



OAHU METROPOLITAN
PLANNING
ORGANIZATION

Technical Advisory Committee

May 12, 2023



I. Introductions/Roll Call



II. Approval of April 14, 2023 Meeting Minutes



III. Reports



IV. Old Business



IV. Old Business

A. Oahu Regional Transportation Plan Policies and Procedures

Why update the ORTP Procedures?

- To ensure consistency with the Transportation Improvement Program (TIP)
- Required by the 2022 TMA Certification Review
 - “As the TIP is revised or modified, the ORTP must be amended to ensure consistency between the two documents is maintained, to reflect new projects, removed projects, and changes that impact the ORTP’s fiscal constraint.”

Proposal: Create new procedures for ORTP Out-of-Cycle Revisions

- Two Types of Revisions Proposed:

1. Administrative Modification

- ✓ Minor changes

2. Amendment

- ✓ Major changes

Administrative Modification

- 1. Does not require review by the Policy Board and public**
- 2. Design Concept/Scope/Cost Changes**
 - a) Minor change in project scope/cost that is < 25% of estimated project cost and < \$10 million.
 - b) Splitting or grouping projects without changing design concept or scope
 - c) Adding/deleting projects from grouped listings without changing design concept/scope
 - d) Changing design scope as a result of NEPA recommendation
 - e) Changes to a project or project phase in the Illustrative list
- 3. Flexing funds between partners and adding discretionary funds that is < \$10 million**
- 4. Adding, modifying, or deleting a project/project phase involving advanced construction**

Note: proposes to use same standard as for revisions to TIP

Amendment

- 1. Require review by the Policy Board and public**
- 2. Change in Goals, Performance Measures (PMs), project prioritization, and forecast**
- 3. Design Concept/Scope/Cost Changes**
 - a) Major change in project scope/cost that is $\geq 25\%$ of project cost and $\geq \$10$ million
 - i. Change in project termini
 - ii. Changing the number of through traffic lanes
 - iii. Changing the number of fixed-guideway transit stations
 - iv. Changing the purpose and need (e.g. shoreline protection to capacity)
 - v. Changing between replacement buses and expansion buses
- 4. Deleting or adding a new project where no phases are currently listed in the FCP**
- 5. Flexing funds between partners that is $> \$10$ million**

Note: proposes to use same standard as for revisions to TIP

ORTP Out-of-Cycle Revision Procedure

Process would follow same steps as TIP revision schedule (Amendment):

- ✓ Project prioritization and selection process
- ✓ Title VI and Environmental Justice (T6EJ) review
- ✓ Public Comment and Intergovernmental review
- ✓ Review by Committees and approval by the Policy Board

ORTP Processes and Procedures document will be updated to reflect the new procedure

Requested Action: Recommend the Policy Board
Approve the ORTP Procedures for Out-of-Cycle
Revisions as presented and update the ORTP Processes
and Procedures document to reflect the change



**V. New Business – OWP Work Element Presentation:
Transportation Demand Management (TDM) Plan**

Honolulu TDM Plan

May 2023

What is TDM?

- **Transportation Demand Management** (TDM) is the use of strategies to inform and encourage travelers to **maximize the efficiency of our transportation systems** leading to improved mobility, reduced congestion, and lower vehicle emissions.²
- **Key goals** of TDM include reducing or redistributing travel demand, as well as making more efficient use of transportation resources.
- At its most basic level, **TDM** is a **program** of information, encouragement, education, and incentives provided by local or regional transportation organizations to **influence** resident and visitor **transportation choices**, in order to curb or limit the demand for single-occupancy vehicle (SOV) trips.

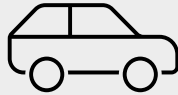
² Association for Commuter Transportation. (n.d.). What is TDM?



Why TDM in Honolulu?



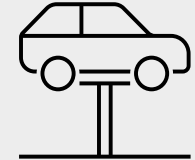
Increasing traffic congestion, resulting in **increased travel times**



Vehicle ownership increasing faster than population



Vehicle Miles Traveled projected to continue **increasing**



Low parking availability leads to **increased vehicle emissions**

This **Honolulu TDM Plan** is meant to address the resulting negative impacts on environmental quality and equity.

As Honolulu strives to stay on top of increasing car ownership and roadway congestion, influencing **travel behavior** and encouraging a **shift away from drive-alone** travel will be crucial.

Content

- 1 The Honolulu TDM Plan
- 2 The *HNL Connect* Program
- 3 Taking TDM into the Future



1

The Honolulu TDM Plan

TDM Plan Development Process

Approach Overview



Vision & Strategic Priorities



Vision Statement

“All travelers in the City and County of Honolulu have access to, and are empowered to choose effective, sustainable, and affordable multimodal transportation options that reduce stress on the transportation network.”



Environment

- Increase sustainable mode share
- Decrease vehicle miles traveled (VMT)
- Increase awareness of alternative transportation modes



Equity

- Increase accessibility
- Reduce travel cost burden



Land Use & Development

- Increase parking return on investment
- Maximize efficiency of parking assets



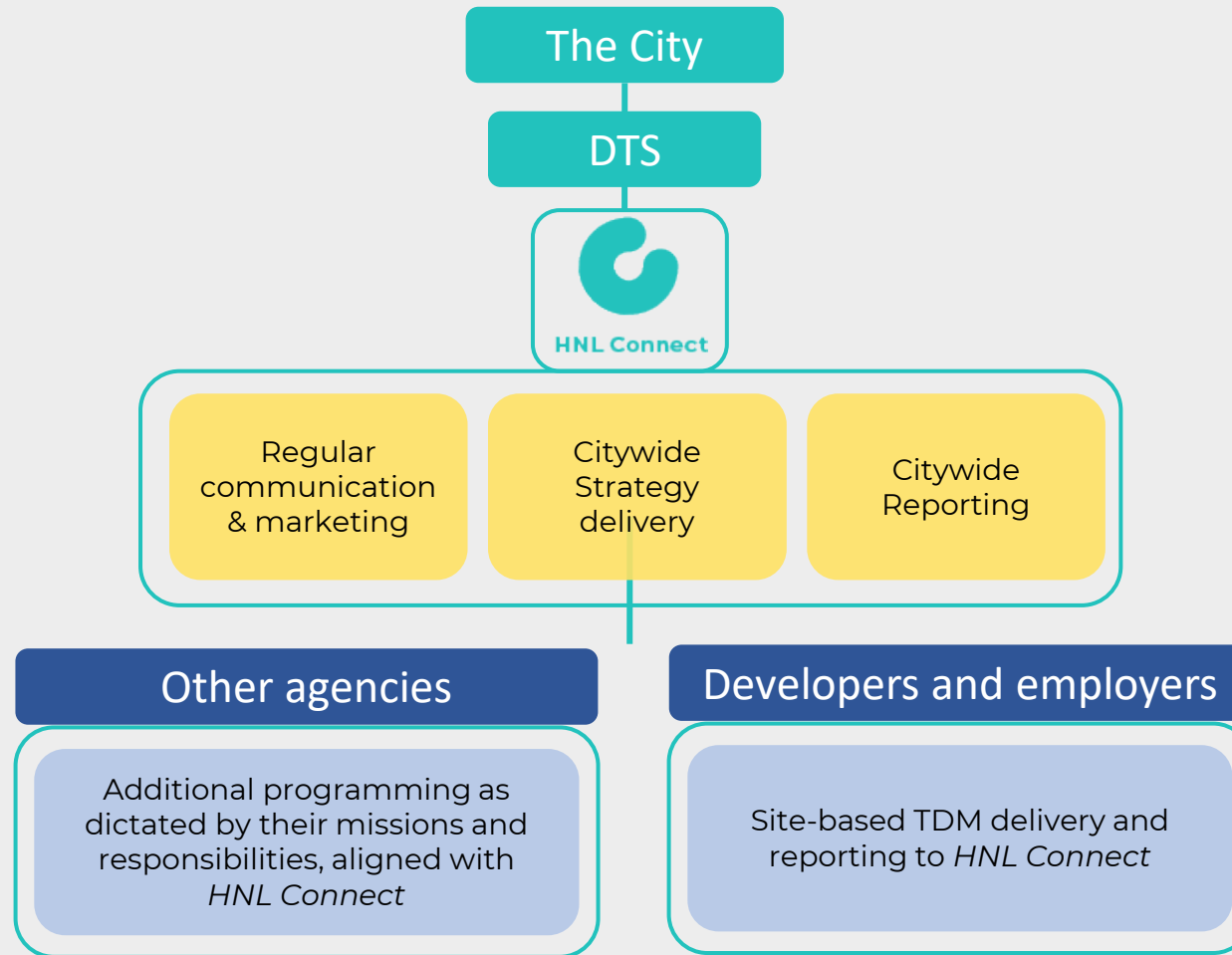
Long-Term Resilience

- Increase TDM reporting
- Manage a self-sustaining TDM program

2

The *HNL Connect* Program

HNL Connect Program Structure



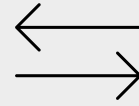
HNL Connect-Managed Strategies

Fall under the sole discretion of the City's DTS and the *HNL Connect* team.

Annual Travel Challenge

The [Annual Travel Challenge](#) will be an official weeklong island-wide challenge administered by the City and the *HNL Connect* program, in collaboration with Blue Planet Foundation.

- Residents will make or join a team and log non-drive-alone commutes and non-leisure trips for a week.
- Teams organized by employers or social groups will compete for the most points (earned by logging commute trips) to win prizes.
- The challenge will mainly target employers, but it will also be open to the general public.
- The City will partner with local agencies, organizations and businesses to market and support the challenge.



Increase in non-SOV mode share



Reduction in VMT



Increase in TDM reporting

Targeted Marketing Campaigns

The **Targeted Marketing Campaigns** will aim to increase *HNL Connect* program awareness and change behavior for the groups chosen.

- HNL Connect will implement one Targeted Marketing Campaign annually.
- Each campaign will be unique, with a specific focus either on an area, audience or mode of travel.
- Target audiences will be chosen based on:
 - Insights from the TDM Plan's Market Research Survey
 - Current events or new offerings through the City/partners
- Campaigns mediums will vary, making use of the Honolulu Complete Streets social media accounts

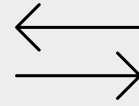


Increase in TDM awareness

Vanpool Subsidy Provision

The **Vanpool Subsidy** caters primarily to employers and their employees who must commute relatively long distances to work.

- The *HNL Connect* team will re-establish the Vanpool Subsidy program (expired in 2021)
 - Program previously consisted of 57 vanpools, each receiving up to \$500 per month
- Vanpool riders and drivers will work with vanpool vendors to coordinate groupings and provide vans
- The *HNL Connect* team will undertake program admin, and will also support program marketing, particularly for low-income areas



Increase in non-SOV mode share



Reduction in VMT



Increase in accessibility



Reduction in travel cost burden*



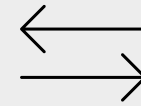
Increase in TDM reporting

*for Mobility Wallet holders

Restricted Parking Zone Program

The **RPZ Program** establishes residential parking zones across Honolulu.

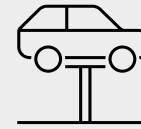
- The program was piloted originally in Kalihi Valley, and will be expanded to be permanent
- Residents will be required to pay a nominal fee for an annual permit, with options for additional permit and visitor permit purchases
- Residents who opt not to purchase permits will have access to transportation subsidies and discounts through a “Mobility Wallet”



Increase in non-SOV mode share



Reduction in travel cost burden*



Increase in parking ROI

**for Mobility Wallet holders*

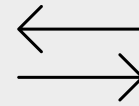
HNL Connect-Partnered Strategies

Fall under the *HNL Connect* brand umbrella and will be staffed at least in part by DTS and the *HNL Connect* team.

Developer TDM Reporting

The City's TIA guidelines require new projects generating **50 or more** net new peak hour trips to develop a [TDM Strategies Plan](#). Projects that net **100 or more** new peak hour trips must also provide [Ongoing Compliance Reports](#) for the first 5 years of occupancy.

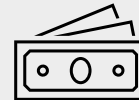
- Honolulu Connect will support the City with TDM Plan Review process for those largest projects.
- The process will involve monitoring and checking in with required sites to ensure they report on-time.
- The *HNL Connect* team will work with sites to ensure they have what they need to survey and report.
- The *HNL Connect* team will compile results into an annual report.



Increase in non-SOV mode share



Reduction in VMT



Reduction in travel cost burden*

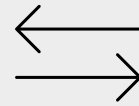


Increase in TDM reporting

City Employee TDM/Parking Program

The **City Employee TDM (CETDM) Program** includes City employee strategies (existing and new) and community-wide TDM program strategies that the City can leverage for the benefit of employees.

- **Incentives:** Free bus passes, free/subsidized Biki passes, etc.
- **Policies:** Telecommuting and compressed work week
- **Programming:** Guaranteed Ride Home
- **Infrastructure:** Multimodal access facilities such as DIY bike repair stations and end-of-trip facilities



Increase in non-SOV mode share



Reduction in VMT



Increase in TDM reporting



Increase in parking efficiency*

Support Strategies

Efforts relevant to TDM and *HNL Connect* that are already planned or underway in Honolulu through key partners. *HNL Connect* team will provide support.

Support Strategies

Parking Pricing

- Honolulu's **public parking** is underpriced, encouraging travellers to drive.
- *HNL Connect* will support efforts from the City to adjust parking pricing where appropriate, while providing education about attractive alternatives for drivers.

TDM Education

- Honolulu is home to a number of agencies and NGOs whose missions **align with TDM**.
- *HNL Connect* will work to support partner agencies by providing them with the tools they need to expertly incorporate TDM education into their existing educational programming.

Citywide Multimodal Efforts

- The City has begun to explore approaches to new multimodal efforts, such as **microtransit** and **micromobility**.
- *HNL Connect* will support those efforts as they progress.

Carpool Matching

- HIDOT has recently launched a new carpool matching program: **HiRideshare**.
- *HNL Connect* will promote the HiRideshare platform to travellers through social media and other outreach methods.

3

Taking TDM into the Future

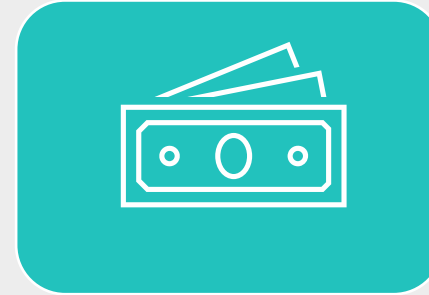
Near-term Priorities



**Branding and
marketing media
mentions**



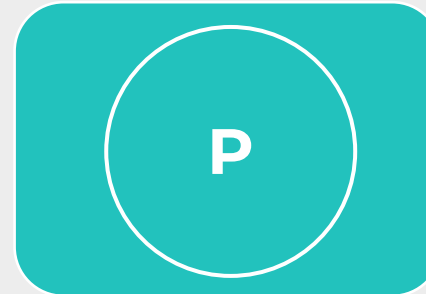
**TDM
communications**



**Reintroduction of
Vanpool Subsidy
Program**



**Free transit for City
employees**



RPZ expansion

Tracking Progress

Annual Report

The City will publish an [Annual Report](#) to be transparent about whether or not *HNL Connect* is achieving the intended objectives and targets.

- The *Annual Report* will summarize *HNL Connect* strategy performance, through consistent reporting on KPIs and associated metrics, and with qualitative data describing the status of each of the initiatives (i.e., key accomplishments and next steps).
- The *Annual Report* will be released [each year in February](#), providing a review of the previous year. The first Annual Report will be presented in February 2025.



**First Annual Report
February 2025**

Thank you

Requested Action: Recommend that the Policy Board approve the report as evidence that the work was carried out and direct OahuMPO staff and agency partners to incorporate the TDM Plan into the transportation planning process, as applicable.



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



VII. Announcements



VIII. Adjournment