



OahuMPO Citizen Advisory Committee

May 4, 2022

2:00PM

Via Microsoft Teams



I. Call to order

II. Introductions/Roll Call by Samantha



III. Approval of April 6, 2022 Meeting minutes

IV. Reports of Policy Board and Technical Advisory Committee

A. Executive Director

V. Unfinished Business: NONE



VI. New Business

A. Overall Work Program FY2023 Final Draft

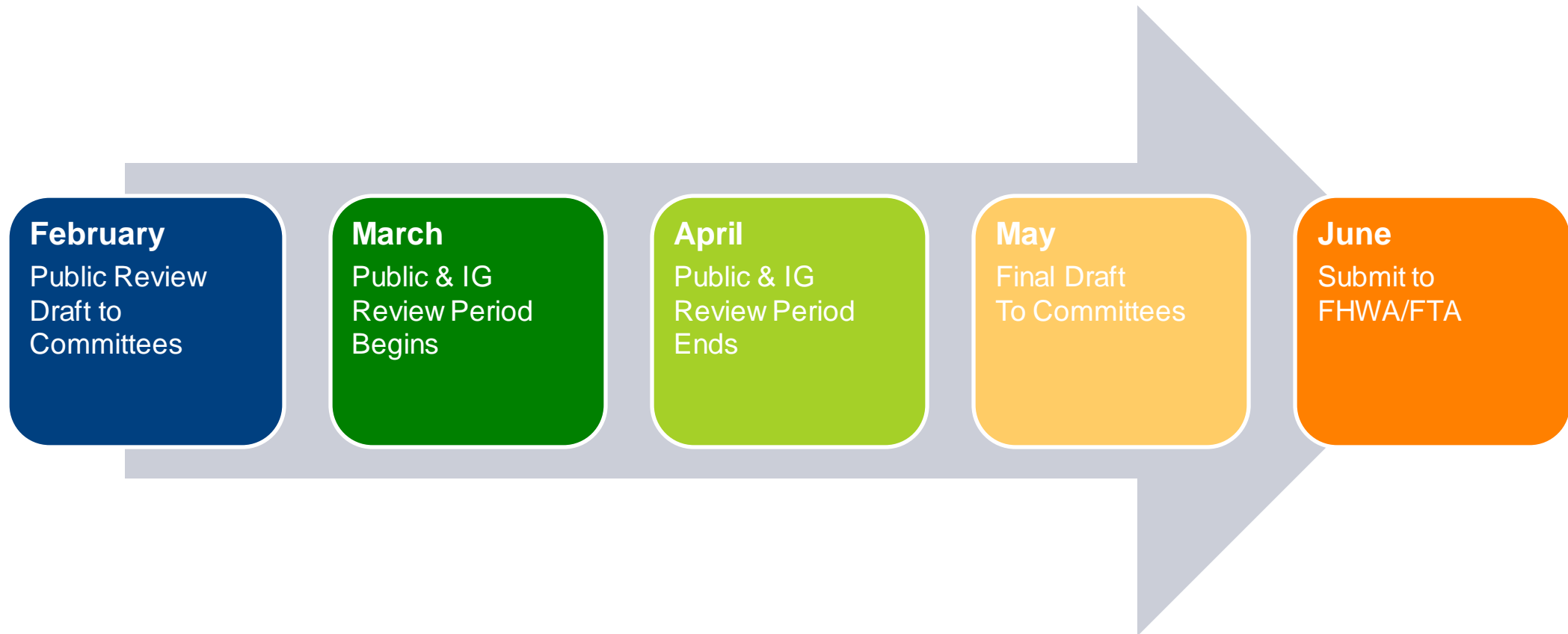


Overall Work Program (OWP) - Introduction

- The OWP is a Federally required work product per 23 CFR 450.308
- Developed annually
- Includes planning priorities for the region
- Identifies work proposed for the next 1 to 2-year period by major activity and task, responsible agency, and resulting work products
- Identifies total amounts and sources of federal and matching funds
- Two main components of OahuMPO's OWP:
 - OahuMPO's operations by cost category (staff time to develop required work products, overhead, consultant support)
 - Subrecipient studies



OWP Review Schedule



State Fiscal Year 2023: July 1, 2022 – June 30, 2023



OWP FY2023 Final Draft Executive Summary

Expected Funding Sources	Federal Share	Local Share	Total
Federal Highway Administration- PL (New Funds)	\$1,769,883	\$442,471	\$2,212,354
Federal Transit Administration - 5305(d) (New Funds)	\$418,086	\$104,522	\$522,608
Federal Highway Administration - STBG Urbanized (New Funds) 100% Federal	\$100,000	\$0	\$100,000
Federal Highway Administration- PL (FY2021 & FY2022 Funds)	\$201,618	\$50,405	\$252,023

TOTAL FUNDING AVAILABLE FOR OBLIGATION IN SFY2023 \$2,489,587 \$597,398 \$3,086,985

OWP FY2023 Funding Request	Federal	Local	Total
OahuMPO Regular Operations	\$1,724,800	\$431,200	\$2,156,000
Training, Education, Workforce Development	\$100,000		\$100,000
Subrecipient Studies	\$620,236	\$155,059	\$775,295

TOTAL FUNDING REQUEST \$2,445,036 \$586,259 \$3,031,295

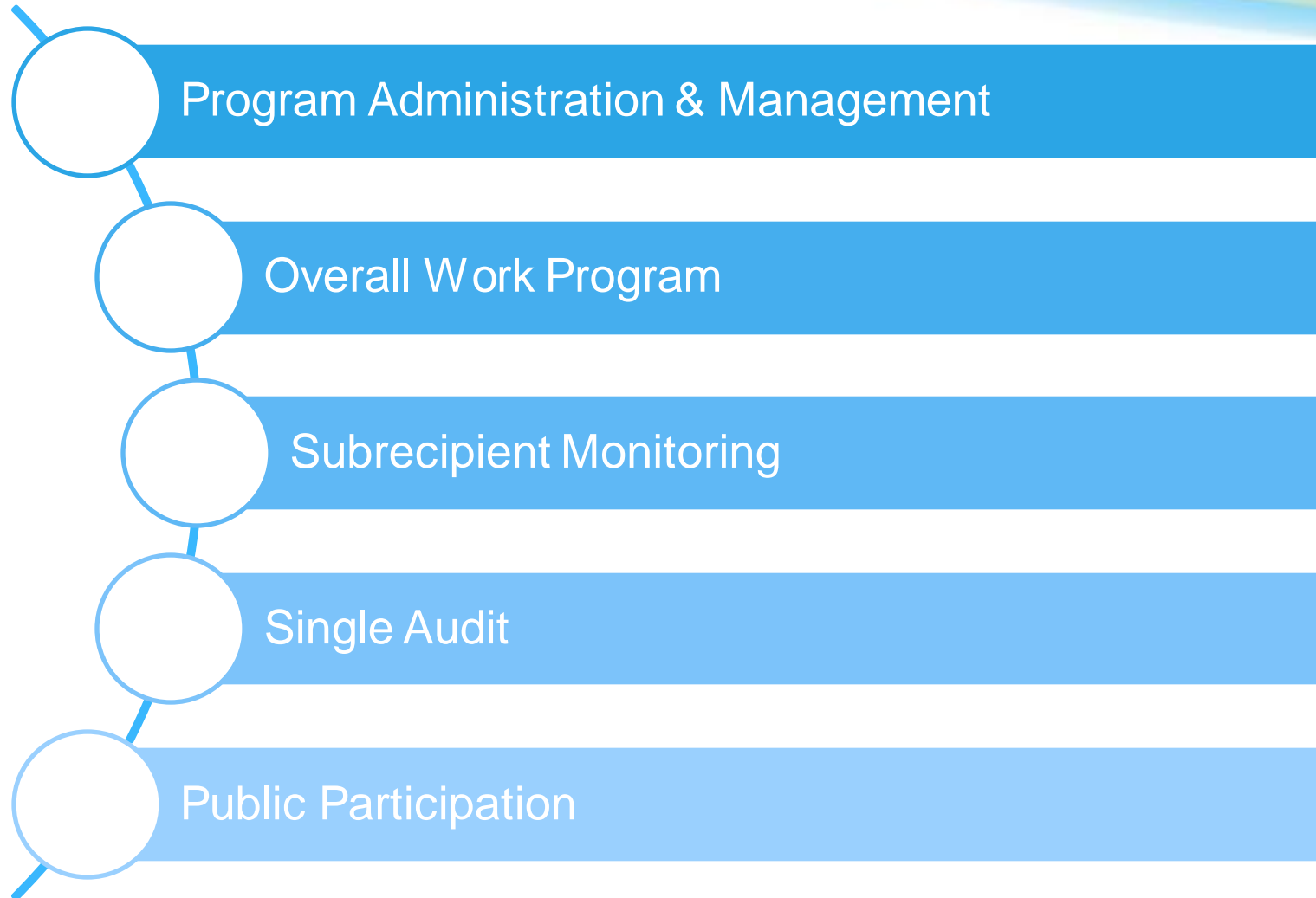


Surface Transportation Block Grant (STBG) Funds

- STBG funds are allocated to the State with a sub-allocation to urbanized areas with a population over 200k – “STBG Urbanized”
- STBG urbanized funds are normally programmed in the TIP for FHWA funded City projects
- Activities eligible for programming in the OWP include:
 - Surface transportation planning per 23 U.S.C 133 (b)
 - Workforce development, training, and education activities per 23 U.S.C. 504(e)(1)(A)-(F)
 - The federal share of the cost of workforce development activities is 100%.
- The OWP FY2023 proposes programming \$100,000 STBG Urbanized funds for Workforce Development, Training and Education activities.



Task 1: MPO Management & Program Administration





Development of a Strategic Plan

- \$5,500 included to support the development of a 5-year Strategic Plan
- Strategic Plan was recommended by the 2018 Certification Review
- Will build upon work already completed or underway
- Fits within OahuMPO's overall budget of \$2,156,250 that is constrained by local match



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 encourage mode shift and improve non-auto modes of transportation. 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 Final Draft Funding Summary by Task

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	\$578,767	\$418,086	\$0	\$249,213	\$1,346,066
2	Data Development & Maintenance		\$643,571	\$0	\$110,000	\$50,893	\$804,464
3	Short Range Planning		\$117,277	\$0	\$20,000	\$9,319	\$146,596
4	Long Range Planning		\$587,335	\$0	\$25,059	\$121,775	\$734,169
TOTAL		\$100,000	\$1,926,950	\$418,086	\$155,059	\$431,200	\$3,031,295



Comments from Governmental Agencies

City and County of
Honolulu
Department of Design
and Construction

- No comment

State Department of
Budget and Finance

- No comment

City and County of
Honolulu
Department of
Transportation Services

- Rounding errors
- Minor corrections



Comments from the public

Commenter	Comment Summary	OahuMPO Response
Elise Carmody, NB #25	Question on work element balances, timing of obligation of funds, professional development budget	<p>Staff time work elements budgets are not always expended at a steady rate throughout the year.</p> <p>Generally, an increase in the budget for a staff time work element indicates that OahuMPO anticipates more time to be spent on said work element.</p> <p>OahuMPO is planning for more in-person trainings and workforce development opportunities in order to take advantage of funds available at 100% federal share.</p>
Elise Carmody, NB #25	<p>2019 Transit Rider Survey: Can we assume execution rate will increase now that we are “Post” COVID?</p> <p>Work Where You Live: Same question.</p>	<p>Work on the Transit Rider Survey was delayed by the COVID-19 pandemic but is now progressing at a steady pace.</p> <p>The Work Where You Live study is complete. It will be removed from the obligated projects list in the final draft OWP.</p>



Comments from the public

Commenter	Comment Summary	OahuMPO Response
Elise Carmody, NB #25	Will TA Set-Aside funding be available in FY23?	OahuMPO TA Set-Aside funds for FFYs 2022-2025 have already been awarded. However, TA Set-Aside funds are still available through HDOT.
Elise Carmody, NB #25	How would I get a project to be funded under TA Set-Aside?	<p>Both OahuMPO and HDOT award TA Set-Aside funds. Proposals are accepted during a call for projects period. OahuMPO's next call for projects for TA Set-Aside funds is anticipated in 2024 or 2025.</p> <p>If seeking funds in the near future, HDOT has a call for projects out now. Information on eligibility and deadlines can be viewed here: https://highways.hidot.hawaii.gov/stories/s/kcrh-vrcf</p>



Requested Action: Recommend Policy Board endorsement of the OWP FY2023, as presented.



VI. New Business

B. Overall Work Program Work Element Presentation: Multi-Modal Transit Asset Management Plan - Phase 1: Draft TAM Plan Update

Multi-Modal Transit Asset Management Plan - Phase 1

Draft TAM Plan Update

May 4, 2022

Transit Asset Management Definition

Transit asset management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair

- Federal Transit Administration

Federal Requirements

Capital Asset Inventory

- Annual inventory updates
- Investment prioritization

Capital Asset Standards

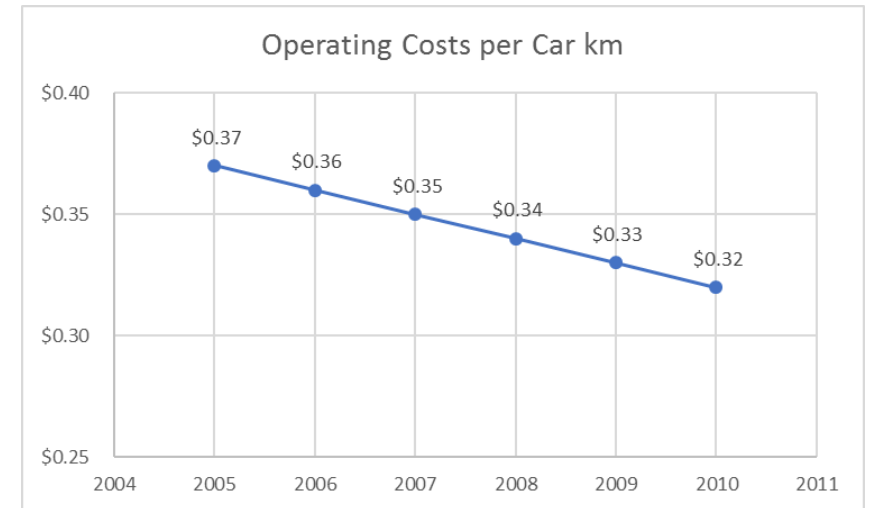
- Performance targets and standards
- Range of asset types
- NTD reporting requirements

Transit Asset Management Plan

- FTA rulemaking defines Plan requirements
- First Generation: 2018, Second Generation: 2022
- Must be updated every four years, unless service/modal change

Why Do Asset Management?

- Federal compliance
- Other benefits:
 - Safety
 - Operating cost savings
 - Improved reliability
 - Customer service
 - Save time, money and resources



14% reduction in
cost

DTS Asset Inventory*



7 - Kalihi-Palama Bus Facilities
4 - Pearl City Bus Facilities
1 - Paratransit Facility



540 - Buses



86 - Service Vehicles



207 - Paratransit Vehicles



5 - Transit Centers
3 - Park and Ride Lots
934 - Bus Stop Shelters

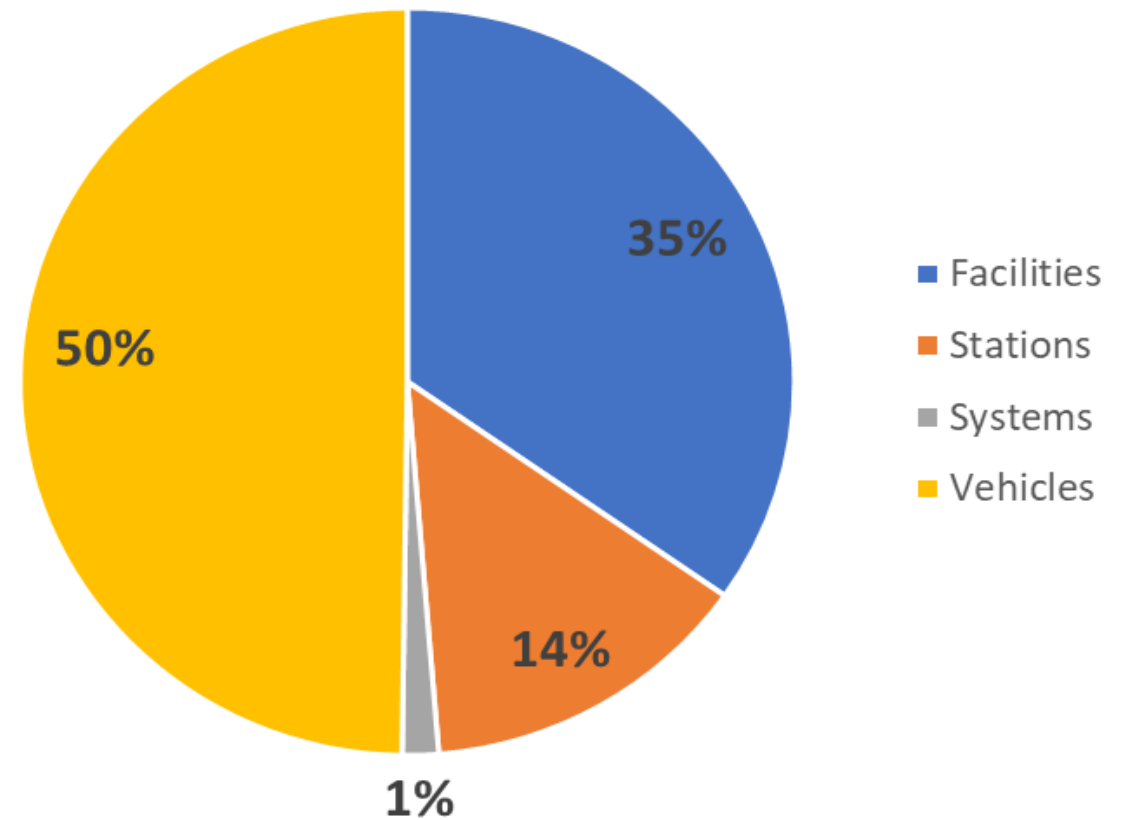


Equipment/Technology

* As of June 30, 2021. Will include rail assets after commissioning of the system.

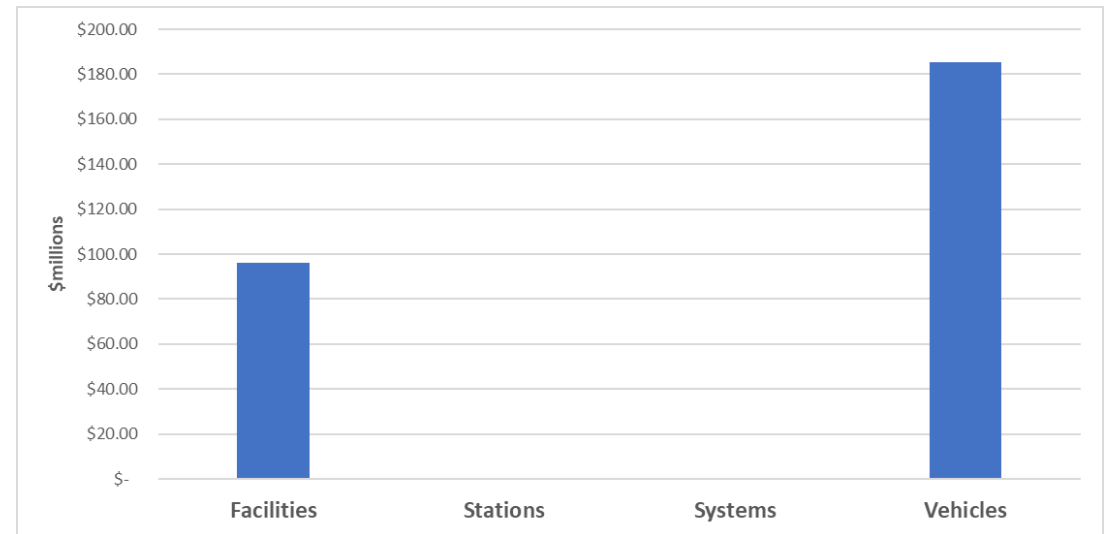
Asset Valuation and Distribution

Asset Category	Valuation (\$2021)
Facilities	\$312,807,578
Stations	\$126,116,399
Systems	\$13,650,420
Vehicles	\$448,678,612
Total	\$901,253,009



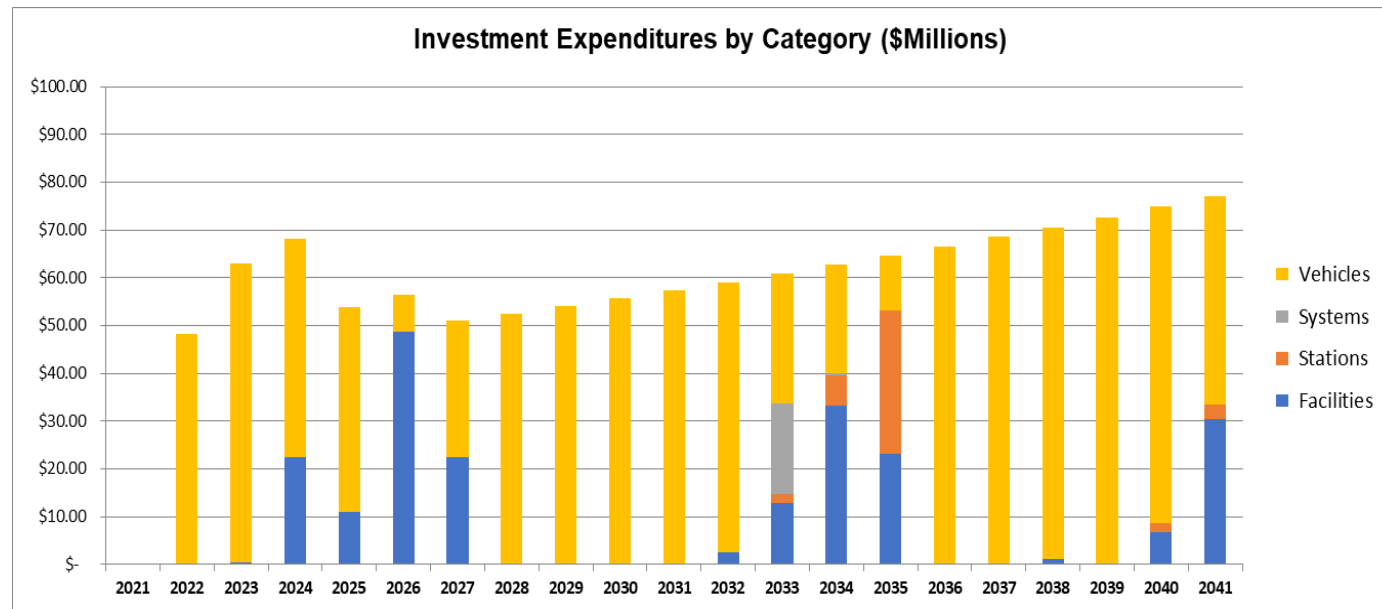
State of Good Repair Backlog

- Backlog represents deferred reinvestment in asset rehabilitation and replacement
- DTS backlog is \$185 million (vehicles) plus \$96 million (facilities)
- All agencies have backlog; it needs to be managed and prioritized for future years



Constrained Expenditure Projection – 20 years

- Assumes extrapolation of current funding levels over next 20 years
- Vehicle needs predominate almost entire period
- Facilities need reinvesting in 2024-27 and Stations in 2033-35



Next Steps

- Draft TAM Plan Update is available on DTS website:
<https://www.honolulu.gov/transportation/divisions/mobility.html>
- Public review period: April 27 through May 27, 2022
- Incorporate comments and finalize Plan Update
- Final presentations to OahuMPO CAC, TAC, and Policy Board

Public Review

Comments are due by May 27, 2022 and can be submitted to DTS via email, mail, or phone to:

Email: tam@honolulu.gov

Phone: (808) 768-8381

Transportation Mobility Division
Department of Transportation Services
City & County of Honolulu
Frank F. Fasi Municipal Building
650 South King Street, Second Floor
Honolulu, HI 96813



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

A. Next CAC meeting scheduled for: June 1, 2022



IX. Adjournment