



I. Call to order

II. Introductions/Roll Call by Samantha



III. Approval of February 2, 2022 Meeting minutes

IV. Reports of Policy Board and Technical Advisory Committee

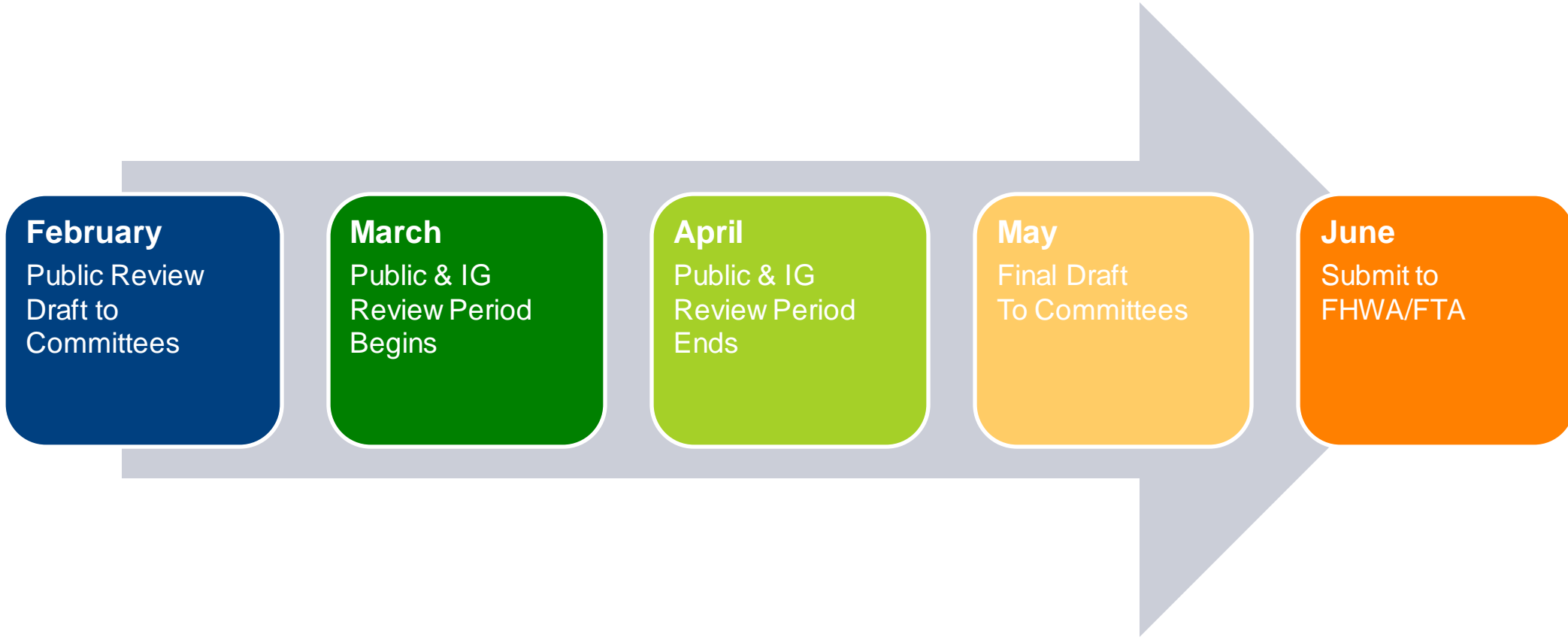
A. Executive Director

V. Unfinished Business

A. **OWP FY2023 Public Review Draft**



Proposed Schedule (Estimated)



State fiscal year 2023: July 1, 2022 – June 30, 2023



OWP FY2023 Public Review Draft Executive Summary

Expected Funding Sources	Federal Share	Local Share	Total
Federal Highway Administration- PL (New Funds)	\$1,769,883	\$442,471	\$2,212,353
Federal Transit Administration - 5305(d) (New Funds)	\$295,727	\$73,932	\$369,659
Federal Highway Administration - STBG Urbanized (New Funds)	\$131,984	\$32,996	\$164,980
Federal Highway Administration - STBG Urbanized (New Funds) 100% Federal	\$100,000	\$0	\$100,000
Federal Highway Administration- PL (FY2021 & FY2022 Funds)	\$147,642	\$36,911	\$184,553

TOTAL FUNDING AVAILABLE FOR OBLIGATION IN SFY2023	\$2,445,236	\$586,309	\$3,031,544
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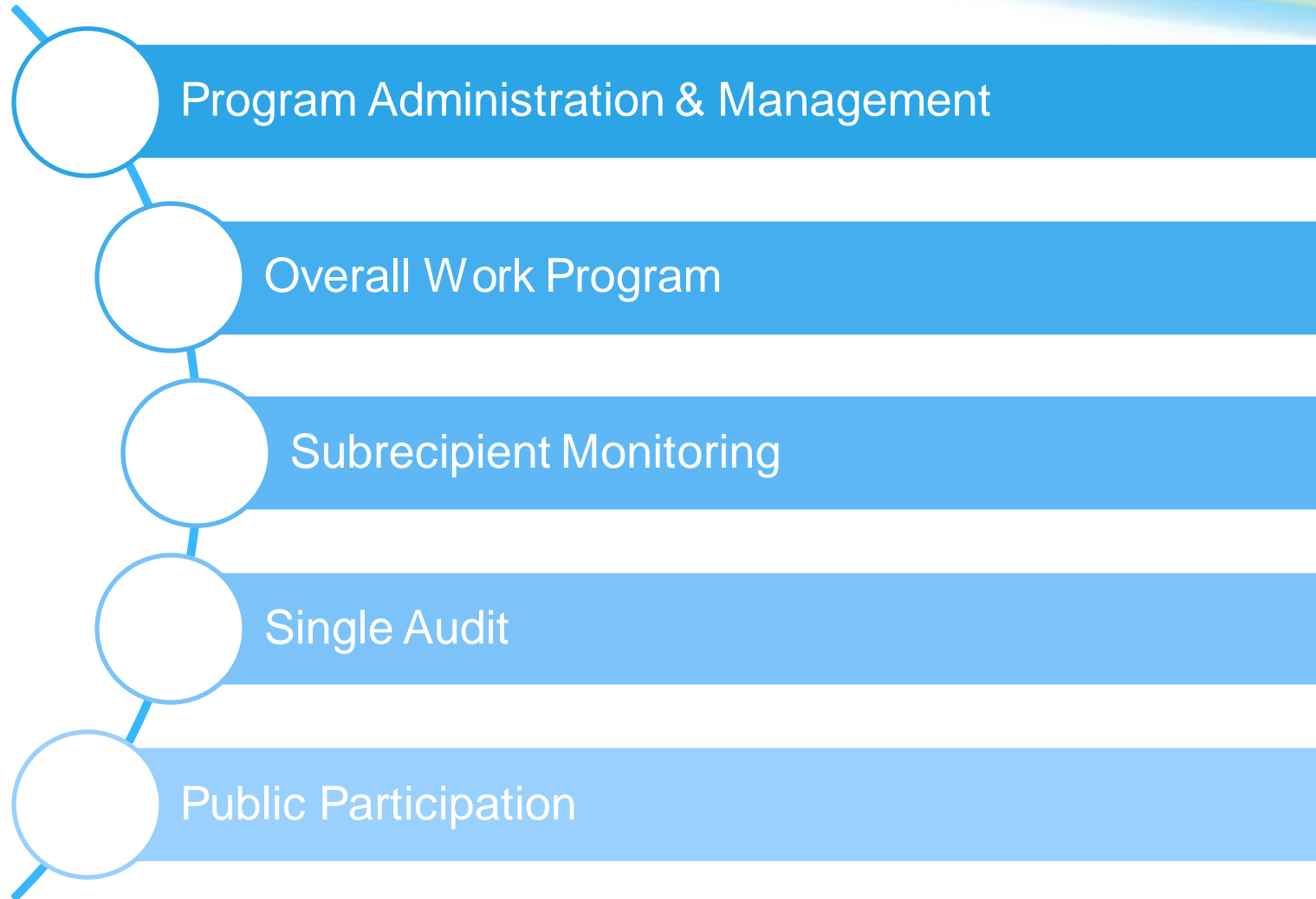
OWP FY2023 Funding Request	Federal	Local	Total
OahuMPO Regular Operations	\$1,724,787	\$431,197	\$2,155,983
Training, Education, Workforce Development	\$100,000		\$100,000
Subrecipient Studies	\$620,236	\$155,059	\$775,295

TOTAL FUNDING REQUEST	\$2,445,023	\$586,256	\$3,031,278
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OWP FY2023 Public Review Draft

Task 1: MPO Management & Program Administration





NEW in FY2023

Training, Education, Work Force Development

- Training of City and State employees in multimodal transportation safety and principles of vision zero in the design and operation of roadways
- STBG Urbanized Funds can be used at 100% federal share for workforce development



Subrecipient Study – DTS

Traffic Signal Optimization and Demand Management

- Preparation of a microsimulation model
- Involves collection of available data, calibrating a proof-of-concept demonstration, and testing of island wide scenarios for effects on system performance consistent with the Congestion Management Plan



Subrecipient Study – Hawaii State Energy Office

Multi-Modal Assessment

- A multi-modal assessment would help to identify specific needs and projects to reduce vehicle miles traveled for the island of Oahu. Projects and needs would cover both land-use and transportation solutions. The proposed study would include a needs assessment, recommendations for impactful projects, training and data subscription services.



Oahu Regional Transportation Plan (ORTP) 2050

A forecast and assessment of anticipated projects and programs that are planned to be funded during the 20 year planning horizon. An update is required every five years.

Forecasts the “reasonably expected” future revenues for transportation for the State and the City from existing sources, under existing policies

The new cycle begins with phase one of public involvement and gathering data for existing and forecasted conditions report



Congestion Management Process (CMP)

A systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance.

The CMP is strongly connected to the ORTP by providing a set of congestion management objectives, performance measures, and strategies that make the plan comprehensive.



Subrecipient Study – UH Manoa

Educational Framework for Youth Engagement in Oahu's Transportation Planning

- This study aims to develop an educational framework for engaging K-12 students in transportation planning on Oahu from their classrooms. The results will improve the OahuMPO's ability to reach and engage this demographic in regular, meaningful dialogue regarding transportation needs and desires, while also informing the development of the 2050 Oahu Regional Transportation Plan update.



OWP FY2023 Public Review Draft Funding Summary

Task	Title	FHWA - STBG	FHWA-PL	FTA 5305(d)	Non-Federal Match Subrecipients	Non-Federal Match Member Dues	Total
1	MPO Management & Program Administration	\$100,000	\$701,112	\$295,727	\$0	\$249,210	\$1,346,049
2	Data Development & Maintenance	\$131,984	\$511,587	\$0	\$110,000	\$50,893	\$804,464
3	Short Range Planning		\$117,277	\$0	\$20,000	\$9,319	\$146,596
4	Long Range Planning		\$587,336	\$0	\$25,059	\$121,775	\$734,169
	TOTAL	\$231,984	\$1,917,312	\$295,727	\$155,059	\$431,197	\$3,031,278



Committee Meetings
TAC: 2/11

Public & IGR Period
March – April
(Opportunity to submit
written comments)

**Next
Steps**

Respond to Comments
& Finalize Draft
Mid to Late April

Final Draft to
Committees in
May



VI. New Business

B. OWP SFY2022 Revision #2



OWP Overview

- OahuMPO Operations: Staff time, overhead, consultant support necessary to meet federal requirements
- Planning studies by subrecipients

Funding Sources

- Metropolitan planning (PL) funds from FHWA/FTA – 80% federal / 20% local funds
- Local match from partner agency annual dues
- Local match for planning studies provided by subrecipients



Overall Work Program FY2022 as of Revision #1

OWP FY2022 as of Revision #1	Federal	Local	Total
OahuMPO Regular Operations	\$ 1,500,000	\$ 375,000	\$ 1,875,000
OahuMPO Special Budget Item - Modeling Data Purchase	\$ 240,000	\$ 60,000	\$ 300,000
Subrecipient Studies- New in FY2022	\$ 432,915	\$ 108,229	\$ 541,144
	\$ 2,172,915	\$ 543,229	\$ 2,716,144



Revisions to the OWP

Administrative Modification (minor changes)

- Funding transfers do not exceed \$100,000
- Tasks/objective are unchanged
- No public, CAC, intergovernmental TAC or PB reviews are required

Amendment (major changes)

- Funding transfer exceeds \$100,000
- Objective and/or tasks have changed
- A work element is added or deleted
- Must go out for review by the CAC, general public, intergovernmental review and TAC. Must be approved by the PB and sent to FHWA/FTA

Revision #2 is an amendment because it changes the objectives and tasks of OahuMPO work elements and deletes programmed subrecipient planning studies



Changes Proposed in Revision #2

Staff time budget adjustments – no net increase to overall staff time budget of \$1,230,000

Transfer of funds into Travel Demand Forecasting Model (TDFM) budget– net increase of \$154,927 to the total OWP FY2022 budget

Deletion of programmed studies



Staff Time Budget Adjustments

- Adjustments to accommodate changes to salary ranges
- Transfer of funds into PTO work element to cover anticipated vacation payouts
- Small adjustments to move funds between existing staff time work elements



Transfer of funds into TDFM Data Purchase

- TDFM Data Purchase Funds are budgeted both in OahuMPO's operations budget of \$1.875 million and in a special budget item
- Funds transferred from closed or expired consultant contracts with balances remaining - \$154,927
- Funds transferred from ORTP dashboard budget - \$120,000
- Transfers increase the cumulative TDFM Data Purchase from \$440,000 to \$714,927.
- Data purchase funds will be expended in April 2022 as a contribution to the National Household Travel Survey pooled fund



Deletion of programmed studies

- **Congestion & Mobility Pricing Study**
 - Deletion formally requested by DTS
- **Dillingham Corridor Mobility Data Planning Study**
 - Deletion formally requested by HART



Table 7: OWP FY2022 Revision #2 Budget Summary by Cost Category

Cost Category	OWP FY2022 As of Rev #2				Revision #2 Changes
	FHWA-PL	FTA 5303(d)	Local Match	Total	
OahuMPO - Regular Operations Budget					
Staff Time	\$827,773	\$156,227	\$246,000	\$1,230,000	\$0
Consultant	\$312,000 \$208,500	-	\$78,000 \$52,125	\$390,000 \$260,625	-\$129,375
Overhead		\$132,000 \$139,500	\$33,000 \$34,875	\$165,000 \$174,375	\$9,375
Prof Development	\$0	-	\$0	\$0	\$0
TDFM Data Purchase	\$72,000 \$168,000	-	\$18,000 \$42,000	\$90,000 \$210,000	\$120,000
SUBTOTAL	\$1,204,273	\$295,727	\$375,000	\$1,875,000	\$0
OahuMPO - Special Budget					
TDFM Data Purchase	\$240,000 \$363,942		\$60,000 \$90,985	\$300,000 \$454,927	\$154,927
Subrecipient					
Active Transportation Monitoring I (DTS)	\$28,000		\$7,000	\$35,000	\$0
Active Transportation Monitoring II (DTS)	\$168,000		\$42,000	\$210,000	\$0
Active Transportation Monitoring III (DTS)	\$160,000		\$40,000	\$200,000	\$0
OWP FY2022 Rev 1 Amendments	\$76,915		\$19,229	\$96,144	\$0
SUBTOTAL	\$432,915		\$108,229	\$541,144	
As of Revision #1 TOTAL	\$1,877,188	\$295,727	\$543,229	\$2,716,144	
Revision #2 TOTAL	\$2,001,130	\$295,727	\$574,214	\$2,871,071	\$154,927



Table 8: Summary of Funding and Programmed Expenditures

Description	FHWA-PL	FTA 5305(d)	Member Agency Dues	Subrecipient Match	Total
FUNDING SOURCES					
FY2022 Expected Funding Sources	\$1,418,108	\$295,727	\$375,000	\$52,729	\$2,141,564
Available funds from prior OWPs - Table 5	\$691,582	\$0	\$90,985	\$55,500	\$838,067
Total Available Funding	\$2,109,690	\$295,727	\$465,985	\$108,229	\$2,979,632
FUNDING REQUEST					
OWP FY2022 Revision #2	\$2,001,130	\$295,727	\$465,985	\$108,229	\$2,871,071

← This amount increased by \$154,927

Difference	\$108,560	\$0	\$0	\$0	\$108,561
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Public & Intergovernmental Review

Public & Intergovernmental
Review Period:

January 19th – February 11, 2022

No public comments received

“No comment” responses from
DBEDT and State Department of
Budget & Finance

Comment received from the City
and County of Honolulu
Department of Planning and
Permitting



Department of Planning & Permitting

The Department of Planning and Permitting (DPP) supports including funding for the Congestion and Mobility Pricing Study in a future Overall Work Program.

OahuMPO Response

OahuMPO is de-programming this study upon written request by DTS based on local match availability and staff capacity.

A congestion pricing study may be proposed again in the future.



Requested Action: Recommend Policy Board Approval of Revision #2 to the OWP FY2022, as presented.



VI. New Business

B. Oahu Regional Transportation Plan 2050 Public Engagement Plan



Oahu Regional Transportation Plan 2050: Public Engagement Plan

Purpose

Educate and inform the general public on ORTP planning and development processes, including the purpose of the discussion along with the areas in which the public can have the most impact;

Reach out to groups that have traditionally been underrepresented in transportation planning, and who bear the consequences of transportation investments, e.g., minorities, youth, poor, elderly, non-native English speakers, etc.; and

Build a collaborative and accountable relationship between the OahuMPO and the general public.



Oahu Regional Transportation Plan 2050: Public Engagement Plan

Goals

- GOAL 1: The public will be involved early and continuously in the decision-making process. OahuMPO staff will work with the public to manage their expectations of the impact their input may have on the final outcome of a work product.
- GOAL 2: All residents and mandated stakeholders will be given the opportunity to participate.
- GOAL 3: The public will be provided with educational opportunities to build capacity for meaningful participation.
- GOAL 4: Selected public participation techniques will match the purpose.
- GOAL 5: Progress in achieving the above goals will be measured and results reported.
- GOAL 6: Outcomes of public participation will be communicated and managed in realistic and pragmatic ways.



Public Engagement Strategies

Stakeholder outreach

Public presentations

Open houses

Incentives

Newsletters

Brochures, fact sheets, and other dispersible materials

Social media

Informational videos

Public meetings

Pop-up/partnering events



Feedback & Evaluation

How Feedback Will Be Used

- Consideration and response to all comments
- Coordination with agencies for responses
- Consideration of feedback when evaluating proposed projects

Evaluating our effectiveness

- Questionnaires
- Surveys
- Polls
- Assessment of outreach tools
- Staff debriefings



How you can help!

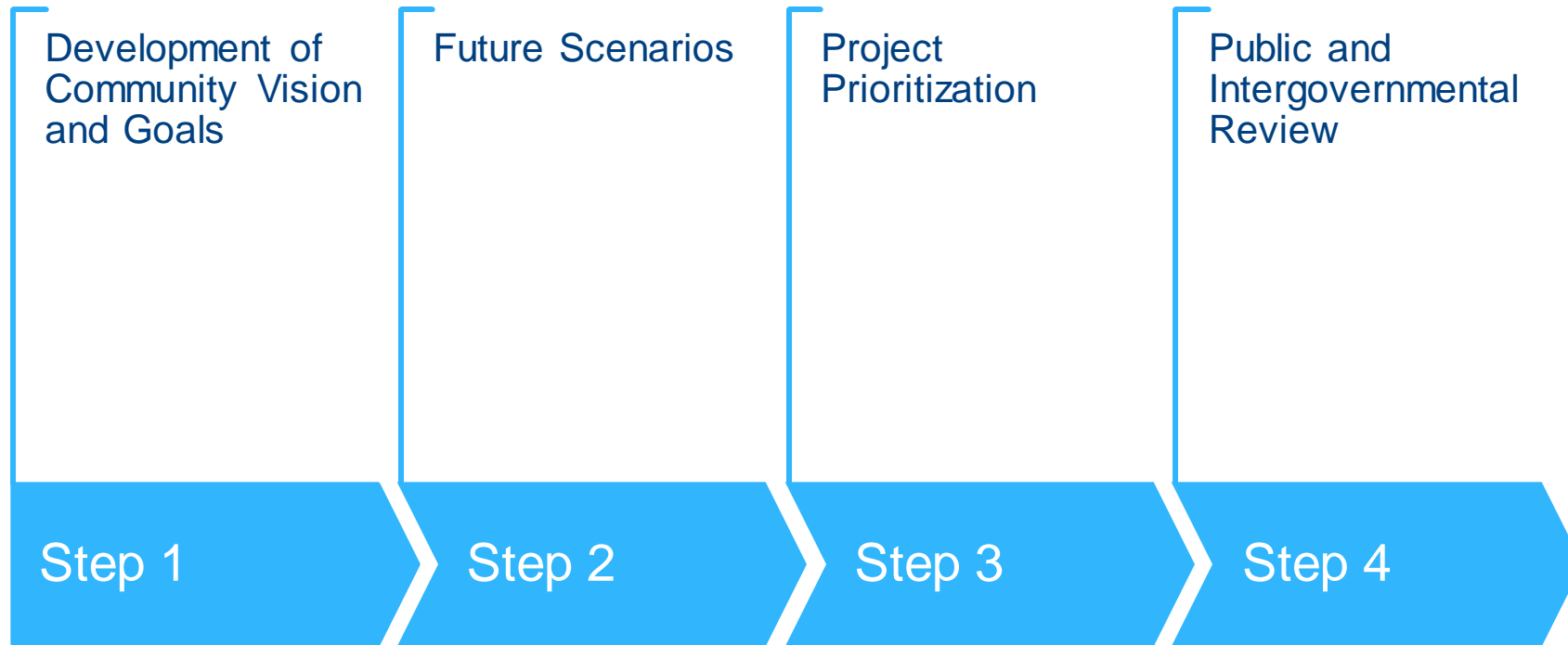
Participate
in outreach
efforts

Help get the
word/surveys
out to your
community

Provide the
MPO feedback
along the way
(How are we
doing with
outreach?)



Public Engagement Plan Schedule





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

VIII. Announcements & tentative date of the next meeting



IX. Adjournment