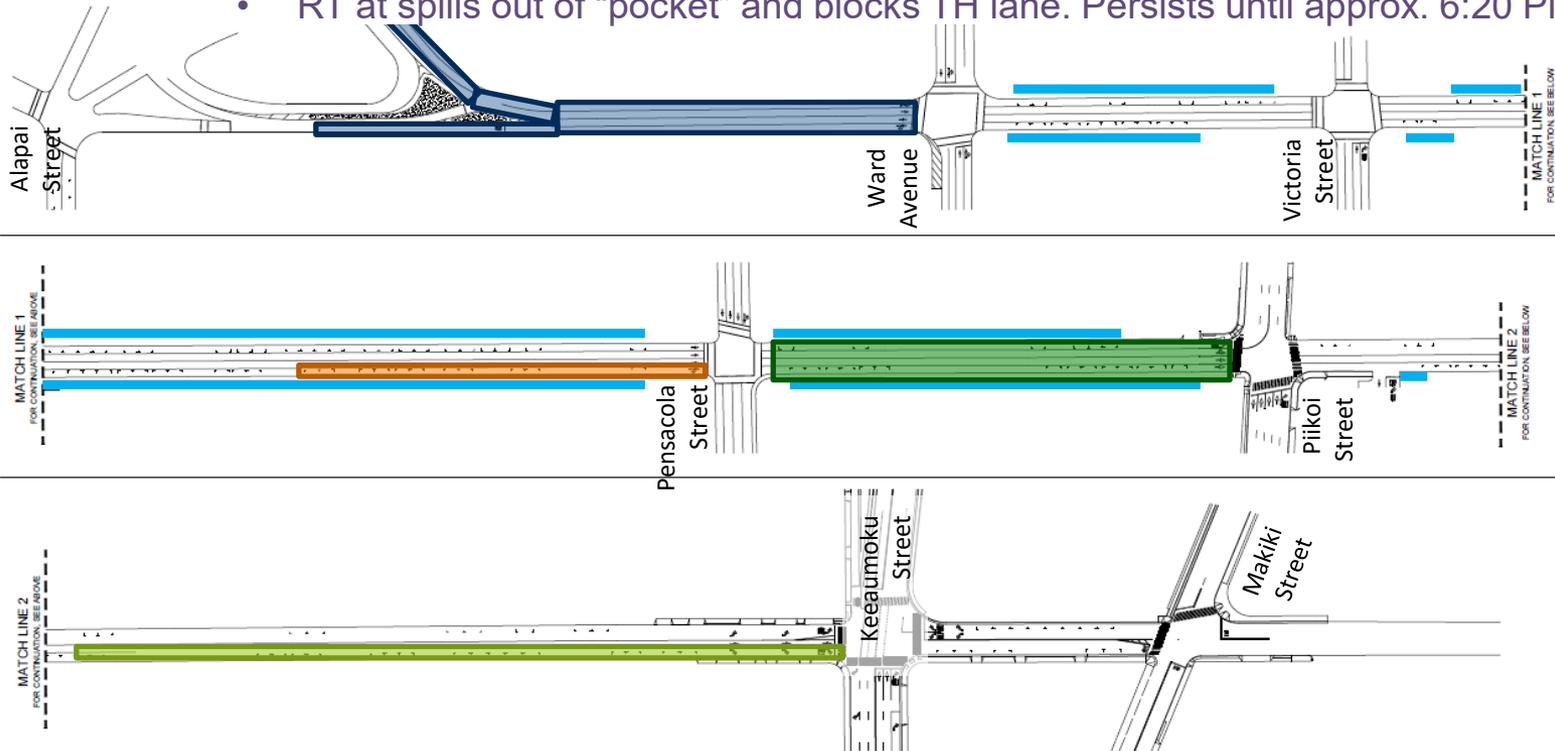
- Ward Avenue Corridor TAZ Extension to 6:00 PM
NEW HOURS: 3:30 PM – 5:30 PM 6:00PM (30-min Ext.)

— PM TAZ

No. of Affected Stalls: 26 stalls
for additional 30 min

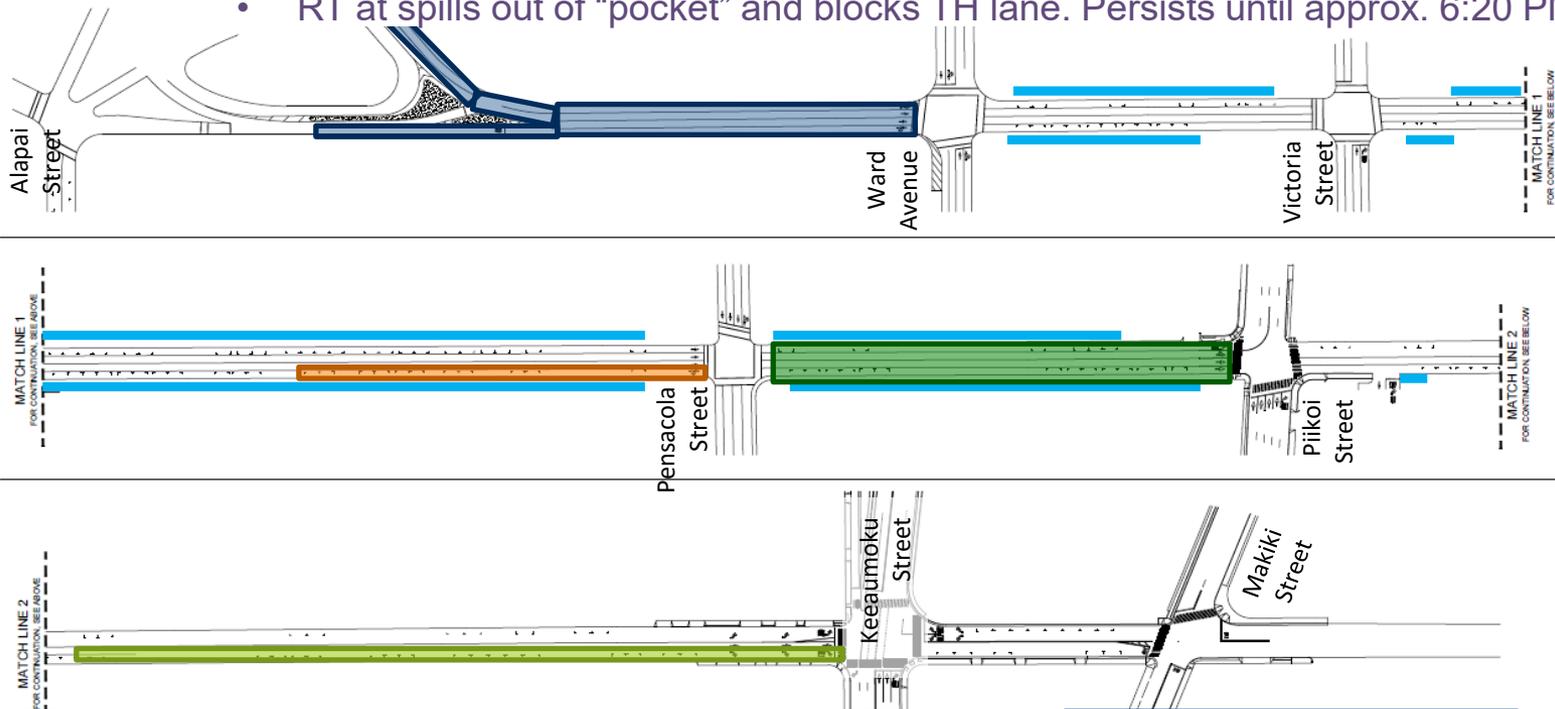
Kinau Street Findings & Recommendations

- Congestion due to weaving in/out of RT only lane
- RT spills out of “pocket” and blocks through lanes. Persisted through end of study period at 7:00 PM
- Congestion due to blocking from Piikoi Street
- RT at spills out of “pocket” and blocks TH lane. Persists until approx. 6:20 PM



Kinau Street Findings & Recommendations

- Congestion due to weaving in/out of RT only lane
- RT spills out of “pocket” and blocks through lanes. Persisted through end of study period at 7:00 PM
- Congestion due to blocking from Piikoi Street
- RT at spills out of “pocket” and blocks TH lane. Persists until approx. 6:20 PM



RECOMMENDATIONS

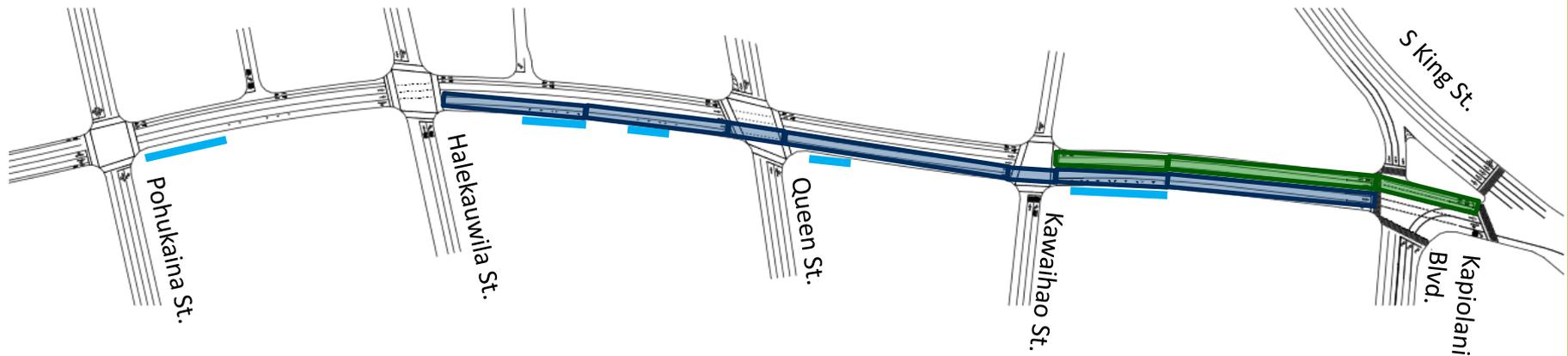
- Kinau Street Corridor TAZ Extension to 6:00 PM
NEW HOURS: 3:30 PM – 5:30 PM 6:30PM (1 hr Ext.)

— PM TAZ

No. of Affected Stalls: 87
 stalls for additional 1 hr

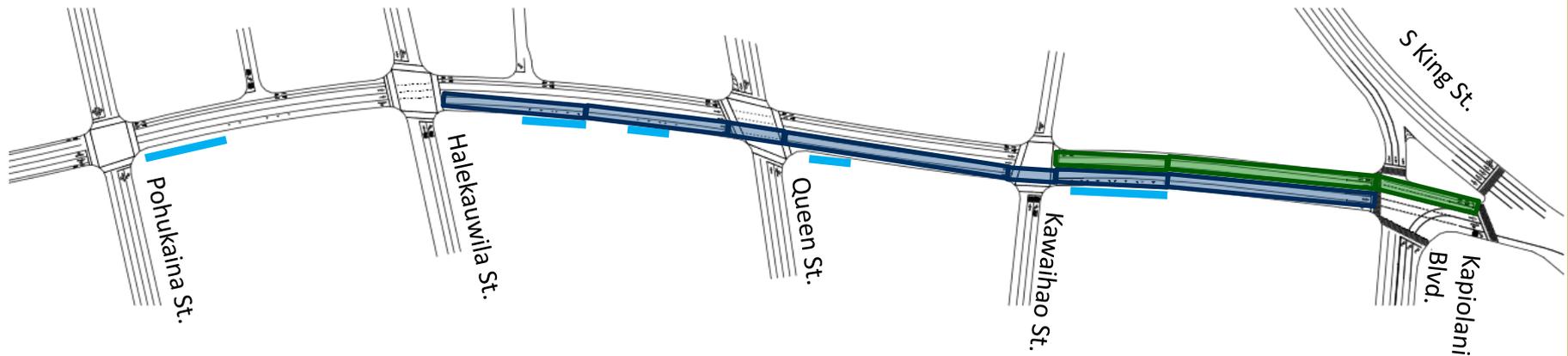
South Street Findings & Recommendations

- High RT volume spills through marked parking stalls. Persists until approx. 5:45 PM.
- Spillback from Beretania St/Alapai St extends along South Street



South Street Findings & Recommendations

- High RT volume spills through marked parking stalls. Persists until approx. 5:45 PM.
- Spillback from Beretania St/Alapai St extends along South Street



RECOMMENDATIONS

- South Street Corridor TAZ Extension to 6:00 PM
NEW HOURS: 3:30 PM – 5:30 PM 6:00PM (30-min Ext.)

— PM TAZ
No. of Affected Stalls: 20 stalls
for additional 30 min

Corridor Recommendations Summary

- **Downtown/Chinatown**

- Alakea Street Corridor TAZ Extension

- 3:30 PM – ~~5:30 PM~~ **6:00PM (30-minute Extension)**

- Bethel Street Corridor TAZ Extension

- 3:30 PM – ~~5:30 PM~~ **6:00PM (30-minute Extension)**

- **Urban Core**

- Ward Avenue Corridor TAZ Extension

- 3:30 PM – ~~5:30 PM~~ **6:00PM (30-minute Extension)**

- South Street Corridor TAZ Extension

- 3:30 PM – ~~5:30 PM~~ **6:00PM (30-minute Extension)**

- Kinau Street Corridor TAZ Extension

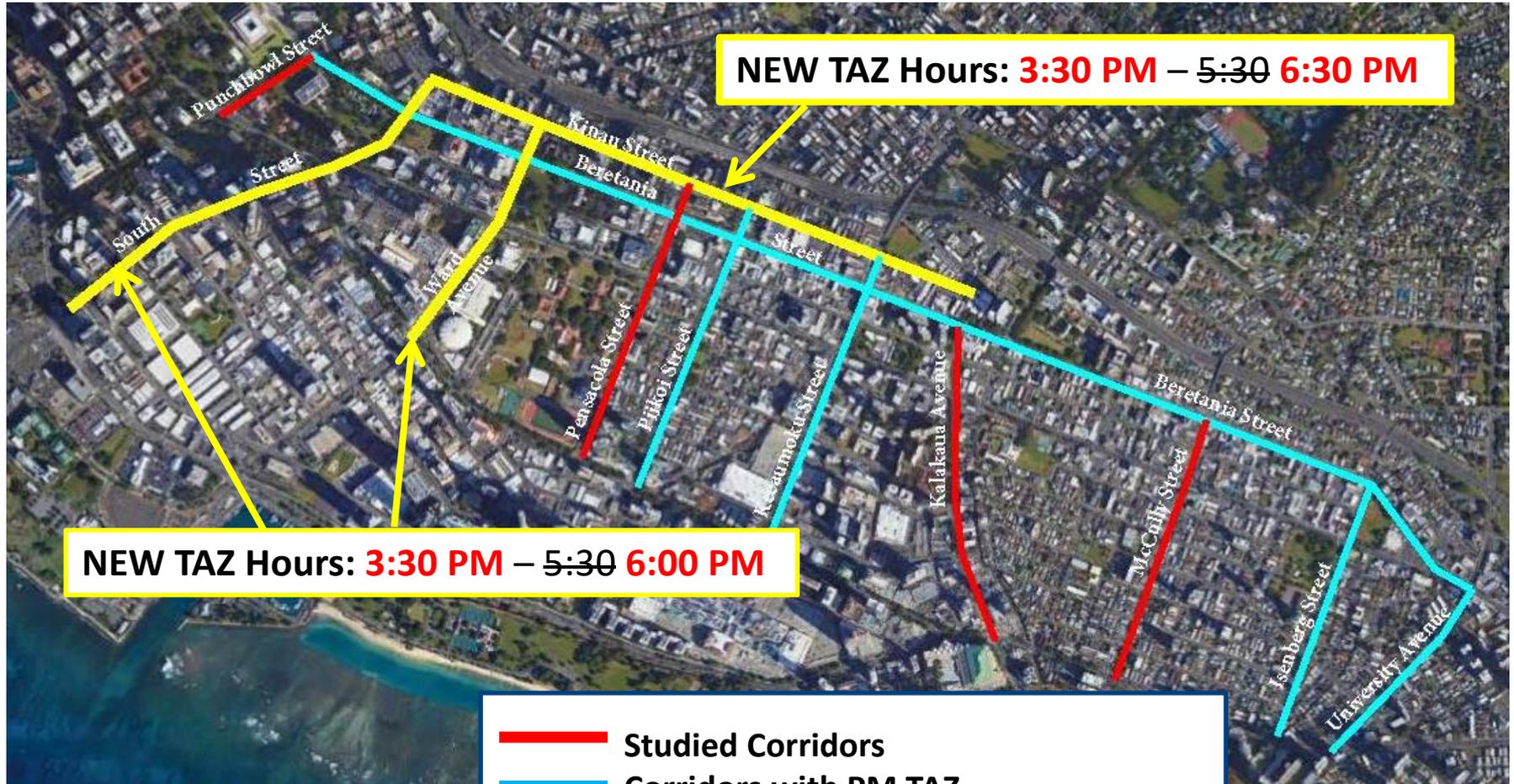
- 3:30 PM – ~~5:30 PM~~ **6:30PM (1-hour Extension)**

Downtown/Chinatown Recommendations Summary Map



- Studied Corridors
- Corridors with PM TAZ
- Corridors with PM TAZ Modifications Recommended

Urban Core Recommendations Summary Map



Questions?

Links to Draft Reports

Downtown/Chinatown: <https://austintsutsumiassociates.sharefile.com/d-s2ceaf644ec648e39>

Urban Core: <https://austintsutsumiassociates.sharefile.com/d-s56fd945e87049c29>

ATA Contact Information



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VI. New Business

B. Federal Funding Update

Current Status of the Highway Trust Fund

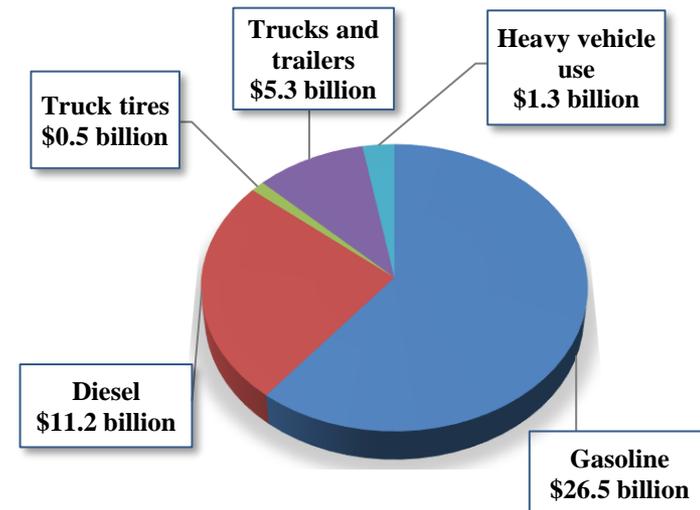


Why provide a status update on the HTF?

- One of the places that the COVID-19 situation has caused a dramatic shift is in the Highway Trust Fund (HTF).
- In the FY 2021 President's Budget, the HTF was estimated to experience a cash shortfall during late FY 2021 to early FY 2022.
- However, with the recent significant reduction in travel, current projections indicate that the HTF will experience a cash shortfall in FY 2021.

What tax receipts support the HTF?

- The HTF is supported with the proceeds of Federal excise taxes. These taxes are levied on:
 - Gasoline (~59% of annual revenue)
 - Diesel (~25% of annual revenue)
 - Truck and trailer sales (~12% of annual revenue)
 - Heavy vehicle use (~3% of annual revenue)
 - Truck tire sales (~1% of annual revenue)
- In FY 2019, the HTF received a total of \$44.8 billion in tax revenues.
- Each tax contributed the following amount in FY 2019:



What tax receipts support the HTF?

- The Federal government does not directly collect from the consumer most of the excise taxes credited to the HTF.
- Who pays the taxes?
 - *Gas, diesel, and tire taxes* are paid by the producer.
 - *Truck and trailer sales taxes* are paid by the retailer.
 - *Heavy vehicle use taxes* are paid by the owner.
- How are the taxes paid?
 - Taxpayers file twice-monthly estimated payments.
 - Every quarter Treasury reconciles these estimates to determine the exact amount of taxes that should be attributed to the HTF.

What is a cash shortfall?

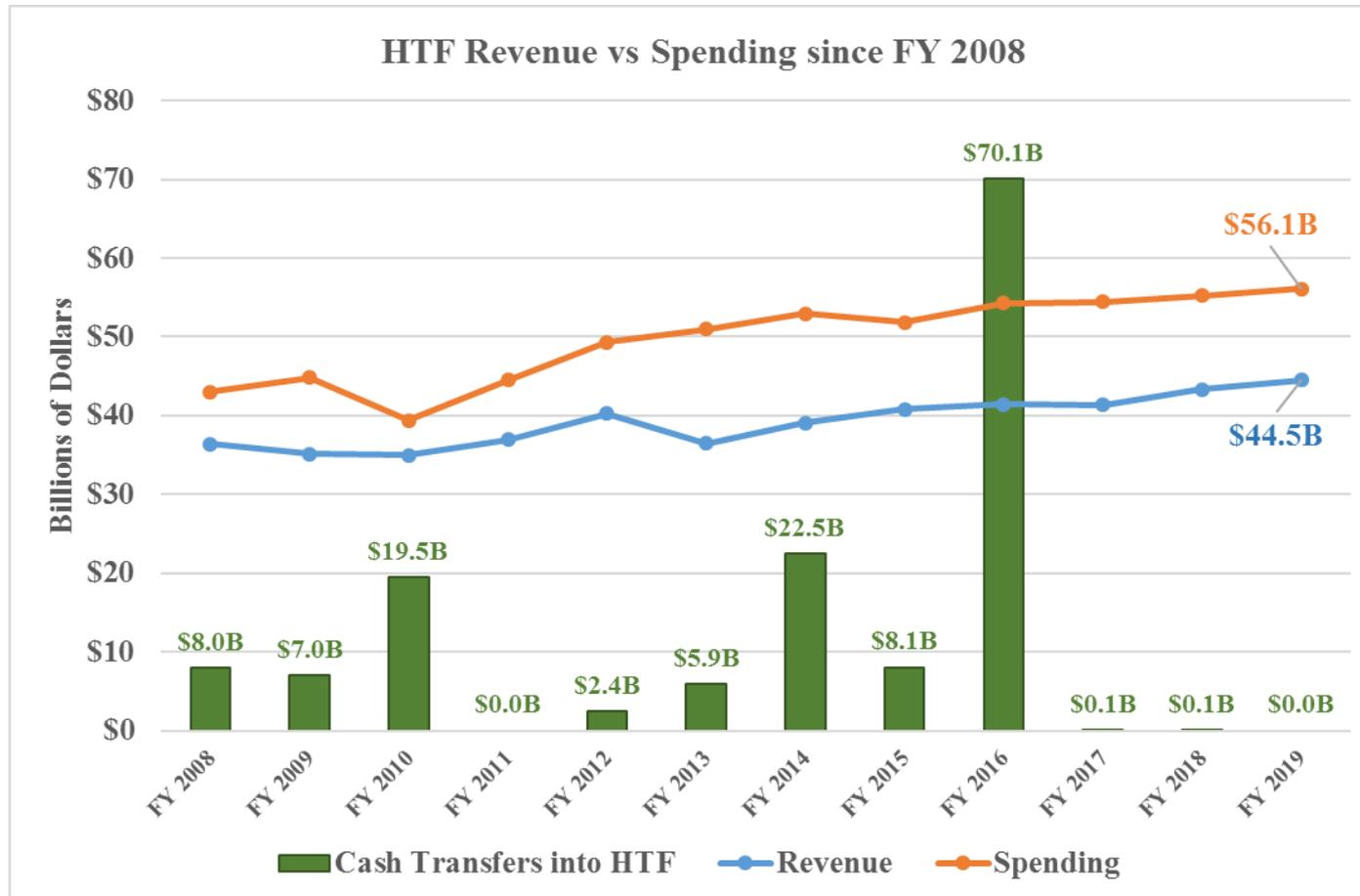
- What is happening?
 - In short, there are more bills to pay than cash coming in.
 - *Think of it like a bathtub with the faucet on, but the drain is open. Cash is coming in to the HTF, but it is being spent faster than it's coming in.*
 - COVID-19 has exacerbated the situation by significantly reducing receipts.
- Will the HTF go broke? Will it go below zero?
 - No, a shortfall does not mean the HTF goes “bankrupt.”
 - Without additional revenue or General Fund transfers into the HTF, the outlay of cash must be slowed to align with the pace of the incoming cash, which would likely slow project delivery.

Why is the HTF approaching a cash shortfall?

- **Spending is outpacing revenue.**
 - Spending from the HTF has outpaced revenue for over a decade.
 - In FY 2019, the HTF had \$56.1 billion in expenditures while taking in \$44.5 billion in revenue, **resulting in an \$11.6 billion deficit.**
- **Why is spending outpacing revenue?**
 - The programs supported by the HTF have increased in size in recent decades.
 - The taxes that support the HTF were last adjusted by Congress in 1993.
 - Increased fuel efficiency has eroded the revenue from the gas and diesel taxes.
- **How have shortfalls been avoided in the past?**
 - Since 2008, Congress has transferred \$144 billion in additional funds into the HTF – primarily from the Treasury’s General Fund.
 - This includes a \$70 billion transfer from the General Fund authorized by the FAST Act in FY 2016.

Why is the HTF approaching a cash shortfall?

- The HTF is annually spending nearly \$12 billion more than its receipts.



What is the impact of the COVID-19 virus on the HTF?

- Since the emergence of the COVID-19 virus, there has been a significant decline in the amount of HTF taxes collected.
- **Current projections indicate that both the Highway and Mass Transit accounts will experience cash shortfalls earlier than estimated in the 2021 Budget.**

What is the impact of the COVID-19 virus on the Highway Account year-to-date?

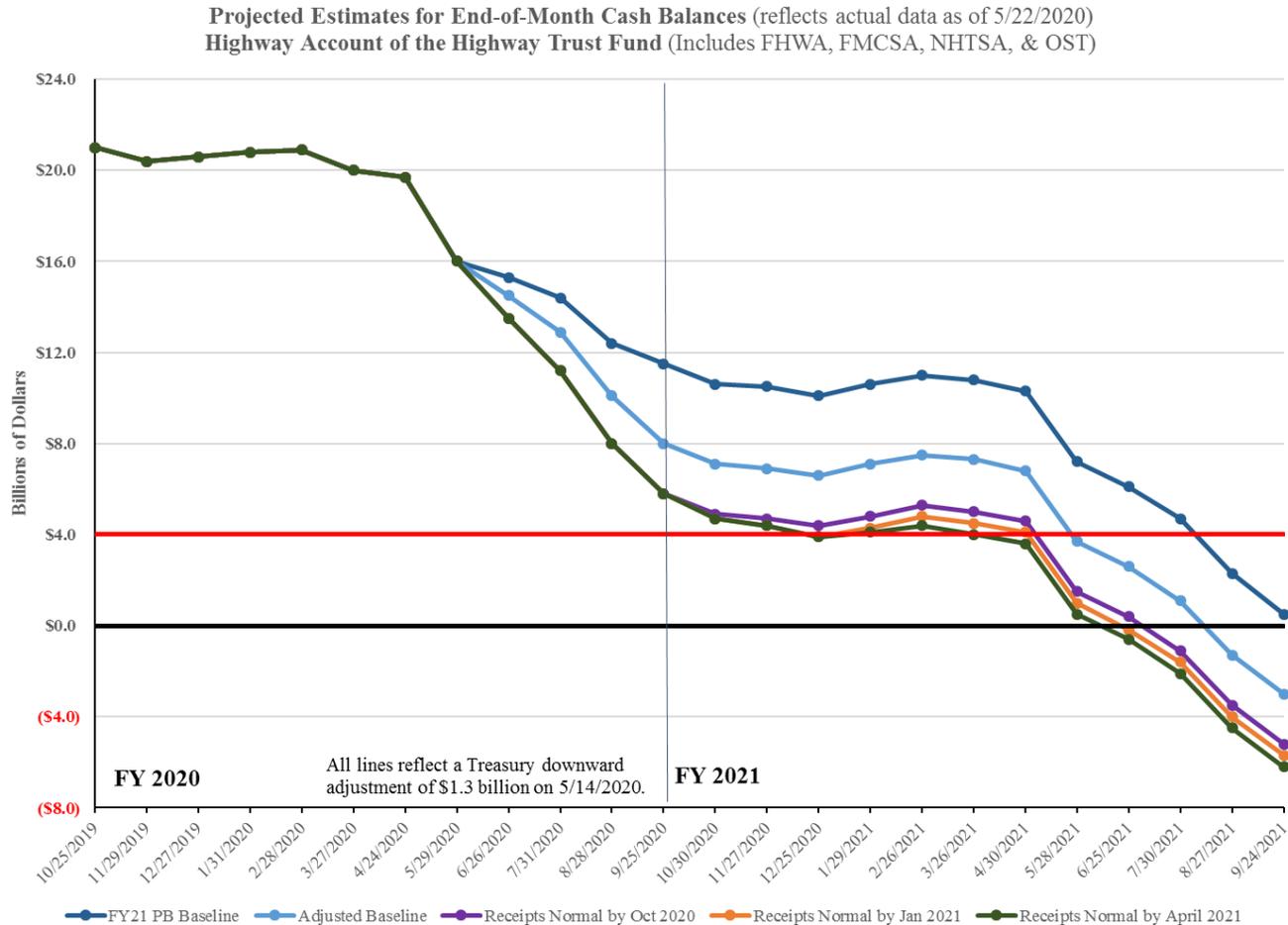
Treasury Semi-Monthly HTF Revenue Estimates				
Highway Account (dollars in millions)				
Weeks	2019	2020	2019-2020	% Change
April 1 - 15	1,662	1,224	(438)	-26%
April 16 - 30	1,567	853	(714)	-46%
May 1 - 15	1,809	1,043	(766)	-42%

Taxes paid in a given bi-monthly period reflect economic activity from prior periods.

- Highway Account revenue declined by **26 percent** during the first half of April when compared to the same period in 2019.
- Revenue declined by **46 percent** for the second half of April when compared to the same period in 2019.
- Revenue declined by **42 percent** for the first half of May when compared to the same period in 2019.

What is the longer-term impact of the COVID-19 virus on the Highway Account?

- When will the Highway Account reach a critical point?



What are the next steps?

- FHWA, FTA, and the Office of the Secretary are actively monitoring the status of the Highway Trust Fund.
- Should it become necessary, the Department will also work with FHWA and FTA to update cash management plans for Highway and Mass Transit Accounts.
- The Department will continue to provide timely updates to stakeholders.

Federal Funding Update

- Surface Transportation Reauthorization
- Federal Stimulus



Surface Transportation Reauthorization

- FAST Act expires Sep 30, 2020
- House Bill (INVEST in America Act):
 - \$494 billion (\$319b highway), FY 2021-2025
 - Year 1 is \$84b and allows 100% Federal and operating expenses
 - Committee vote 35 to 25, June 2020
- Senate Bill (America's Transportation Infrastructure Act):
 - \$287 billion (highway only), FY 2021-2025
 - Passed by Committee July 2019
 - Unanimous Committee vote
- Other committees have to fund
- Neither bill has been brought to the floor



Federal Stimulus

- **CARES Act:**
 - Passed March 2020
 - \$25 billion for transit, \$10 billion for airports, no highway funds
 - \$150 billion for state government COVID related operations
- **HEROES Act (House Bill):**
 - \$15 billion for State DOTs, \$15.75 for transit agencies
 - 100% Federal share
 - \$540b to States, \$375b to locals for COVID related expenses
 - Senate has not taken up





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 October 27, 2020 at 1:00 p.m.

IX. Adjournment