



OAHU METROPOLITAN
PLANNING
ORGANIZATION

Technical Advisory Committee

April 14, 2023



I. Introductions/Roll Call



II. Approval of March 10, 2023 Meeting Minutes



III. Reports



IV. Old Business



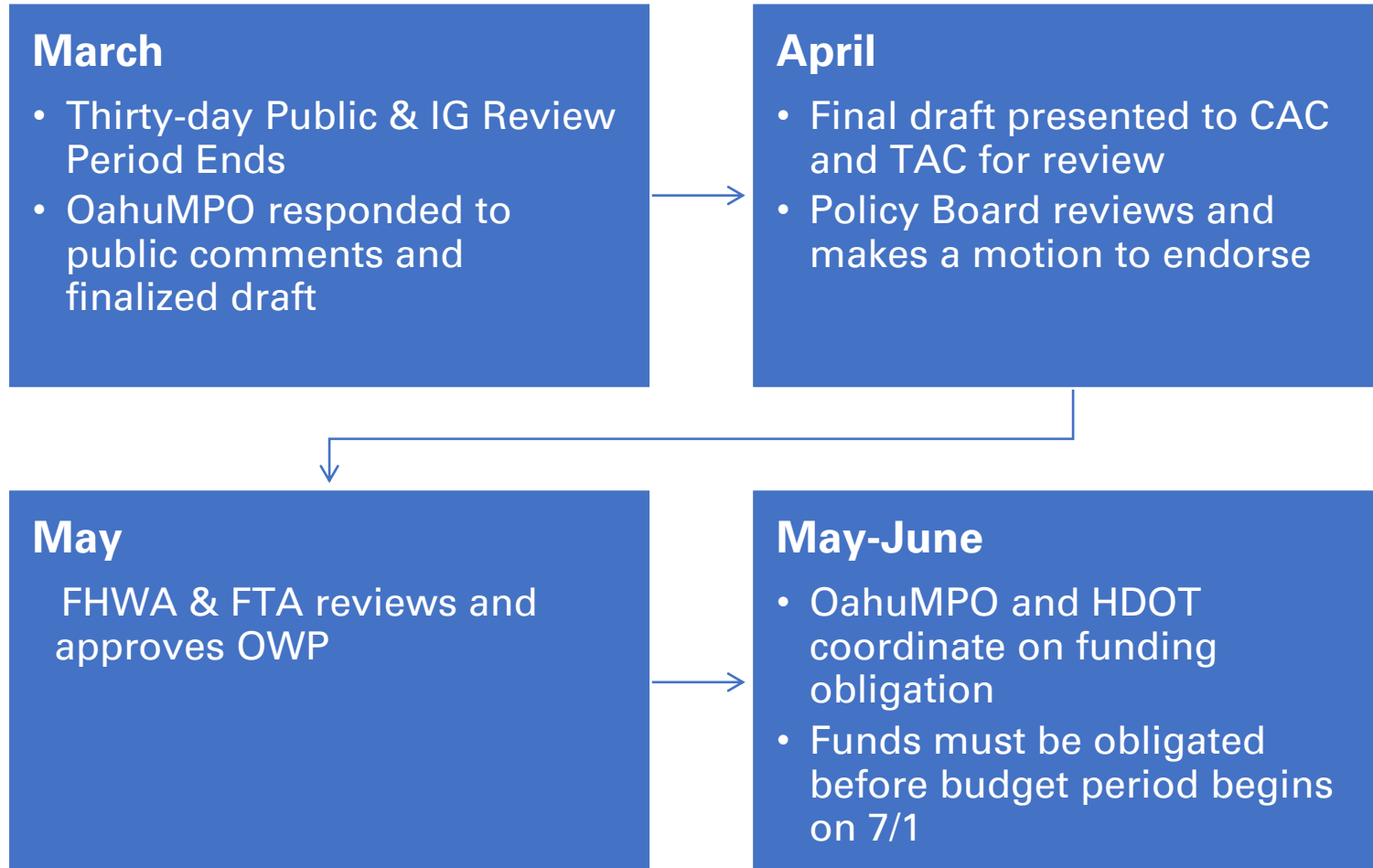
**V. New Business – Overall Work
Program FY 2024-2025 Final Draft**

Overall Work Program - Introduction

- The Overall Work Program is a Federal requirement per 23 CFR 450.308
- May cover a 1- or 2-year period
- Includes planning priorities for the region
- Identifies work proposed for the next 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)
 - Regional planning studies



OWP Development Schedule



Overall Work Program - Changes

- Transitioned to a 2-year OWP per 2022 TMA Certification Review
- Simplification of task budget totals
- Takes advantage of additional available federal funding
- Continued use of STBG funds for workforce development and Project Management Training Program for City & Staff employees
- Addition of Task 5 for Public Participation activities

Executive Summary

Expected Funding Sources	Federal Share	Local Share	Total
Federal Highway Administration- PL (New Apportionment)	\$4,127,991	\$1,031,998	\$5,159,989
Federal Transit Administration - 5305(d) (New Apportionment)	\$868,099	\$217,025	\$1,085,124
Federal Highway Administration - STBG Urbanized (New Apportionment) 100% Federal	\$200,000	\$0	\$200,000
Federal Highway Administration - STBG Urbanized (New Apportionment) 80/20	\$586,880	\$146,720	\$733,600
Federal Highway Administration - PL (Prior Year)	\$2,203,854	\$550,964	\$2,754,818
Total Funding Available	\$7,986,824	\$1,946,707	\$9,933,531

OWP FY2024-2025 Planned Expenditures	Federal	Local	Total
OahuMPO Regular Operations	\$3,585,000	\$896,250	\$4,481,250
Training/Workforce Development	\$200,000		\$200,000
Regional Planning Studies	\$4,201,824	\$1,050,456	\$5,252,280
Total Planned Expenditures	\$7,986,824	\$1,946,706	\$9,933,530

Task 1: MPO Management & Program Administration



Task 2: Data Development & Maintenance

Computer Model Operations and Support

- Coordination with DPP on the Land Use Model
- Travel Demand Forecasting Model
- Technical support by consultant

Performance Based Planning & Programming

- Coordination with agency partners on performance measure target selection, monitoring & reporting

Title VI/Environmental Justice Monitoring

- Monitor and update T6/EJ populations with updated census and other data for use in evaluating the ORTP and the TIP

Task 2: Data Development & Maintenance - NEW

Active Transportation Monitoring – Phase IV (With DTS)

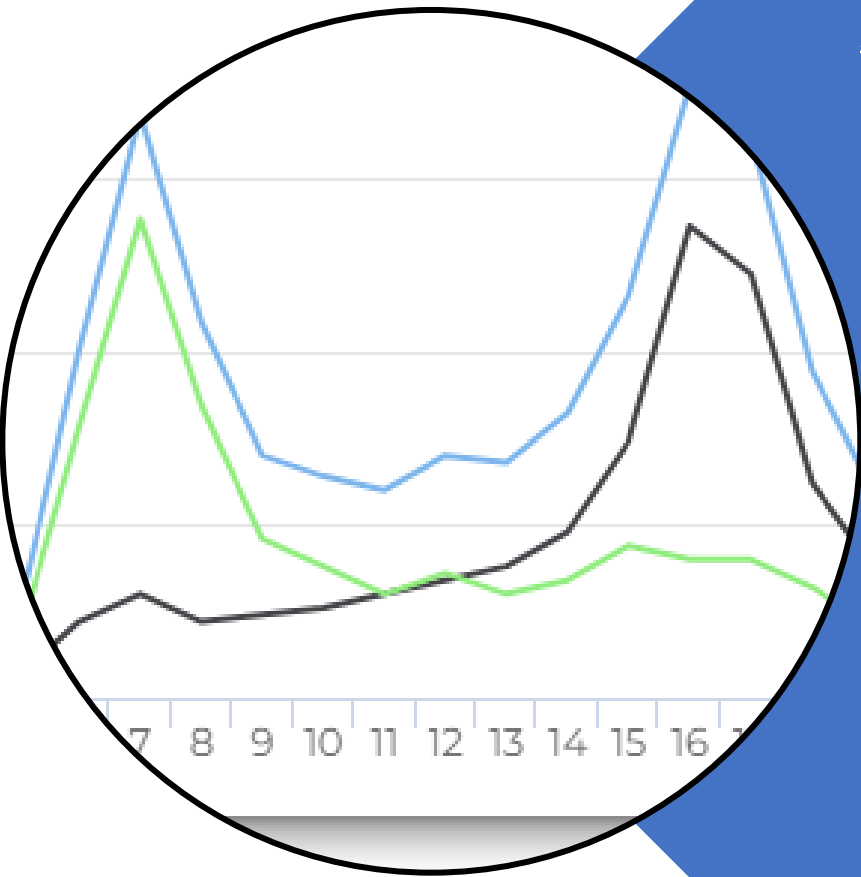
This work element is the fourth phase of an effort to collect and manage active transportation data and the ongoing monitoring for phases one through three that were also funded through the Overall Work Program. This project will allow for the monitoring of regional trends in bicycle and pedestrian travel volumes.

Data Collection

Permanent active transportation counters will be installed throughout the island and along key regionally-important corridors. The data collected from these counters could further be used to validate mode choice in the TDFM.

Data Management

The data collected from active and motorized transportation counters will be housed and managed in a cloud-based program.



Task 2: Data Development & Maintenance - NEW



Transit Rider Survey – Phase II (With DTS)

The Transit Rider Survey Project - Interim Opening 2 will survey approximately 10% of all public transit users. Survey results will characterize transit rider and general public sentiment toward riding public transit, public transit travel patterns, and socioeconomic profiles to document the conditions after the second Interim Opening of the Honolulu Rail Transit Project.

In addition, the survey results will be used to update and further calibrate the OahuMPO regional travel demand forecasting model.

Task 3: Short Range Planning

Transportation Improvement Program

- Monitoring and revision of the TIP in coordination with partner agencies
- Conduct technical analyses of projects proposed for the draft TIP
- Development of annual listing of obligated projects

Transportation Alternatives Set-Aside Coordination

- Award TA funding allocated to the urbanized area through a competitive process
- Coordinate with HDOT on funding obligation

Task 3: Short Range Planning



Multimodal Assessment – Phase II (With Hawaii State Energy Office)

The Phase I scope identified needs and projects to reduce vehicle miles of travel. Phase II will involve preparing the projects from Phase I for inclusion in the TIP.

Phase two will also include the development of quantifiable metrics that can be used in the MPO's project selection and prioritization for the Transportation Improvement Program, with the objective of improving multi-modal accessibility for people walking, rolling, biking, and using transit.

Task 3: Short Range Planning



State Government Employee Transportation Demand Management Study (With HSEO)

The objective of the State Government Employee Transportation Demand Management (TDM) Study is to develop recommendations to increase transportation choices for State Government employees on O‘ahu, while also increasing the diversity and efficiency of O‘ahu’s transportation system.

This study will provide the State Government the opportunity to lead the way on TDM and help to meet State climate and energy goals.

Work products include a Needs Assessment Report, Recommended TDM Strategies Report, and Final Report.

Task 3: Short Range Planning



Short-Range Transit Improvement Program (With DTS)

The SRTIP will implement Transit Service Delivery Guidelines for Oahu. In addition to the capital and operational improvements identified through the Service Delivery Process, the SRTIP will include strategies and projects pertaining to marketing, labor utilization (distribution of duty pay, and pay factor), improved customer service, distribution of bus stop amenities, bus stop signage improvements, travel demand management, etc.

Task 3: Short Range Planning



Mobility Hub Planning Study Phase II (With DTS)

The study proposes to assess City-owned or other facilities on O'ahu that could be converted to multi-modal use. It would identify and describe potential City-owned or other properties and evaluate various ways to make better use of these assets in ways that encourage the use of alternative transportation and mobility options.

This study will help the State and City meet their clean transportation goals, while maximizing public benefit and access for all.

Task 4: Long Range Planning



O'ahu Regional Transportation Plan 2050

- The Oahu Regional Transportation Plan (ORTP) is the fiscally-constrained forecast and assessment of anticipated projects and programs that are planned to be funded during a 25-year planning horizon. The ORTP must be updated every 5 years.
- OahuMPO staff will draft specific elements in-house and manage a consultant team providing technical support
- OahuMPO staff will coordinate with partner agencies and stakeholders

Task 4: Long Range Planning



Congestion Management Process

- The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance.
- OahuMPO is required to maintain a CMP as part of its ongoing transportation planning process.
- Per the 2022 TMA Certification Review, OahuMPO is working to document how the CMP is implemented in the development of the long range plan.

Task 5: Public Participation

Public Participation

In accordance with OahuMPO's *Public Participation Plan*, OahuMPO provides individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

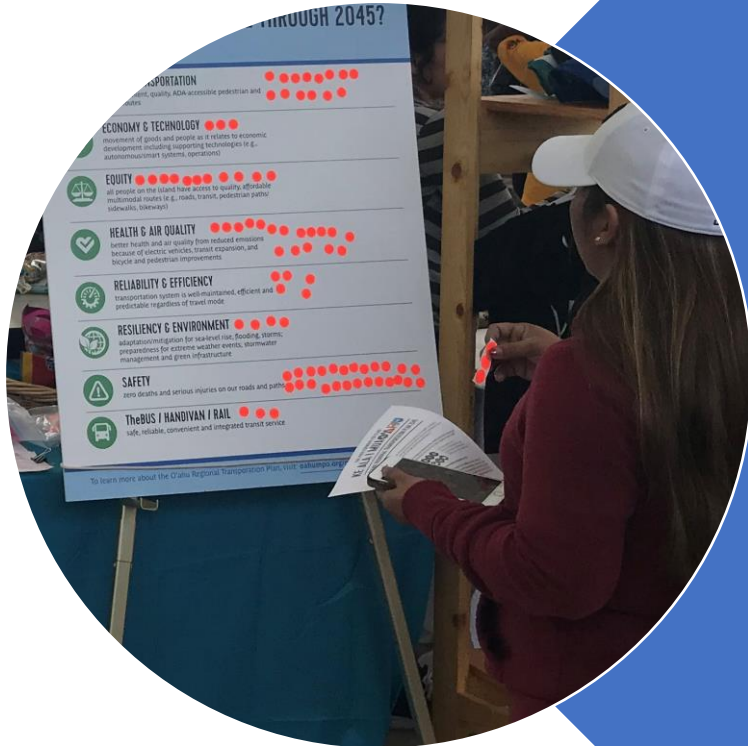
The PPP describes how OahuMPO engages the public in the development of every required work product.

Task 5: Public Participation

Educational Framework for Youth Engagement in Oahu's Transportation Planning Phase II (With UH Manoa)

This study is meant as a continuation of the pilot work approved in the OWP FY2022 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 dialog regarding transportation needs and desires, while also informing the development of the Oahu Regional Transportation Plan 2050 update.



Funding Summary for Regional Planning Studies

Funds for Regional Planning Studies by Responsible Agency (80/20)

Study Title & Agency	FHWA-STBG U	FHWA-PL	Local Match	Total
DTS				
Transit Rider Survey Interim Opening 2		\$1,373,532	\$343,383	\$1,716,915
Active Transportation Monitoring Phase IV		\$217,824	\$54,456	\$272,280
Short Range Transit Improvement Program	\$586,880	\$1,314,788	\$475,417	\$2,377,085
Multimodal Mobility Hub Planning Planning Study Phase II		\$160,000	\$40,000	\$200,000
HSEO				
Multi-modal Assessment Phase II		\$120,000	\$30,000	\$150,000
State Gov Employee TDM Study		\$200,000	\$50,000	\$250,000
UH Manoa				
Educational Framework for Youth Engagement Phase II		\$228,800	\$57,200	\$286,000
Total	\$586,880	\$3,614,944	\$1,050,456	\$5,252,280

Funding Summary By Cost Category – OahuMPO Operations

OahuMPO - Regular Operations Budget - (80/20)

Cost Category	FHWA-STBG U	FHWA-PL	FTA 5303(d)	Local Match	Total
Staff Time		\$1,916,901	\$588,099	\$626,250	\$3,131,250
Consultants		\$752,000	-	\$188,000	\$940,000
Software		\$48,000		\$12,000	\$60,000
Overhead			\$280,000	\$70,000	\$350,000
Total		\$2,716,901	\$868,099	\$896,250	\$4,481,250

STBG Funds at 100% Federal Share

Category	FHWA-STBG U	FHWA-PL	FTA 5303(d)	Local Match	Total
Training/Workforce Development	\$200,000	\$0	\$0	\$0	\$200,000
Total	\$200,000				\$200,000

Public & Intergovernmental Review

Thirty-day review
period:
2/6/23 – 3/3/23

No comments
from the public

Four comments
from HDOT
Highways
Planning

Three comments
from DPP
Planning Division

Public & Intergovernmental Review

Comment By	Comment Summary	OahuMPO or Subrecipient Response Summary
Ken Tatsuguchi, HDOT Highways Division	Suggested edit to text on page 5 to clarify that \$2.7 million in funds from prior years includes the local match.	This edit was made in the final draft.
Ken Tatsuguchi, HDOT Highways Division	Request for clarification on changes made between FY23 and FY24 to the staffing plan graphic on page 11.	In FY2023, the OahuMPO had a total of 12 positions including five administrative and seven technical positions. During the two-year FY2024-2025 OWP, we will eliminate one administrative position and add three new permanent technically focused positions that will allow the OahuMPO to take a larger role in planning studies and complete more of our required work products in-house.
Ken Tatsuguchi, HDOT Highways Division	Comment about which work elements fulfill the Complete Streets requirement.	Development of the ORTP update meets this requirement as well as the Multimodal Assessment Phase II in Task 3. Clarifying text will be added to the final draft of the Introduction.
Ken Tatsuguchi, HDOT Highways Division	Comment stated that the program is larger than in previous years. Asked whether the match is available and noted that the program may be subject to obligation limitation.	Local match is accounted for in the program. OahuMPO's match comes from member dues and subrecipients will be providing the local match to support the planning studies. OahuMPO is not applying obligation limitation to PL funds in the future as directed by HDOT.

Public & Intergovernmental Review

Comment By	Comment Summary	OahuMPO or Subrecipient Response
Dina Wong, Planning Division, DPP	Suggestion that work products for the Transit Rider Survey Phase II should include how data from this survey compare to earlier surveys, and analysis of what those differences mean.	Phase I and II surveys will be similar except as noted by DTS. The data and resulting analyses from the Interim 2 Transit Rider Survey will support the development of strategies for the final Bus-Rail Integration Plan (BRIP) at Full Opening (Phase 3) of the H RTP.
Dina Wong, Planning Division, DPP	(In reference to State Gov Employee TDM Study) Great project. Could this be expanded to include City and County of Honolulu employees?	The Energy Conservation Emissions Reduction Plan being managed by OCCSR includes a TDM program for City staff.
Dina Wong, Planning Division, DPP	(In reference to Educational Framework for Youth Engagement) Great project. Give all participants a free Holo transit card, and one for their parents too!	

Questions?

Requested Action

Recommend the Policy Board
endorse the Overall Work Program
FY2024-2025.



V. New Business – Performance Measure Target Setting Update

Required Performance Measures

- ✓ 1. Highway Safety
- ✓ 2. Transit Asset Management
- 3. Infrastructure
- 4. System Performance
- ⚒ 5. Transit Safety

MPO Requirements

23 CFR § 490.105 – Establishing MPO Targets

- Within 180 days of DOT setting a target
 - Establish 4-year targets by supporting the State DOT target; OR
 - Establish a quantifiable target

Pavement Performance Measures

- **Area** – Individual State 2 & 4 Year Targets for the Non-Interstate NHS and 4 Year Target for Interstate (MPO: 4 Year Target Only)
- **Data** – Highway Performance Monitoring System (HPMS)
- **Performance Measures** –
 - % of Interstate Pavements in Good and Poor Condition
 - % of non-Interstate NHS Pavements in Good and Poor Condition
- **Calculation** –
 - Good and Poor Condition Rating Areas: International Roughness Index (IRI), Cracking, Rutting (Asphalt pavements), and Faulting (Concrete pavements)

Pavement Performance Targets

Area	Type	PM	2020 Condition	2-Year Target (2024)	4-Year Target (2026)	10-Year Target (2032)
STATE	Interstate	% Good	17.2	25	30	30
		% Poor	4.9	4	4	4
	Non-Interstate	% Good	26.1	25	30	30
		% Poor	2.8	4	4	4
OAHU	Interstate	% Good	17.2	25	30	30
		% Poor	4.9	4	4	4
	Non-Interstate	% Good	11.6	25	30	30
		% Poor	5.2	4	4	4

TIP Pavement Projects

No.	Project #	Project Name	Cost (x1000)
1	OS1	Bridge and Pavement Improvement Program, Oahu	\$84,000
2	OS26	Kalanianaʻole Highway (Route 72) Resurfacing, Poalima Street to Vicinity of Makai Pier	\$0
3	OS62	Pali Hwy (Rte 61) Resurfacing & Lighting Improvements, Vineyard Blvd (Rte 98) to Kamehameha Hwy (Rte 83)	\$0
4	OS67	Interstate Route H-1, Reconstruction and Repair, Eastbound, Waimalu Interchange to Halawa	\$0
5	OS79	Shoreline Protection/Mitigation Program	\$48,210
6	OC-22-62	Kakaako Special District Roadway Improvement	\$25,000
	Total		\$157,210

Bridge Performance Measures

- **Area** – Individual State 2 & 4 Year Targets for all bridges carrying the NHS, including on- and off- ramps (MPO: 4 Year Target Only)
- **Data** – National Bridge Inspection Standards (NBIS)
- **Performance Measures** –
 - % of NHS Bridges by deck area classified as in Good or Poor Condition
- **Calculation** –
 - Good and Poor Condition Rating Areas: Deck, Superstructure, Substructure, and Culvert

Bridge Performance Targets

Type	Measure	2020 Condition	2022 Condition	2-Year Target (2024)	4-Year Target (2026)	10-Year Target (2032)
STATE	% Good	19.4	29.3	25	30	30
	% Poor	2.3	2.0	4	4	4
OAHU	% Good	17.3	28.9	25	30	30
	% Poor	1.2	1.2	1	1	1

TIP Bridge Projects

No.	Project #	Project Name	Cost (x1000)
1	OC3	Bridge Inspection, Inventory, and Appraisal	\$11,213
2	OS1	Bridge and Pavement Improvement Program, Oahu	\$84,000
3	OS-21-43	Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	\$1,214
4	OS-21-51	Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloa Interchange (Five Structures)	\$1,050
5	OS-21-52	Likeline Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	\$710
6	OS-22-61	Farrington Highway (Route 93) Bridge Rehabilitation, Ulehawa Stream Bridge	\$22,000
7	OS28	Kamehameha Highway (Route 83), Bridge Replacement, Kaipapau Stream Bridge	\$0
8	OS29	Kamehameha Highway (Route 83), Bridge Replacement, Kaluanui Stream Bridge	\$18,360
9	OS31	Kamehameha Highway (Route 83), Bridge Replacement, Laieloa Stream Bridge	\$15,015
10	OS34	Kamehameha Highway (Route 83), Bridge Replacement, Waiahole Stream Bridge	\$16,422
11	OS36	Kamehameha Highway (Route 83), Bridge Replacement, Waipilopilo Stream Bridge	\$11,000
12	OS4	Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	\$0
13	OS70	Interstate Route H-1, Seismic Retrofit, Waialae Viaduct	\$7,245
14	OS71	Kamehameha Highway (Route 83), Bridge Rehabilitation, Paumalu Bridge	\$1,450
15	OS72	Kamehameha Highway (Route 83), Bridge Replacement, Waimanana Bridge	\$2,489
16	OS74	Interstate Route H-1, Seismic Retrofit, McCully Street Separation	\$897
17	OS76	Bridge Rehabilitation Program, Various Locations	\$4,500
18	OS77	Bridge Replacement Program, Various Locations	\$3,400
19	OS78	Bridge Seismic Retrofit Program, Various Locations	\$7,400
20	OS82	Interstate Route H-1 Improvements, Eastbound, Ola Lane Overpass to Vineyard Boulevard	\$84,000
21	OC-22-65	Bridge Program	\$2,000
	Total		\$294,365

System Performance Measures

- **Area** – Individual State 2 & 4 Year Targets for Interstate and 4 Year Target for Non-Interstate (MPO: 4 Year Target Only)
- **Data** – National Performance Management Research Data Set (NPMRDS) & Highway Performance Monitoring System (HPMS)
- **Performance Measures** –
 - Percent of the Person Miles Traveled on the **Interstate** that are reliable
 - Percent of the Person Miles Traveled on the **Non-Interstate NHS** that are reliable
- **Calculation** –
 - *Level of Travel Time Reliability (Step 1)* =
$$\frac{\text{80th Percentile Travel Time}}{\text{50th Percentile Travel Time}}$$
 - Level of Travel Time Reliability (LOTR) for the reporting segment must be less than 1.50 to be considered reliable
 - *Level of Travel Time Reliability (Step 2)* =
$$\frac{\sum_{i=1}^R SL_i \times AV_i \times OF_j}{\sum_{i=1}^T SL_i \times AV_i \times OF_j}$$

System Performance Targets

Area	Measure	2020 Condition	2022 Condition	2-Year Target (2024)	4-Year Target (2026)
STATE	% of Person Miles Traveled that are Reliable (Interstate)	81.1	73.8	65	65
	% of Person Miles Traveled that are Reliable (Non-Interstate NHS)	79.1	81.1	73	73
OAHU	% of Person Miles Traveled that are Reliable (Interstate)	NA	NA		65
	% of Person Miles Traveled that are Reliable (Non-Interstate NHS)	NA	NA		73

Freight Performance Measures

- **Area** – Individual State 2- and 4-Year Targets (MPO: 4 Year Target Only)
- **Data** – National Performance Management Research Data Set (NPMRDS)
- **Performance Measure** –
 - Percent of the Interstate System Mileage providing for Reliable Truck Travel Times (Truck Travel Time Reliability Index)
- **Calculation** –
 - *Truck Travel Time Reliability*(Step 1) =
$$\frac{95\text{th Percentile Truck Travel Time}}{50\text{th Percentile Truck Travel Time}}$$
 - *Truck Travel Time Reliability*(Step 2) =
$$\frac{\sum_{i=1}^T (SL_i \times \max TTTR_i)}{\sum_{i=1}^T (SL_i)}$$

Freight Performance Targets

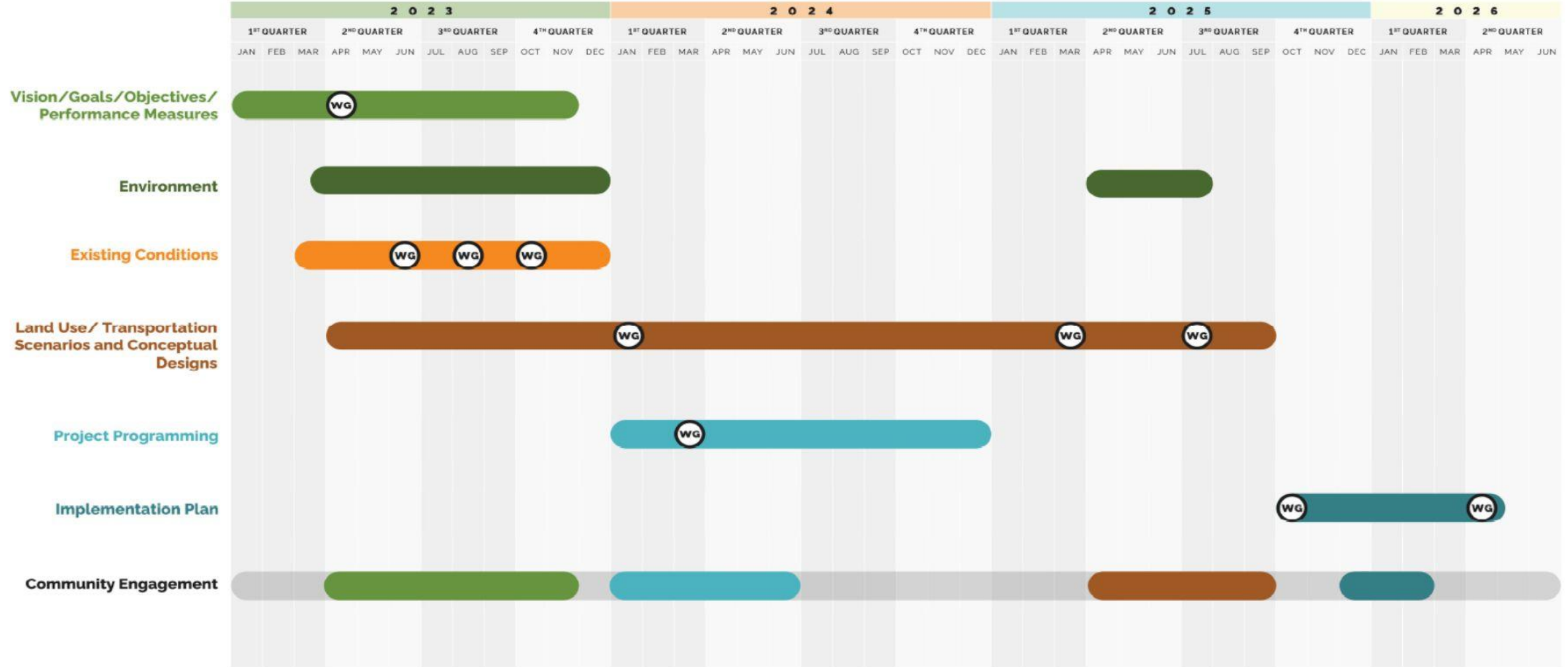
Area	Measure	2020 Condition	2022 Condition	2-Year Target (2024)	4-Year Target (2026)
STATE	Truck Travel Time Reliability (TTTR)	2.36	2.33	2.75	2.75
OAHU	Truck Travel Time Reliability (TTTR)	NA	NA	NA	2.75

Requested Action: Recommend the Policy Board *Approve Pavement and Bridge, and Reliability targets as presented*



V. New Business – Oahu Regional Transportation Plan 2050 Schedule

O'ahu Regional Transportation Plan



WG Working Group

Discussion



V. New Business – Oahu Regional Transportation Plan Policies and Procedures

ORTP Out-of-Cycle Revisions

- Administrative Modification
 - ✓ Minor changes
- 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 same 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

Requested Action: Recommend the
Policy Board *Approve ORTP Policies and
Procedures for Out-of-Cycle Revisions as
presented*



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



VII. Announcements



VIII. Adjournment