



OAHU METROPOLITAN
PLANNING
ORGANIZATION

Policy Board Meeting

March 28, 2023

I. Introductions / Roll Call

II. Approval of the Policy Board's February 28, 2023 Meeting Minutes

III. Reports

- Executive Director's Report
- Technical Advisory Committee
- Citizen Advisory Committee

IV. Old Business

- Carbon Reduction Program

Carbon Reduction Program

- Carbon Reduction Program (CRP) is a new formula program established by the Bipartisan Infrastructure Law.
 - § 11403; 23 U.S.C. 175
- CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

CRP Funding

State of Hawaii

- Estimated over 5 years: \$27,289,225

Funds currently available for obligation

- Honolulu TMA: \$4,061,656
- Kailua – Kaneohe: \$575,403

Suballocation

- Unless otherwise jointly agreed upon by the state and relevant MPOs and approved by the Secretary for each fiscal year...
- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population.
- The remaining 35% of the CRP funds may be obligated in any area of the State.

Eligible Projects - 23 U.S.C. 175(c)(1)

- CRP funds may be obligated for projects that support the reduction of transportation emissions.
- Activities listed as eligible do not require a demonstration of emissions reductions.
- Other projects may be eligible with a demonstration of emissions reductions over their lifetime.

Eligible Projects - 23 U.S.C. 175(c)(1)

- a project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- a public transportation project
- a transportation alternative
- advanced transportation and congestion management technologies
- intelligent transportation systems
- development of a Carbon Reduction Strategy
- travel demand management
- efforts to reduce the impacts of freight movement
- deployment of alternative fuel vehicles
- diesel engine retrofits
- traffic flow improvements that do not involve construction of new capacity
- projects that reduce transportation emissions at port facilities; and
- any other Surface Transportation Block Grant (STBG) eligible project if certified by the Secretary

Carbon Reduction Strategy (CRS)

- Developed by States in consultation with any MPO(s) within the State.
- Required by Nov. 15th and certified by the Secretary.
- States are encouraged to use CRP funding for projects that support the Strategies, however approval of a strategy is not required to spend CRP funding.

Resources

- [Carbon Reduction Program Fact Sheet](#)
- [Carbon Reduction Program Guidance](#)
- [23 USC 175: Carbon Reduction Program](#)

V. New Business

A. Transportation Improvement Program (TIP) FFYs 2022-2025 Revisions 10 and 11

TIP FFYs 2022-2025 Revision 10 Expedited Administrative Modifications

- Revision 10 Expedited Administrative Modifications (minor changes)
 - 2 existing projects

TIP FFYs 2022-2025 Revision 10 Expedited Administrative Modifications

- OC10 Traffic Signals at Various Locations
 - Reprioritize project phases and increase funding to reflect changes in cost
 - Estimated total project cost: \$19.8M > \$25.6M

TIP FFYs 2022-2025 Revision 10 Expedited Administrative Modifications

- OC23 Salt Lake Boulevard Widening, Phase 3B
 - Expand the project description, add federal funds, add INSP phase, and increase the amount programmed for illustrative purposes
 - Estimated total project cost: \$80.0M > \$125.1M

TIP FFYs 2022-2025 Revision 11 Amendments

- Revision 11 Amendments (major changes)
 - 5 existing projects
 - 10 new projects

TIP FFYs 2022-2025 Revision 11 Amendments

- Key Requirements:
 - Title VI/Environmental Justice
 - Intergovernmental Review (IGR) and Public Comment
 - Financial Plan
 - New Projects - Consistent with the Oahu Regional Transportation Plan (ORTP)

TIP FFYs 2022-2025 Revision 11 Amendments

- Title VI/Environmental Justice (T6/EJ) Analysis

T6/EJ Financial Summary*	T6/EJ Block Groups	Non-T6/EJ Block Groups	Diff. vs. Non-T6/EJ
Est. Total Project Expenditures	\$4,003,565,476	\$6,884,270,524	-\$2,880,705,048
% Est. Total Project Expenditures	37%	63%	-26%
# of Block Groups	183	157	26
Per Block Group Expenditures	\$21,877,407	\$43,848,857	-\$21,971,450
Total Population (2010)	369,725	654,486	-284,761
Per Capita Expenditures	\$10,828	\$10,519	\$310

* For the OC16 Honolulu Rail Transit Project, TOD boundaries were the specific geography

TIP FFYs 2022-2025 Revision 11 Amendments

- Intergovernmental Review (IGR) and Public Comments
 - Total Comments: 7 (Public: 5; Agencies: 2)
 - Comments/Questions: 6
 - Support: 1
 - Oppose: 0

TIP FFYs 2022-2025 Revision 11 Amendments

- Financial Plan (Fiscal Constraint)

Revenue: FFYs 2022-2025 (x1000)			
Funding Category	Total	Federal	Local
\$5307/\$5340	\$303,422	\$221,965	\$81,457
\$5309	\$730,000	\$570,000	\$160,000
\$5310	\$1,723	\$1,378	\$345
\$5337	\$7,623	\$6,098	\$1,525
\$5339	\$21,751	\$17,400	\$4,351
FHWA Grant	\$18,425	\$14,740	\$3,685
FTA Grant	\$23,694	\$20,000	\$3,694
HIP-BFP	\$0	\$0	\$0
HIP-CPF/CDS	\$20,725	\$20,235	\$490
Local	\$20,200	\$0	\$20,200
NHPP	\$15,000	\$10,050	\$4,950
STBG	\$164,985	\$131,988	\$32,997
TA	\$9,142	\$7,313	\$1,829
TOTAL	\$1,336,690	\$1,021,167	\$315,523

Expenditures: FFYs 2022-2025 (x1000)			
Project Phase	Total	Federal	Local
H RTP	\$856,000	\$675,000	\$181,000
PE1	\$27,513	\$20,056	\$7,457
PE2	\$14,026	\$7,522	\$6,504
PE2/CON	\$250	\$200	\$50
ROW	\$10,000	\$8,000	\$2,000
ADVCON	\$0	\$9,050	-\$9,050
CON	\$239,132	\$149,957	\$89,175
EQP	\$176,337	\$144,112	\$32,225
OPR	\$2,000	\$1,600	\$400
INSP	\$11,432	\$5,670	\$5,762
TOTAL	\$1,336,690	\$1,021,167	\$315,523

TIP FFYs 2022-2025 Revision 11 Amendments

Existing Projects

TIP FFYs 2022-2025 Revision 11 Amendments

- OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue, Phase 2
 - Extend ADVCON conversions into FFYs 2025-2026 and increase CON funds due to cost escalation and inflation
 - Estimated total project cost: \$12.5M > \$22.5M

TIP FFYs 2022-2025 Revision 11 Amendments

- OC26 Transportation Alternative Program (State)
 - Add the Rail Station Multimodal Access Improvements - Halawa Station and Waiawa Station using TAP-U funds that will be flexed to FTA §5307
 - Estimated total project cost: \$1.9M > \$19.4M

TIP FFYs 2022-2025 Revision 11 Amendments

- OC13 Bus and Handi-Van Acquisition Program
 - Add additional funding from a Bus & Bus Facilities Grant, the Low or No Emissions Program and Sen. Schatz Congressional Directed Spending, FHWA flexible funds, and the American Rescue Plan
 - Estimated total project cost: \$146.5M > \$224.9M

TIP FFYs 2022-2025 Revision 11 Amendments

- OC16 Honolulu Rail Transit Project
 - Change the project termini from Ala Moana Center to Civic Center and reprioritize project phases/funding
 - Estimated total project cost: \$11.3B > \$9.1B

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-21-59 Intermodal Connectivity - TA Set-Aside (OahuMPO)
 - Replace local funding with FHWA Flexible funds for CON
 - Estimated total project cost: \$43.2M (No Change)

TIP FFYs 2022-2025 Revision 11 Amendments

New Projects

TIP FFYs 2022-2025 Revision 11 Amendments

- New Project Scores (out of 32 projects)

Rank	Project #	Project Name	Agency Responsible	Estimated Total Project Cost	Total Evaluation Score
1	OC-22-60	Capital Infrastructure Program	DTS	\$156,250,000	64
5	OC-22-62	Kakaako Special District Roadway Improvement	DTS	\$50,000,000	56
6	OC-22-63	Safe Streets and Roads for All (SS4A)	DTS	\$101,000,000	54
7	OC-22-69	Multimodal Transit Fare Collection System	DTS	\$8,275,000	48
9	OC-22-66	Intermodal Connectivity - TA Set-Aside (State)	DTS	\$43,250,000	47
9	OC-22-67	Intermodal Connectivity Improvements	DTS	\$132,000,000	47
11	OC-22-65	Bridge Program	DDC	\$18,000,000	46
14	OC-22-68	Electrification of Transportation Infrastructure	DDC	\$86,000,000	43
15	OC-22-61	Honolulu Transportation Demand Management (TDM) Plan	DTS	\$5,000,000	41
21	OC-22-64	Oahu Electric Vehicle Chargers	OCCSR	\$2,450,000	31

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-60 Capital Infrastructure Program
 - Description: Plan, design, construct, inspect and provide related equipment for City projects of regional significance. Projects may be flexed from FHWA to FTA.
 - Estimated total project cost: \$156.2M
 - Funding sources: FHWA Flexible funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-61 Honolulu Transportation Demand Management (TDM) Plan
 - Description: Program to support implementation of the Transportation Demand Management (TDM) Work Action Program
 - Estimated total project cost: of \$5.0M
 - Funding sources: STP Flexible funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-62 Kakaako Special District Roadway Improvement
 - Description: Upgrade roads within the Kakaako Special District including Queen St, Kawaiahao St and Waimano St
 - Estimated total project cost: \$50.0M
 - Funding sources: STP Flexible funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-63 Safe Streets and Roads for All (SS4A)
 - Description: Program management, design, to install and upgrade sidewalks on City streets consistent with the Pedestrian Plan
 - Estimated total project cost: \$101.0M
 - Funding sources: STP Flexible funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-64 Oahu Electric Vehicle Chargers
 - Description: Project to plan, design, and construct charging infrastructure for electric vehicles in City facilities
 - Estimated total project cost: \$2.4M
 - Funding sources: Congressionally Directed Spending funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-65 Bridge Program
 - Description: Demolition and replacement of the existing four (4)-span concrete bridge on Waialua Beach Road crossing Kiikii Stream
 - Estimated total project cost: \$18.0M
 - Funding sources: Bridge Formula Program funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-66 Intermodal Connectivity - TA Set-Aside (State)
 - Description: The TA Set-Aside is a competitive grant program that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving access to public transportation, enhanced mobility, and community improvement activities. Locations to be determined by the State TA Project Evaluation and Ranking process.
 - Estimated total project cost: \$43.2M
 - Funding sources: FHWA Flexible funds

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-67 Intermodal Connectivity Improvements
 - Description: Acquire land, plan, design, construct and inspect improvements to intermodal centers and transit complete street connections within communities
 - Estimated total project cost: \$132.0M
 - Funding sources: FHWA Flexible funds from the Capital Infrastructure Program

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-68 Electrification of Transportation Infrastructure
 - Description: Plan, design, construct, inspect and provide related equipment to City facilities infrastructure upgrade for electric charging stations. Projects may be flexed from FHWA to FTA.
 - Estimated total project cost: \$86.0M
 - Funding sources: FHWA Flexible funds from the Capital Infrastructure Program

TIP FFYs 2022-2025 Revision 11 Amendments

- OC-22-69 Multimodal Transit Fare Collection System
 - Description: Expand Honolulu HOLO Smart Card System to be available Statewide at all Hawaii Public Transit Systems
 - Estimated total project cost: \$8.2M
 - Funding sources: Congressional Directed Spending funds

TIP FFYs 2022-2025 Revision 11 Amendments

Requested Action:

Approve the TIP FFYs 2022-2025 Revisions 10 & 11 as presented

V. New Business

B. TMA Certification Report

OahuMPO TMA Certification Review

Presentation to OahuMPO Policy Board

Richelle Takara, FHWA Hawaii Division

March 28, 2023



What is a TMA Certification Review?

Hawaii Division Office

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- Criteria: TMA = Transportation Management Area (>200,000 people)
- Conducted by Whom: Joint Review by FHWA and FTA
- Frequency: Every 4 years
- Purpose:

Question 1: Does the planning process meet federal regulations?

Question 2: What are the challenges, successes, and experiences of the cooperative relationship between the MPO, the State DOT, and public transportation operators in the conduct of the metropolitan transportation planning process.



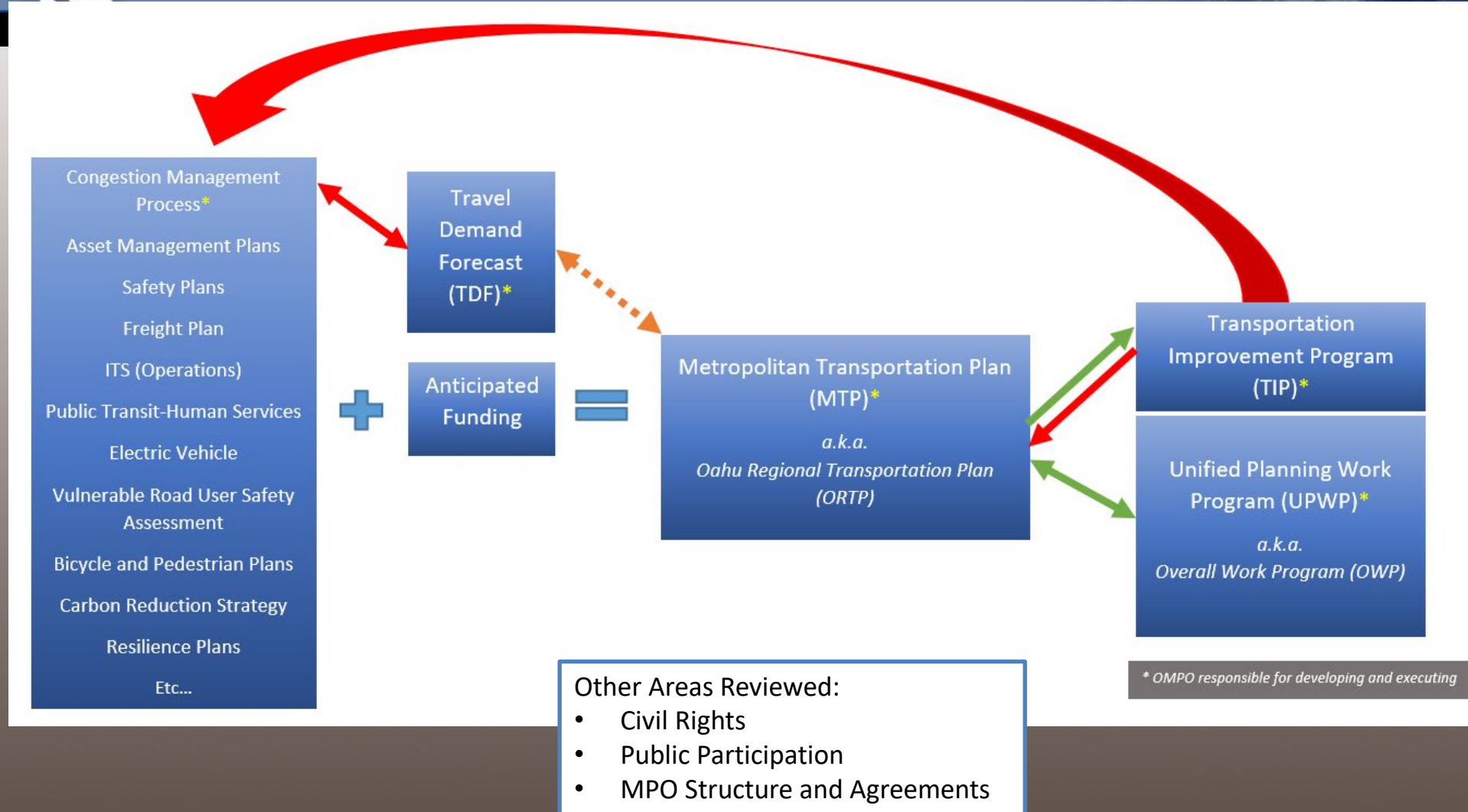
Review Process

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- Review previous findings
- Desk review of required MPO documents
- Public Input
- Meet with MPO staff
- Meet with Policy Board and TAC members
- FHWA/FTA issue Draft Report
- Staff review Draft Report for factual accuracy
- Final Report/Certify the MPO
- Report back to TAC, CAC, Policy Board



Metropolitan Transportation Planning Process



Overall Results

Hawaii Division Office

“The 2022 review found that the metropolitan transportation planning process conducted in the OahuMPO area substantially meets, with corrective actions, the Federal planning requirements.”

- 4 Commendations
- 11 Corrective Actions
- 13 Recommendations



Commendations

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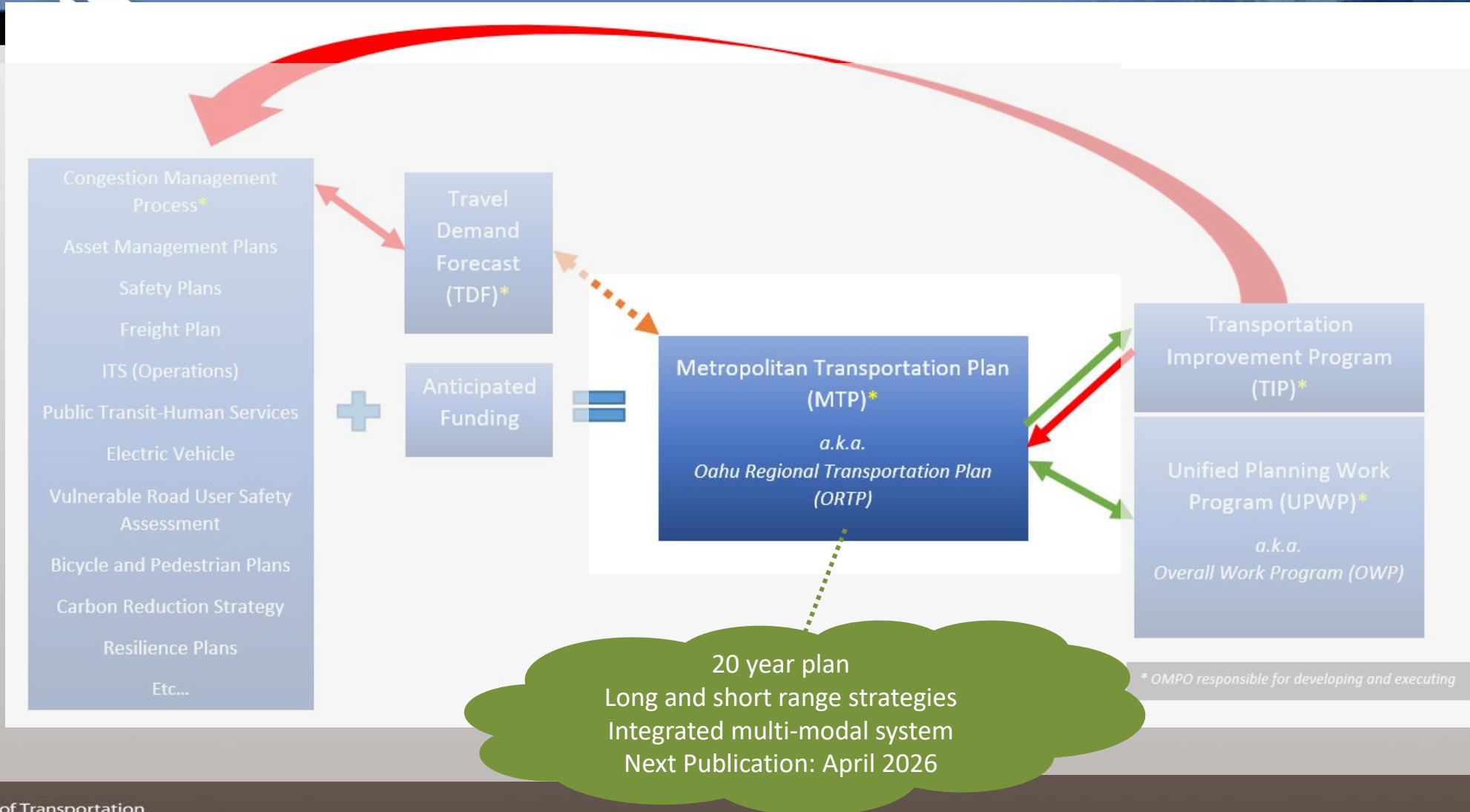


- Exemplary dispositions of MTP and TIP comments
- Extensive, inclusive MTP outreach with diverse participation opportunities
- Focused effort to engage disadvantaged populations in the planning processes
- The [Congestion Management Process Dashboard](#) is a dynamic format and provides insight into congestion across the island



Metropolitan Transportation Plan (MTP)

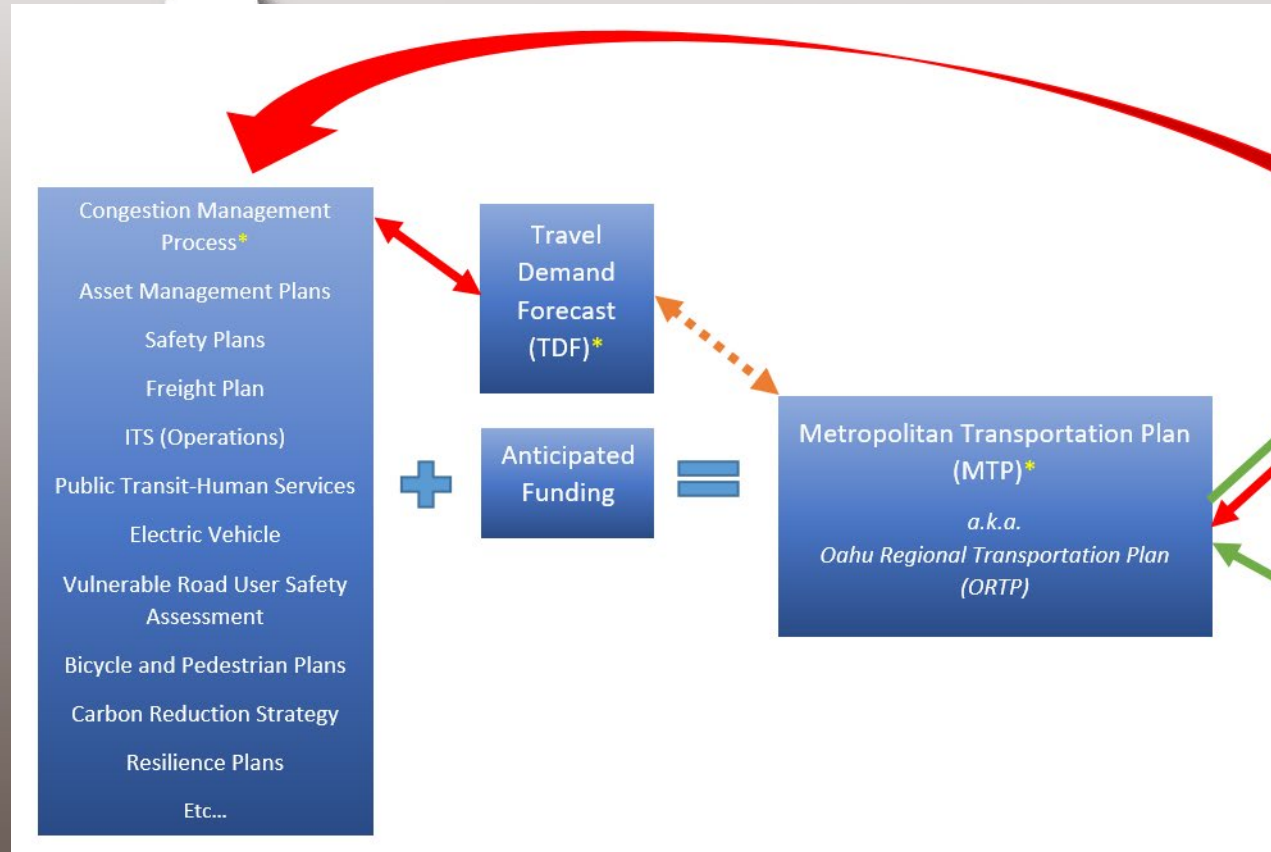
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MTP Next steps

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By the next update of the ORTP:

- Document how the CMP and other performance-based plans were incorporated in the MTP (long-range plan) development.
- Develop realistic fiscal constraint analysis.

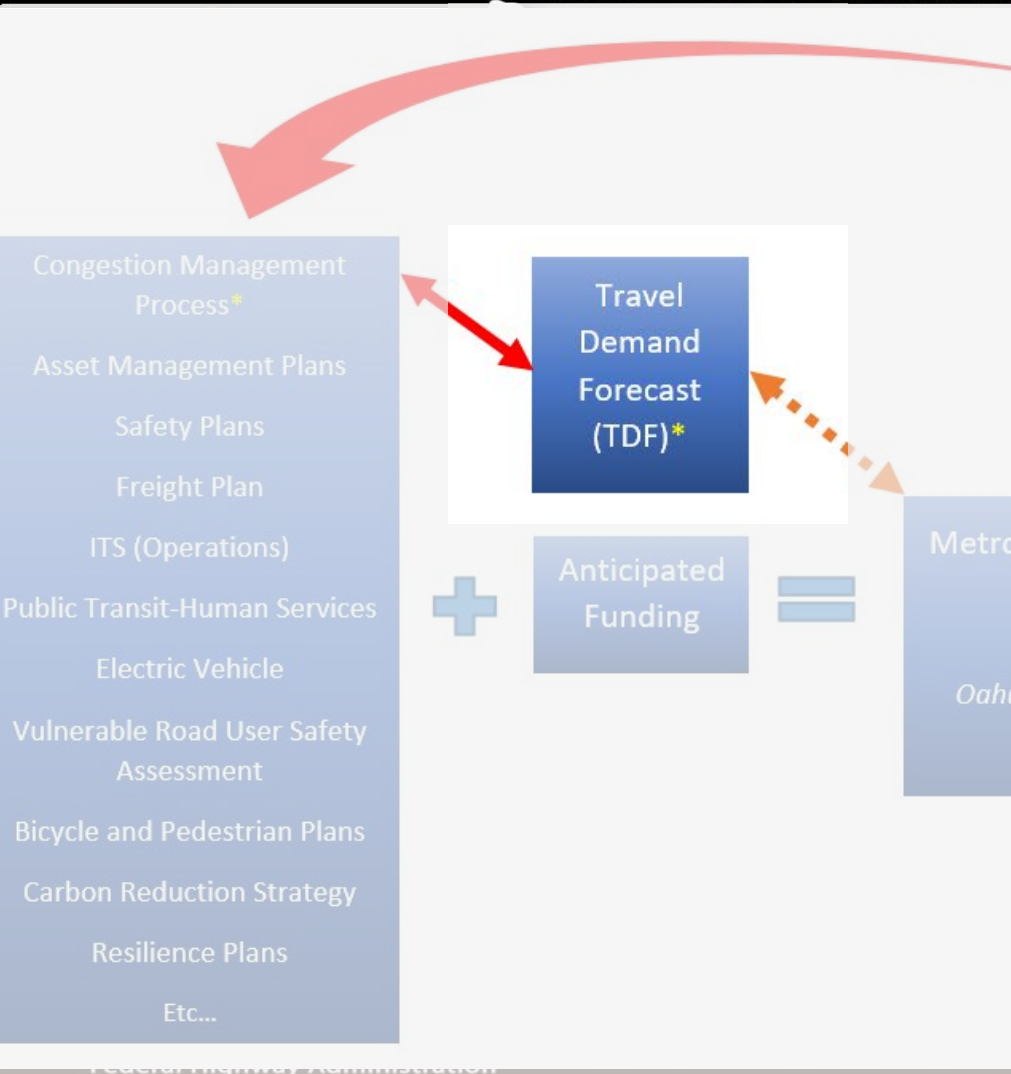
Recommended:

- Identify a process to analyze transportation forecasting and include Policy Board as part of the ORTP process prior to public review
- Develop a realistic schedule for ORTP update (due April 2026) to include checkpoints and processes for partners to formally approve analyses.



Travel Demand Forecasting

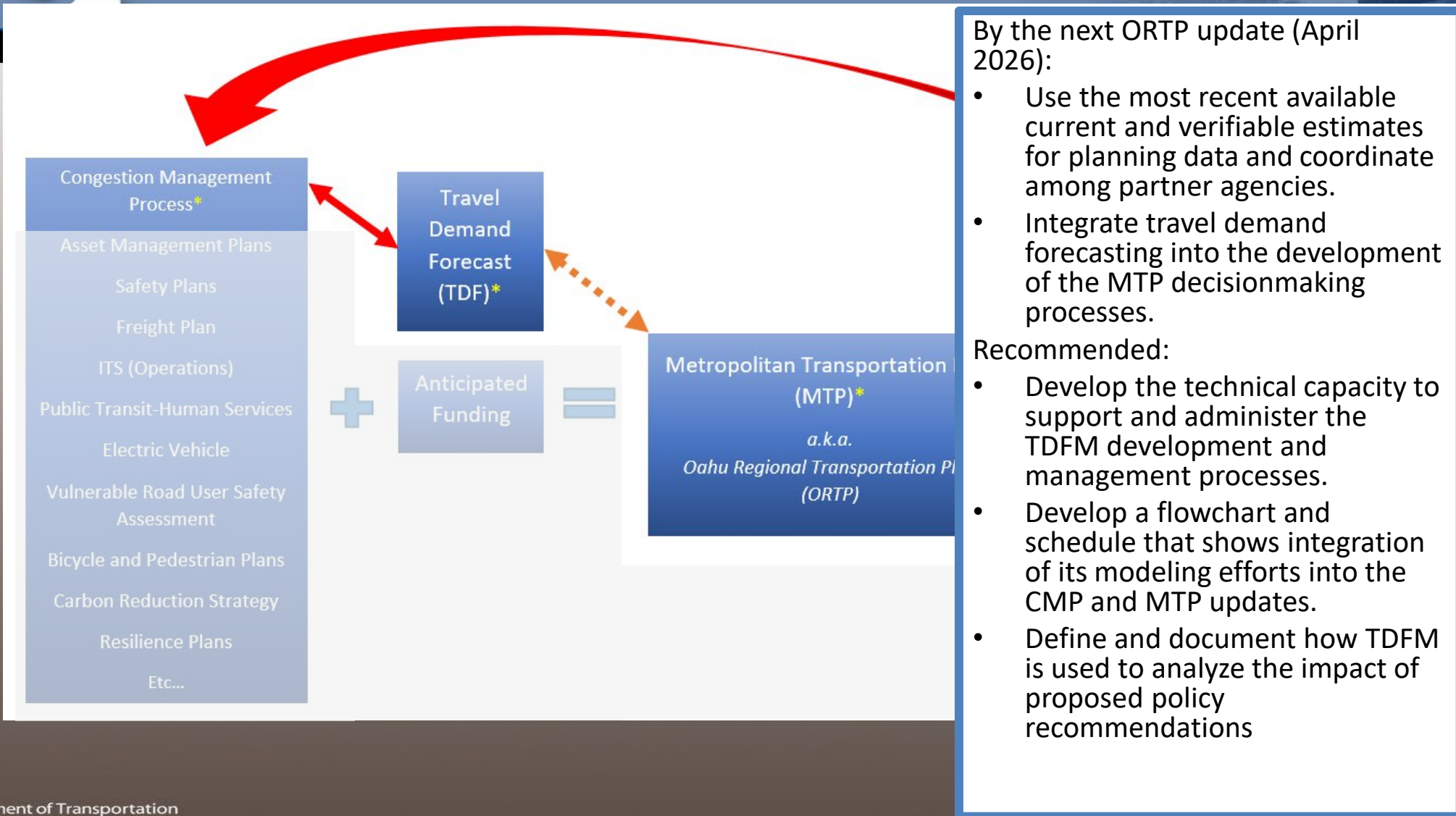
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- MTP must include the projected transportation demand of persons and goods in the MPA over the period of the plan based on latest available estimates and assumptions
 - including population, land use, travel, employment, congestion, and economic activity
- Travel demand forecasting models (TDFM) are one type of method used to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments.

TDF Next steps

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CMP and Management & Operations

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- CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system.
- Management and Operations (M&O) is an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure.
 - Strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.



CMP and Management and Operations Next Steps

Hawaii Division Office



By the next TIP update (November 2024) and MTP update (April 2026):

- CMP must analyze the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.

Recommended:

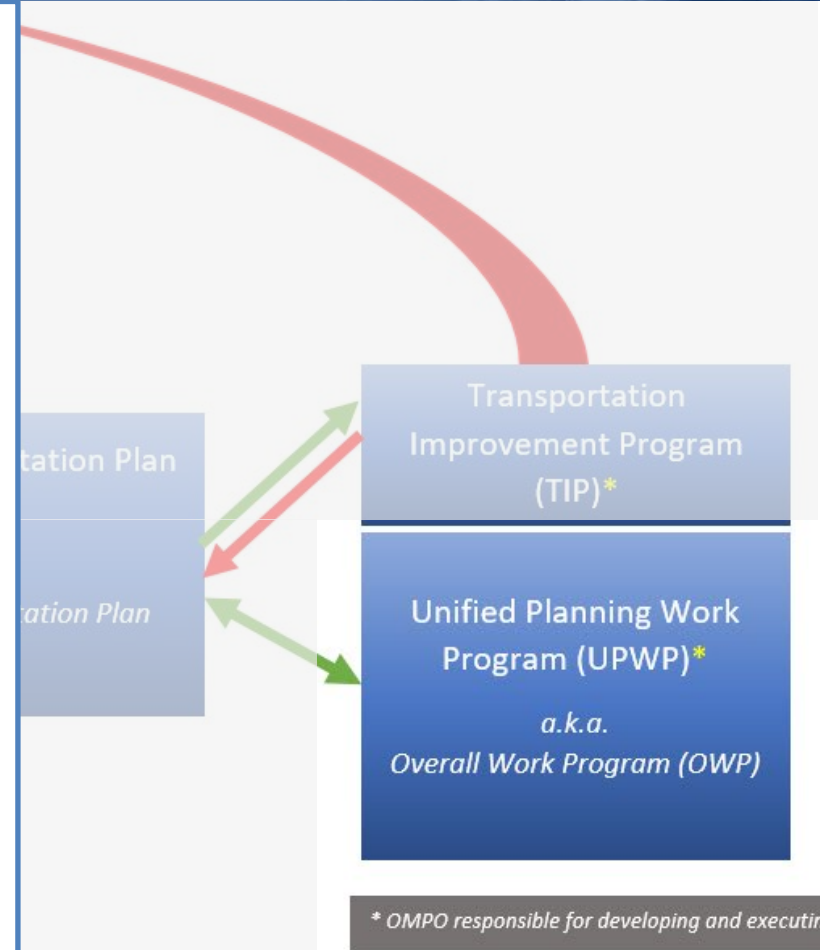
- Define and document a process for integrating microsimulation modeling efforts into its CMP to analyze the impact of transportation system management approaches and proposed policy recommendations on projects.



Unified Planning Work Program (UPWP)

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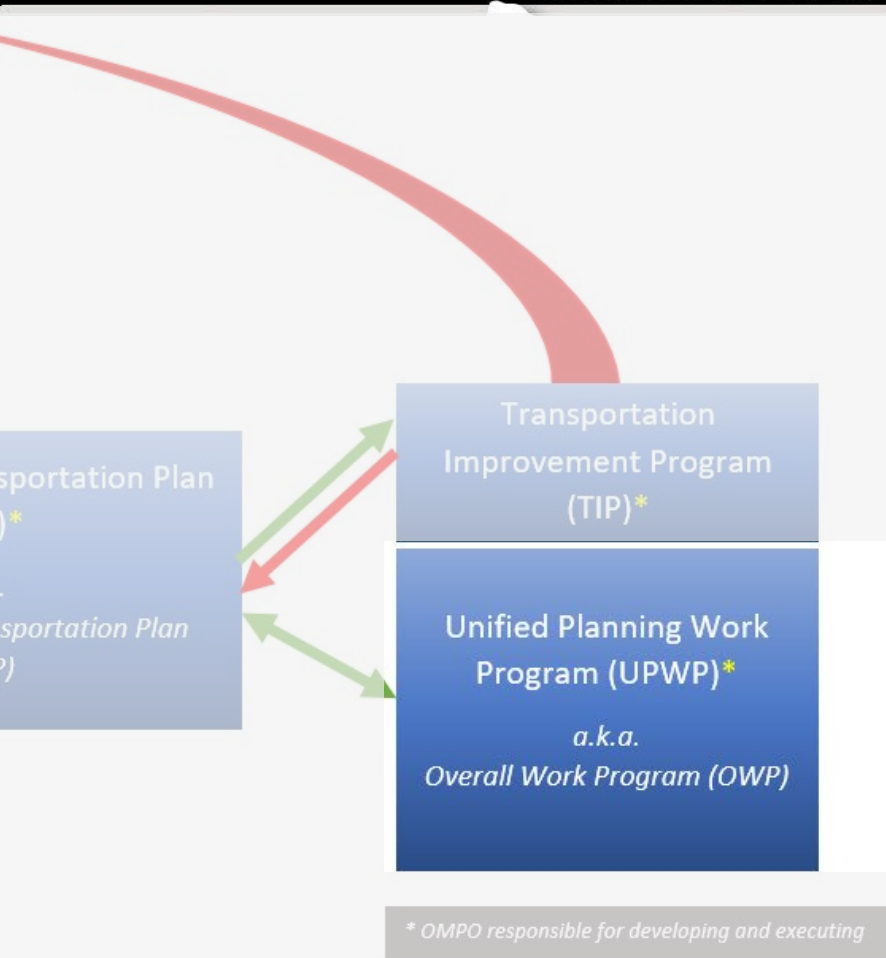
- AKA the Overall Work Program (OWP)
- Discusses planning priorities
- Programs work activities for the **one-or two-years**



UPWP Next steps

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By the next OWP budget period (July 2023):

- Consider whether the OWP will include one or two budget periods.
- The OWP shall:
 - a. Only describe tasks and work to be performed during the OWP budget period;
 - b. Only request reimbursement for expenditures that occur in the same year(s) as the OWP budget period;
 - c. Close out the OWP by the end of the performance period; and
 - d. Issue an accomplishments report within 90 days of the last budget year end of the performance period.
- Update OWP Policies and Procedures to clearly identify the roles of the TAC, CAC, and Policy Board in OWP development.
- Document a transition plan to close out projects.

TIP

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ion Management
Process*

Management Plans

Safety Plans

Freight Plan

(Operations)

nsit-Human Services

Electric Vehicle

le Road User Safety
Assessment

nd Pedestrian Plans

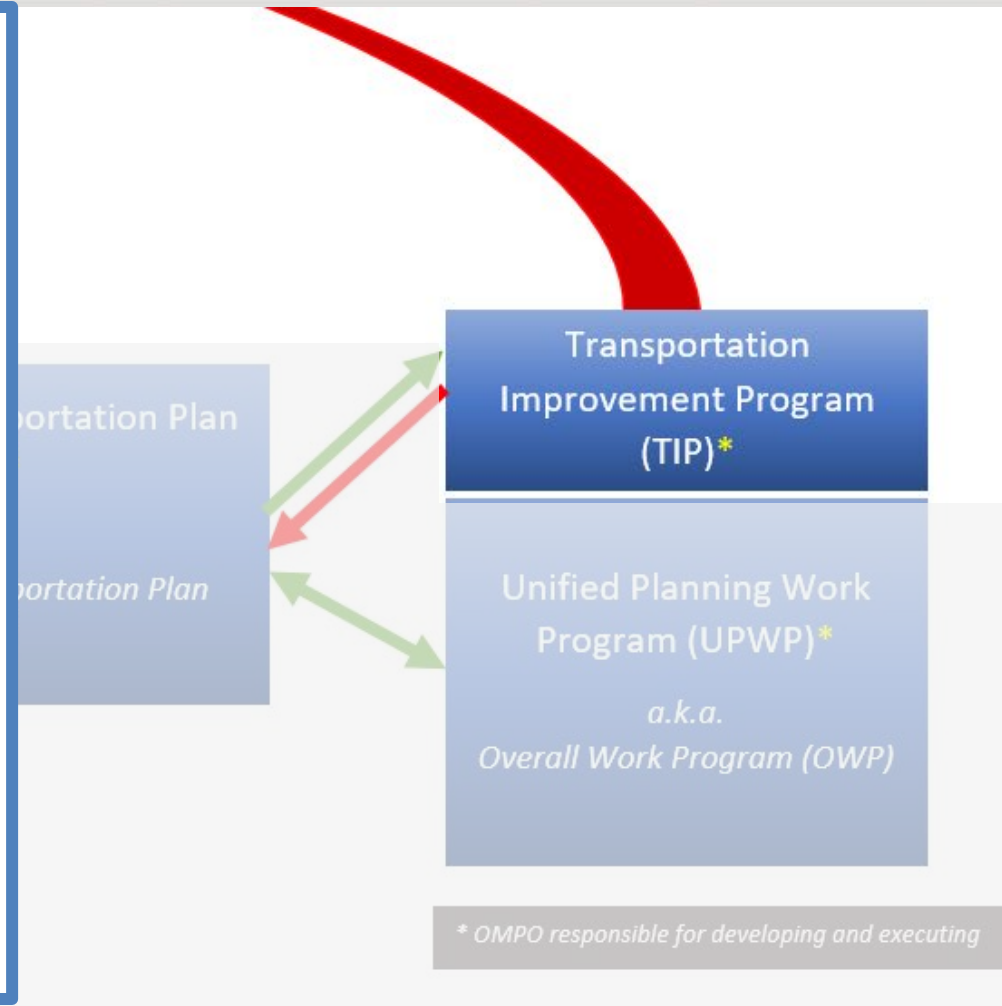
Reduction Strategy

ilience Plans

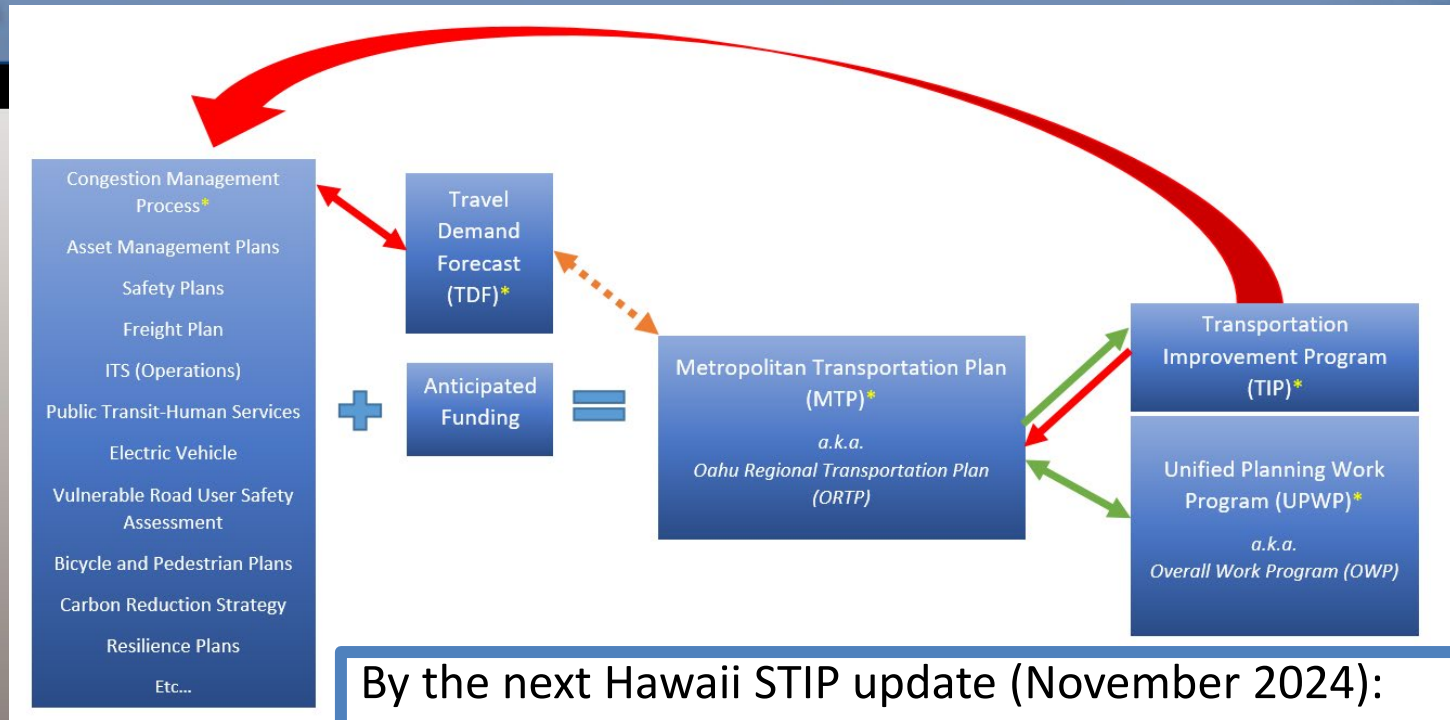
Etc...

TIP must meet the following requirements:

- Cover at least a 4-year horizon and be updated at least every 4 years.
- List surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C.
- List project description, cost, funding source, and agency.
- **Be consistent with the adopted MTP.**
- Be fiscally constrained.
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP.



TIP Next steps



By the next Hawaii STIP update (November 2024):

- As the TIP is revised, the ORTP must be amended to ensure consistency between the two documents
- Document how the CMP and other required performance-based plans, processes, and programs were implemented

Recommended:

- Show how the TIP meets fiscal constraint.
- Work with the HDOT to develop a method for describing AC and fiscal constraint in the TIP.



Civil Rights

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- Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin.
- ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.
- EO #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations
- EO #13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency



Civil Rights Next Steps

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Recommended:

Prior to the updates of the ORTP and Hawaii STIP updates (April 2026 and November 2024):

- Undertake a more robust analysis of the benefits and impacts of transportation system projects and services on minority and low-income populations.
 - An alternative Title VI/EJ analysis in the TIP could quantitatively examine transportation system outcomes and whether outcomes vary based on mode and/or EJ categories.



Public Participation

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- MPOs are required to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO.
- MPO required to develop a documented Participation Plan that includes procedures and strategies to include public and interested parties in the planning process.



Public Participation Next Steps

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Recommended:

Prior to the next TMA Certification Review (June 2026):

- Ensure that website clearly identifies the latest version of its required agreements and documents.
- Manage CAC and the general public expectations in the decision-making process
- OahuMPO staff should review the USDOT's [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making)

<https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making> (Oct 13, 2022)



MPO Structure and Agreements

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The practice and responsibilities of carrying out the metropolitan transportation planning process shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator.

- Member jurisdictions:
 - the State of Hawaii
 - City and County of Honolulu
- Major Transit Operator: City and County of Honolulu
 - The transit agencies: DTS and the Honolulu Area Rapid Transit (HART).
- Policy Board Members:
 - Agency officials
 - Elected leaders from State of Hawaii and the City and County of Honolulu



MPO Structure and Agreements Next Steps

Hawaii Division Office

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Recommended:

Prior to the next TMA Certification Review (June 2026):

- Review and, if necessary, update its existing agreements to ensure they reflect anticipated planning funding levels and statutory/regulatory references, and fiscal processes of the OahuMPO.
- Policy Board and the Executive Director should assess staffing levels and capacity to ensure that OahuMPO reflects the skills and capacity needed to fulfill the federally required tasks. (Specific training areas included in report).



Summary

Hawaii Division Office

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- FHWA/FTA Contacts
 - Amy Ford-Wagner, FHWA HI Division
 - Ryan Fujii, FTA Region IX

Q and A



V. New Business

C. OahuMPO Project Management Training Program Update

Transportation Project Management Training Program

Overview:

- 30+ participants
- Meeting 4th Friday of each month (January to September)
- Curriculum includes:
 - Federal transportation policies and programs
 - Project development overview
 - Funding, procurement, contract management
 - Project planning and scheduling
- Instructors include experienced project managers from HDOT, City and County of Honolulu, FHWA, peer cities, and private sector
- 100% federally funded program



Transportation Project Management Training Program

Current Status:

- First three sessions (January, February, March) completed
- Excellent (> 95%) attendance and active participation
- Classes have been well received according to survey results
- Curriculum for later sessions still being finalized (based on feedback received)
 - Will include more emphasis on:
 - Project development
 - Funding and procurement
 - Project planning, scheduling, and management
 - Contract performance

Transportation Project Management Training Program

Mobile Study Tour:

- Mobile Study Tour proposed for end of training program (October 2023)
- Opportunity for participants to:
 - View and experience completed federally funded projects in peer locations
 - Meet with project managers who have successfully implemented federally funded projects
 - Ask questions, hear lessons-learned, and get advice from other regions and states

Proposal:

- Seattle and/or Portland, 4-6 days total
- Meet with City and State officials and project managers involved in development of federally-funded transportation projects
- Will visit completed projects and meet those involved, to hear their stories



Transportation Project Management Training Program

Mobile Study Tour Options:

- Option #1:
 - Six days (incl two travel days), five nights, two cities (Seattle and Portland)
 - Estimated cost to be \$3,500-\$4,000/person or about \$125,000-\$145,000 total
- Option #2:
 - Four days (incl two travel days), three nights, one city (Seattle or Portland)
 - Estimated cost to be \$3,000-\$3,500/person or about \$105,000-\$125,000 total
- 100% federal funds may be used to cover the cost in either case, with FHWA approval
- Other options:
 - Delay the trip to 2024 or not go at all
 - Bring project managers from peer cities to Hawaii to make presentations here instead

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

VII. Announcements



VIII. Adjournment