Call to Order
I. Roll Call
II. Approval of Minutes
III. Reports
IV. Old Business
IV. Old Business: 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?

- **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 comply with 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

- 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
MPO Areas Reviewed

- Metropolitan Transportation Plan (MTP)
  \[a.k.a. \text{Oahu Regional Transportation Plan (ORTP)}\]
- Travel Demand Forecasting
- Congestion Management Process
- Unified Planning Work Program (UPWP)
  \[a.k.a. \text{OMPO Work Program (OWP)}\]
- Transportation Improvement Program (TIP)
- Civil Rights (Title VI, EJ, LEP, ADA)
- Public Participation
- MPO Structure and Agreements
“The 2022 review found that the metropolitan transportation planning process conducted with corrective actions, the Federal planning requirements.”

- 4 Commendations
- 11 Corrective Actions
- 13 Recommendations
Commendations

- 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)

20 year plan
Long and short range strategies
Integrated multi-modal system
Next Publication: April 2026
By the next update of the ORTP:

- Document how the CMP and other performance-based plans were incorporated in 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 to include checkpoints and processes for partners to formally approve analyses.
• 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.
Next steps

By the next ORTP update (April 2026):
• Use the most recent available current and verifiable estimates for planning data and coordinate the use of the planning data among partner agencies.
• Integrate travel demand forecasting into the development of the MTP decisionmaking processes.

Recommended:
• Develop the technical capacity to support and administer the TDFM development and management processes.
• Develop a flowchart and schedule that shows integration of its modeling efforts into the CMP and MTP updates.
• Define and document how TDFM is used to analyze the impact of proposed policy recommendations.
• 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.
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.
• AKA the Overall Work Program (OWP)
• Discusses planning priorities
• Programs work activities for the one-or two-years
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 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.
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.
• 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
Recommended by 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.
• 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.
Recommended by 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*
The practice and responsibilities of carrying out the metropolitan transportation planning process involve written agreements among the MPO, the State, and the public transportation operators.

- **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
Recommended by 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

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

Q and A
V. New Business
V. New Business: Overall Work Program
FY2024-2025 Final Draft
The Overall Work Program is a Federal requirement per 23 CFR 450.308.

Developed biennially.

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)
- Subrecipient studies.
OWP Development Schedule

March
• Thirty-day Public & IG Review Period Ends
• OahuMPO responded to public comments and finalized draft

April
• Final draft presented to CAC and TAC for review
• PB reviews and makes a motion to endorse

May
• FHWA & FTA reviews and approves OWP

May-June
• OahuMPO and HDOT coordinate on funding obligation
• Funds must be obligated before budget period begins on 7/1
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

<table>
<thead>
<tr>
<th>Source Description</th>
<th>Federal Share</th>
<th>Local Share</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration- PL (New Apportionment)</td>
<td>$4,127,991</td>
<td>$1,031,998</td>
<td>$5,159,989</td>
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<tr>
<td>Federal Transit Administration - 5305(d) (New Apportionment)</td>
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<td>$217,025</td>
<td>$1,085,124</td>
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<td>Federal Highway Administration - STBG Urbanized (New Apportionment) 100% Federal</td>
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<td>$0</td>
<td>$200,000</td>
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<tr>
<td>Federal Highway Administration - STBG Urbanized (New Apportionment) 80/20</td>
<td>$586,880</td>
<td>$146,720</td>
<td>$733,600</td>
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<td>Federal Highway Administration - PL (Prior Year)</td>
<td>$2,203,854</td>
<td>$550,964</td>
<td>$2,754,818</td>
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<td><strong>Total Funding Available</strong></td>
<td>$7,986,824</td>
<td>$1,946,707</td>
<td>$9,933,531</td>
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### OWP FY2024-2025 Funding Request

<table>
<thead>
<tr>
<th>Category</th>
<th>Federal</th>
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<th>Total</th>
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<tr>
<td>OahuMPO Regular Operations</td>
<td>$3,585,000</td>
<td>$896,250</td>
<td>$4,481,250</td>
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<tr>
<td>Training/Workforce Development</td>
<td>$200,000</td>
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<td>$200,000</td>
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<tr>
<td>Regional Planning Studies</td>
<td>$4,201,824</td>
<td>$1,050,456</td>
<td>$5,252,280</td>
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<tr>
<td><strong>Total Funding Request</strong></td>
<td>$7,986,824</td>
<td>$1,946,706</td>
<td>$9,933,530</td>
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</tbody>
</table>
Task 1: MPO Management & Program Administration

- Program Administration & Management
- Training, Education, Workforce Development
- Overall Work Program
- Subrecipient Monitoring
- Single Audit

OWP FY2024-2025 Final Draft
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

OWP FY2024-2025 Final Draft
Task 3: Short Range Planning

Multimodal Assessment – Phase II (With HSEO)

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.

The State government’s employment of 10,000 people presents a tremendous opportunity to influence travel behavior for a significant part of the population by providing more transportation options, incentives, etc. This study will also provide the State Government the opportunity to lead the way on TDM and help to meet State climate and energy goals.

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.
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.
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)**

<table>
<thead>
<tr>
<th>Study Title &amp; Agency</th>
<th>FHWA-STBG U</th>
<th>FHWA-PL</th>
<th>FTA 5303(d)</th>
<th>Local Match</th>
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<tr>
<td><strong>DTS</strong></td>
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<tr>
<td>Transit Rider Survey Interim Opening 2</td>
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<td>$343,383</td>
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<td>Active Transportation Monitoring Phase IV</td>
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<td>Multimodal Mobility Hub Planning Study Phase II</td>
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<td><strong>HSEO</strong></td>
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<tr>
<td>Multi-modal Assessment Phase II</td>
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<tr>
<td>State Gov Employee TDM Study</td>
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<td>$50,000</td>
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<td><strong>UH Manoa</strong></td>
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<tr>
<td>Educational Framework for Youth Engagement Phase II</td>
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<td><strong>Total</strong></td>
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OWP FY2024-2025 Final Draft
## Funding Summary By Cost Category – OahuMPO Operations

### OahuMPO - Regular Operations Budget - (80/20)

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<tr>
<th>Cost Category</th>
<th>FHWA-STBG U</th>
<th>FHWA-PL</th>
<th>FTA 5303(d)</th>
<th>Local Match</th>
<th>Total</th>
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<tr>
<td>Staff Time</td>
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<tr>
<td>Consultants</td>
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<td>$188,000</td>
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<tr>
<td>Software</td>
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<tr>
<td>Overhead</td>
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<td>$70,000</td>
<td>$350,000</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$868,099</strong></td>
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</table>

### STBG Funds at 100% Federal Share

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<tr>
<th>Category</th>
<th>FHWA-STBG U</th>
<th>FHWA-PL</th>
<th>FTA 5303(d)</th>
<th>Local Match</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training/Workforce Development</td>
<td>$200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$200,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$200,000</strong></td>
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<td></td>
<td></td>
<td><strong>$200,000</strong></td>
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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
<table>
<thead>
<tr>
<th>Comment By</th>
<th>Comment Summary</th>
<th>OahuMPO or Subrecipient Response Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ken Tatsuguchi, HDOT Highways Division</td>
<td>Suggested edit to text on page 5 to clarify that $2.7 million in funds from prior years includes the local match.</td>
<td>This edit was made in the final draft.</td>
</tr>
<tr>
<td>Ken Tatsuguchi, HDOT Highways Division</td>
<td>Request for clarification on changes made between FY23 and FY24 to the staffing plan graphic on page 11.</td>
<td>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.</td>
</tr>
<tr>
<td>Ken Tatsuguchi, HDOT Highways Division</td>
<td>Comment about which work elements fulfill the Complete Streets requirement.</td>
<td>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.</td>
</tr>
<tr>
<td>Ken Tatsuguchi, HDOT Highways Division</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>
## Public & Intergovernmental Review

<table>
<thead>
<tr>
<th>Comment By</th>
<th>Comment Summary</th>
<th>OahuMPO or Subrecipient Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dina Wong, Planning Division, DPP</td>
<td>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.</td>
<td>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 HRTP.</td>
</tr>
<tr>
<td>Dina Wong, Planning Division, DPP</td>
<td>(In reference to State Gov Employee TDM Study) Great project. Could this be expanded to include City and County of Honolulu employees?</td>
<td>The Energy Conservation Emissions Reduction Plan being managed by OCCSR includes a TDM program for City staff.</td>
</tr>
<tr>
<td>Dina Wong, Planning Division, DPP</td>
<td>(In reference to Educational Framework for Youth Engagement) Great project. Give all participants a free Holo transit card, and one for their parents too!</td>
<td></td>
</tr>
</tbody>
</table>

OWP FY2024-2025 Final Draft
Questions?
Requested Action

Recommend the Policy Board endorse the Overall Work Program FY2024-2025.
V. New Business: Oahu Regional Transportation Plan
   2050 Update
O‘ahu Regional Transportation Plan 2050

Presentation to:
O‘ahuMPO Citizen Advisory Committee
April 5, 2023
AGENDA

• O‘ahu Regional Transportation Plan Overview
• ORTP 2045 Vision Statement and Goals
• ORTP 2050 Community Engagement Objectives
• ORTP 2050 Branding Concepts
• Next Steps
PBR HAWAII & Associates, Inc.

• Planning, land use projections, scenarios
• Revenue forecasting, cost estimation
• Community engagement
• Graphic design
Nelson\Nygaard Consulting Associates

Transit
Designing and developing great transit services for people

Cities and Streets
Balancing the mobility needs of everyone to create thriving places

Mobility Management, Access, and Policy
Creating strategies, policies, and systems that promote equitable access and mobility for all

Urban Corridors
Building vibrant, equitable communities with high-quality transit at the center

Parking and Demand Management
Creating livable places with better management of parking supply and demand

Active Transportation and Safety
Making places better for people to walk, bike, and gather
WHAT IS THE ORTP?

• Transportation planning document, with a 25-year time horizon, outlining the goals, objectives, policies, and projects for O‘ahu.

• Projects that are in the ORTP are eligible for Federal funding.

• Incorporates population, housing, employment, environmental, and land-use projections and considerations.

• Identifies strategies and actions to promote a transportation system that fits the needs and goals of the population.
TODAY’S OBJECTIVES

• Evaluate the ORTP 2045 Plan Vision Statement and Goals for relevance and continuity.
• Adapt first public touchpoint to successfully gather feedback on vision and goals statements.
• Leverage the CAC’s insights to prep for community outreach and to connect with the public within your sphere of influence.
OVERVIEW – VISION AND GOALS

**Framework:** “Weaving” the previous and separate efforts together to form a cohesive “lauhala mat” that reflects the public’s transportation desires.

**Focus on:** Inclusivity, Equity, and Diversity

**Reasons to rethink the plan:**
- Change in public desires
- Disruptions from COVID19, new vulnerabilities identified?

What does a 2050 Plan embrace or reflect?
OVERVIEW – VISION AND GOALS

**Purpose:** Guide ORTP direction based on established plans and community engagement

**Highlighted Tasks:**

- Synthesize vision, goals, objectives
  - Inventory established plans
  - Community engagement
- Develop performance measures to gauge progress toward ORTP vision/goals/objectives
Vision: In 2045, O‘ahu’s path forward is multimodal and safe. All people on O‘ahu can reach their destinations through a variety of transportation choices, which are reliable, equitable, healthy, environmentally sustainable, and resilient in the face of climate change.
2045 GOALS

1. Improve the safety of the transportation system;
2. Support active and public transportation;
3. Promote an equitable transportation system;
4. Improve the resiliency of the transportation system;
5. Preserve and maintain the transportation system;
6. Support a reliable and efficient transportation system;
7. Improve air quality and protect environmental and cultural assets;
O‘ahu Regional Transportation Plan 2050

PUBLIC ENGAGEMENT OBJECTIVES
PUBLIC ENGAGEMENT

Stakeholder Engagement Objectives

• Build Public Trust
• Gather Information from Diverse Stakeholders
• Educate the Public - Transportation Literacy
• Document how Engagement Informs ORTP 2050 Update
PUBLIC ENGAGEMENT - TOOLS

• Citizen Advisory Committee + Project Working Group Consultation
• Community Values Survey
• Community Values “Road Show”
• Youth Engagement
• Public Meetings
• Virtual Workshops on Scenario Planning
• Interactive Web Map + Call for Projects
PUBLIC ENGAGEMENT

What are the best methods, questions, focus points to lead the discussion and get meaningful feedback from O‘ahu transportation users?

• Schools
• Community Groups
• CAC Member Networks
• Others...?
ORTP 2050
BRANDING
Next Steps & CAC Engagement
Mahalo!
VI. Invitation to interested members of the public to be heard on matters not included on the agenda
VII. Announcements
VIII. Adjournment